

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Metrolink Sustainable Locomotives Project  
Resolution **SCCP-P-2526-03B**  
(to be completed by CTC)

**1. FUNDING PROGRAM**

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

**2. PARTIES AND DATE**

- 2.1 This Project Baseline Agreement (Agreement) effective on **December 4, 2025** (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, **Southern California Association of Governments**, and the Implementing Agency, **Southern California Regional Rail Authority**, sometimes collectively referred to as the "Parties".

**3. RECITAL**

- 3.1 Whereas at its **6/26/2025** meeting the Commission approved the **Solutions for Congested Corridors Program** and included in this program of projects the **Metrolink Sustainable Locomotives Project**, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

**4. GENERAL PROVISIONS**

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution **[REDACTED]**, "Adoption of Program of Projects for the Active Transportation Program", dated **[REDACTED]**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the Local Partnership Program", dated **[REDACTED]**
  - Resolution **G-25-41**, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated **6/26/2025**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated **[REDACTED]**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated **[REDACTED]**

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Southern California Regional Rail Authority agrees to secure funds for any additional costs of the project.
- 4.6 Southern California Regional Rail Authority agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Southern California Regional Rail Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Southern California Regional Rail Authority agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics  
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The State will not cover costs in the event of a cost overrun.

### Attachments:

- Exhibit A: Project Programming Request Form  
Exhibit B: Project Report  
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Project Name **Metrolink Sustainable Locomotives Project**

Resolution **SCCP-P-2526-03B**

*(to be completed by CTC)*

**Cindy Giraldo**

Digitally signed by Cindy Giraldo  
Date: 2025.11.05 10:36:11 -08'00'

Cindy Giraldo

Chief Financial Officer

Project Applicant

Date

**Darren M. Kettle**

Digitally signed by Darren M. Kettle  
Date: 2025.11.04 06:19:45 -08'00'

Darren M. Kettle

Chief Executive Officer

Implementing Agency

Date

  
Gloria Roberts (Nov 12, 2025 06:55:50 PST)

Gloria Roberts

District Director

California Department of Transportation

11/12/2025

Date



Dina El-Tawansy

Director

California Department of Transportation

11/20/2025

Date



Tanisha Taylor

Executive Director

California Transportation Commission

02/11/2026

Date

# 2024 Solutions for Congested Corridors

## FACT SHEET



**TIER 4  
LOCOMOTIVES**

## Project Scope

The Southern California Association of Governments (SCAG) and the Southern California Regional Rail Authority (SCRRA), are jointly nominating the **Metrolink Sustainable Locomotives Project** (Project) as an eligible capital (construction) project which will procure up to 12 new Tier 4 diesel locomotives. These locomotives will replace MP36 Tier 2 diesel locomotives now operating within SCRRA's existing fleet. The Metrolink Board has directed staff to pursue the cleanest available technology for the replacement locomotives, which is currently Tier 4. The procurement will include the development of technical specifications and provisioning for conversion to enable a mid-life

transition to hybrid or zero-emissions operations, further reducing the emissions for the Metrolink fleet, and advancing SCRRA's goal of zero-emissions operations. The conversion of up to 12 locomotives would begin in 2041 and conclude in 2043 when the technology is widely available and service proven. This project element will advance locomotive technology and aid in knowledge transfer to other operators.

COST	
Total Cost:	\$150.8 million
Total SCCP Awarded:	\$52.6 million (34.9%)
Total Local Funding:	\$98.2 million (65.1%)

SCHEDULE	
Environmental Completion:	August 2025 (CEQA Statutory Exemption)
Construction:	Jun 2026– Jun 2029 (Substantial Completion)
First Full Year of Revenue Operation:	2031

## Major Project Benefits and Outcomes

- Improves Metrolink service reliability, on-time performance, and customer experience.
- Maintains regional rail transit capacity that will avoid the loss of more than 3.6 million riders per year on average, and reduces SCAG regional highway congestion by eliminating more than 2 billion highway vehicle miles traveled over the locomotives' 25-year useful life.
- Improves public health by eliminating 251 tons of CO<sub>2</sub> and 11 tons of VOC emissions over 25 years.
- Eliminates 23.7 million person-hours of delay over 25 years.
- Avoids 8 fatalities, 565 serious injuries, and \$91.6 million in (discounted) accident costs over 25 years on parallel highways and arterials as millions of riders are kept safe on the cleanest possible Metrolink trains.
- Creates 1,960 construction-related jobs and moves more people on fewer vehicles through congested corridors to more jobs in Southern California.

# Greenhouse Gas Emission Impacts

By upgrading up to 12 locomotives to Tier 4 and avoiding more than 2 billion new vehicle miles traveled (VMT) from cars on Southern California freeways and arterials, this regional rail Project will reduce greenhouse emissions by an estimated 178,869 metric tons of carbon dioxide (MTCO<sub>2</sub>e) over the 25-year analysis period, or 7,155 tons on average, each year.

Emissions**	ROG	PM	NOx
TIER 2	0.30	0.10	5.5
TIER 4	0.14	0.03	1.3
% Difference	-53%	-70%	-76%

\*\*Grams per brake horsepower-hour (g/bhp-hr)

## Mitigated/Avoided Negative Community Impacts

The Project was cleared through a California Environmental Quality Act (CEQA) statutory exemption (SE), in accordance with State Public Resources Code 21080 (B)(10), as the Project is part of normal operations within an existing rail right-of-way. The SE process was initiated in summer 2025, and completed on August 25, 2025.

The Project will deliver on longstanding community needs for clean, affordable, and reliable Metrolink service, with higher frequencies connecting people to inter-county and suburb-to-suburb destinations each day. The need and community support for this service have been identified through the Inland Empire Comprehensive Multimodal Corridor Plan, which included focused outreach to disadvantaged communities and priority populations, and validated in 2024 via Metrolink's Tier 4 Locomotives Community Outreach Campaign.

## Transportation Equity

This Project will maintain critical intercounty regional rail mobility by replacing up to 12 aging and higher-polluting Tier 2 locomotives with best available, cleanest Tier 4 locomotives. The Project provides continued service, and more reliable, on-time service, throughout the Metrolink service area, while reducing emissions associated with the 12 locomotives, thus providing direct and meaningful benefits to predominantly disadvantaged and low-income communities and transit-dependent households. The Project's cleanest available replacement locomotives will utilize sustainable diesel fuel in areas with some of the poorest air-quality and worst traffic congestion in the nation.

The Project is in complete alignment with the State's equity goals, as well as with Metrolink's Equity definition and related policies, which affirms that transportation is key to overcoming inequity through providing affordable non-auto access to jobs, housing, education, health, and safety. As a means of improving regional rail service for large numbers of disadvantaged and low-income Southern California residents, the Project is important to achieving SCAG and Metrolink environmental justice and congestion management policy goals.



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/13/2025 16:03:23
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75	R631GL	0026000062	SB159	Southern California Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR				Southern California Regional Rail Authority	
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Jennifer Farinas			213-503-3229	farinasj@scrca.net	

**Project Title**

Metrolink Sustainable Locomotives Project

**Location (Project Limits), Description (Scope of Work)**

Equipment Procurement: The Project is a capital project that will procure 12 new Tier 4 diesel locomotives to replace 12 MP36 Tier 2 diesel locomotives now operating within SCRRA's existing fleet. These locomotives will be used on all lines throughout Metrolink's six-county service area, including Los Angeles County, Orange County, San Bernardino County, Riverside County, Ventura County, and Northern San Diego County.

Midlife Conversion: The project intends to not preclude a midlife conversion of the new Tier 4 locomotives to a zero emission or hybrid powertrain in the future if/when the technology is widely available and service proven.

Component	Implementing Agency
PA&ED	Southern California Regional Rail Authority
PS&E	Southern California Regional Rail Authority
Right of Way	Southern California Regional Rail Authority
Construction	Southern California Regional Rail Authority

**Legislative Districts**

Assembly: 64,65,66,67,68,69,70,71,72,73,74,75 Senate: 32,33,34,35,36,37,38,16,18,19,20,21,2 Congressional: 8,23,24,25,26,27,28,29,30,31,32

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/30/2025
Circulate Draft Environmental Document Document Type CE		08/08/2025
Draft Project Report		07/31/2025
End Environmental Phase (PA&ED Milestone)		08/25/2025
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		07/01/2029
End Closeout Phase (Closeout Report)		01/31/2030

**Purpose and Need**

The Project aligns with SCCP objectives. The Project is designed to reduce congestion in highly traveled and highly congested corridors throughout the coterminous SCAG region and Metrolink service area. It does this by improving the regional multimodal mobility network and delivering the cleanest available locomotives to meet current and future rail passenger demand. Metrolink’s seven regional rail lines operate along routes that parallel high-volume highways and offer alternatives that help the region meet congestion management, mobility, greenhouse gas, and emission reduction goals.

According to Connect SoCal 2024, SCAG’s adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), rail and transit play a special role in ensuring comprehensive multi-modal performance, even (or especially) on the roads and freeways that parallel Metrolink’s network. Metrolink regional rail provides viable, accessible, and affordable non-auto mobility alternatives for travelers now using at least 20% of the freeway segments listed as one of SCAG’s top 100 bottlenecks, as identified in Connect SoCal’s Congestion Management Technical Report, Table 3.

Pre-pandemic annual vehicle hours of delay in the five-county SCAG region totaled 88.87 million miles (at 35 mph). After pandemic lockdowns eased, 2022 figures have already crept up from their 2020 low of 37.94 million hours to 54.96 million hours of delay per year, and that figure will continue to rise unless strategies, such as funding SCORE locomotives for Metrolink, are fully implemented.

Metrolink’s Fleet Must Keep Pace to Meet New Regional Congestion Trends. The responses to the pandemic have resulted in new work and travel patterns. The traditional PM peak period begins earlier, resulting in increased congestion throughout the SCAG region. Many roadway bottlenecks are active all day. Metrolink’s new schedule, which began in October 2024, represents an initial response to adapt to new demands for regional rail service. Metrolink will need 55 trainsets (55 locomotives) to deliver the proposed 2029 Service Growth Scenario and serve 3.6 million riders annually between 2029 and 2053.

Regional rail capacity must be maintained and expanded to manage congestion in Southern California. The SCAG region—roughly covering the same geography as Metrolink’s commuter rail service area—is an economic powerhouse that risks choking on its own success. More than 19 million people live and work in Southern California, and although our regional roadway network comprises more than 73,000 miles of streets and freeways and 135 centerline miles of express lanes, we remain mired in congestion. If we are to support our existing 6 million households, add two million people and 1.3 million jobs by 2050, and thus maintain our status as the 16th largest economy in the world, we must be able to move more people, using fewer and cleaner vehicles, through the region via planned and fully funded multi-modal corridors, including bus and rail transit, and Metrolink’s 546-route mile regional commuter rail system. Metrolink operations are particularly important as the 174 weekday trains on seven different lines parallel many of the region’s most congested freeways, and offer a needed mobility alternative to the car.

Metrolink secured the award of \$87.4 million in 2024 from the South Coast Air Quality Management District (SCAQMD) coupled with funding from our member agencies (Local Funds - Local Measure) totaling \$10.7 million.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	12

Date 11/13/2025 16:03:23

**Additional Information**

Environmental completed ahead of project schedule in August 2025.

Metrolink secured the award of \$87.4 million in 2024 from the South Coast Air Quality Management District (SCAQMD) coupled with funding from our member agencies (Local Funds - local measure) totaling \$10.7 million.

For non-proportional spending, SCRRA will utilize Local Funds - local measure first followed by SCCP and SCAQMD. Funds will be spent non-proportionally throughout the life of the project. Projected expenditure information is available upon request, and is subject to change once the procurement begins.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	222,576	-222,576
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	87,614,146	111,329,251	-23,715,105
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	33.88	21.33	12.55
			PM 10 Tons	69.62	21.98	47.64
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	410,362	589,232	-178,870
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	33.88	44.57	-10.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	75.51	15.67	59.84
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,029.74	1,281.18	-251.44
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	804.48	635.56	168.92
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	8.18	-8.18
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	556.17	-556.17
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,960	0	1,960
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.08	0	1.08
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	2,371,030	-2,371,030

District	County	Route	EA	Project ID	PPNO
75	VAR		R631GL	0026000062	SB159

Project Title  
 Metrolink Sustainable Locomotives Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Southern California Regional Rail Au
PS&E									Southern California Regional Rail Au
R/W SUP (CT)									Southern California Regional Rail Au
CON SUP (CT)									Southern California Regional Rail Au
R/W									Southern California Regional Rail Au
CON									Southern California Regional Rail Au
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				150,779				150,779	
TOTAL				150,779				150,779	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									2024 SCCP Award
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				52,606				52,606	
TOTAL				52,606				52,606	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Metrolink secured local funds from our member agencies totaling \$10.7 million.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				10,726				10,726	
TOTAL				10,726				10,726	

Fund #3:	Other State - SCAQMD Carl Moyer Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				87,447				87,447	
TOTAL				87,447				87,447	

# PROJECT REPORT EQUIVALENT

## Project Title: Metrolink Sustainable Locomotives Project

### Project Location Description

The Metrolink Sustainable Locomotives Project procures 12 new Tier 4 locomotives that will operate on the existing regional rail network throughout Metrolink's service area that extends through six counties: Los Angeles, Orange, Riverside, San Bernardino and Ventura counties, as well as the northern tip of San Diego County (with service provided to Oceanside).

**Equipment Procurement:** The Project is a capital project that will procure 12 new Tier 4 diesel locomotives to replace 12 MP36 Tier 2 diesel locomotives now operating within SCRRRA's existing fleet as a more environmentally sustainable alternative to undertaking costly major overhauls of the aging locomotives. The Metrolink Board has directed staff to pursue the cleanest available technology for the replacement locomotives, which is currently Tier 4.

**Midlife Conversion:** The procurement will include the development of specifications to enable a mid-life transition to zero-emission (ZE) or hybrid operations (if the technology is widely available and service proven), further reducing the emissions for the Metrolink fleet, and advancing SCRRRA's goal of ZE operations. SCRRRA will use this project to help advance locomotive technology and promote knowledge transfer to other operators.

I, Kevin Bleich have been given full authority by the Southern California Regional Rail Authority to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

**Kevin Bleich** Digitally signed by Kevin Bleich  
Date: 2025.10.31 12:33:56 -07'00'  
\_\_\_\_\_  
Kevin Bleich

10/31/25  
\_\_\_\_\_  
Date

Project Engineer I / Project Manager  
\_\_\_\_\_  
Title  
Southern California Regional Rail Authority (SCRRA)  
Agency/Company

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

**Justin Fornelli** Digitally signed by Justin Fornelli  
Date: 2025.10.31 14:56:27 -07'00'  
\_\_\_\_\_  
Justin Fornelli, Chief, Program Delivery  
Southern California Regional Rail Authority (SCRRA)  
Agency

10/31/25  
\_\_\_\_\_  
Date

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**1. INTRODUCTION**

<b>Project Limit/Footprint</b>	<i>District: 75 (Multiple Districts: 7, 8, 12 and a portion of 11) Rolling Stock (12 locomotives) will be operated on the entire Metrolink multi-county network in Southern California – see map, above)</i>
<b>Total Project Cost</b>	<i>\$150,800,000</i>
<b>Outputs</b>	<i>12 rail locomotives</i>
<b>Outcomes</b>	<i>Reduces congestion, emissions, improves transportation equity, public health, reduces fatalities. See discussion immediately below, and attachment E, SB-1 Performance Measures Form submitted as part of the SCCP application.</i>
<b>Environmental Determination or Document</b>	<i>CEQA SE (complete 8/25/2025)</i>

**Major Project Benefits and Outcomes**

- **Reduces congestion** in the highly congested corridors identified in the Inland Empire CMCP, as well as throughout the SCAG region by ensuring the reliability of the Metrolink system, ensuring passenger satisfaction, which in turn increases person throughput, and improves travel time.
- **Improves performance** of locomotives to ensure service reliability, on-time performance, and more one-seat rides and timed transfer opportunities for existing and new rail passengers.
- **Improves transportation equity** by balancing future service increases with reduced emissions impacts and more opportunities for sustainable transit-oriented development.
- **Reduces climate impacts and public health risks** by replacing up to 12 older, high emission locomotives with today's cleanest and best available emissions technology and preparing for midlife conversion to zero-emission operations.
- **Maintains regional rail transit capacity** that will avoid the loss of nearly 4.1 million riders per year on average, from 2031 through 2053 (or 3.6 million averaged over the entire 25-year project life), resulting in an avoidance of more than two billion highway vehicle miles traveled.
- **Improves public health** by supporting active transportation at mobility hubs, reducing 251 tons of carbon monoxide (CO) and 11 tons of volatile organic compounds (VOCs) over 25 years.
- **Saves 23.7 million person-hours of travel time** over 25 years

- **Avoids eight fatalities, 565 serious injuries**, and \$91.6 million in accident costs over 25 years on parallel highways and arterials as millions of riders are kept safe on the cleanest possible Metrolink trains.
- **Creates 1,960 construction-related jobs** and moves more people on fewer vehicles through congested corridors to more jobs in Southern California
- **Eliminates 41% of California's remaining Tier 2 heavy rail fleet.** Metrolink's remaining fleet of 20 Tier 2 passenger locomotives accounts for more than half the state total, and the SCCP request for funding to allow the replacement of 12 of these dirtier Tier 2 locomotives.

## 2. BACKGROUND

SCAG and SCRRA have collaborated on improving regional rail mobility for the past 30 years—since the inception of Metrolink in 1992. Beginning in 2018, our agencies have worked to spearhead a new initiative, the Southern California Optimized Rail Expansion (SCORE) Program, to support the regional move to transit-oriented communities and transit-oriented development and provide the needed capacity and infrastructure improvements to enable train schedules with more frequency and trip time reliability, and to deliver more reverse-peak, off-peak and express service. Reducing emissions from Metrolink's fleet will ensure that the increased service delivered by SCORE will be balanced between providing better transportation options and minimizing environmental impacts. The SCORE Program is in the 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) constrained project list and the rolling stock needed to deliver on SCORE's promise is as important as new tracks and ties. Rolling stock is explicitly identified in the project included in the 2023 Federal Transportation Improvement Program (FTIP) as Project ID 990602.

Metrolink regional rail, and the SCORE program specifically, is a primary mobility strategy in the 2020 Inland Empire Comprehensive Multimodal Corridor Plan (CMCP). The CMCP covers San Bernardino and Riverside counties, which are served by four of Metrolink's seven lines in the CMCP project area: Inland Empire-Orange County, 91/Perris Valley, Riverside, and San Bernardino lines. The Project "builds on substantial transit assets" and constitutes an investment in Metrolink rail expansion directly relevant to the needs of 8 of the 10 sub-corridors within the congested Inland Empire. Indeed, the CMCP contains 17 Metrolink stations, plus four new Metrolink Arrow stations east of San Bernardino. The requested SCCP investment in locomotives is critical to realize SCORE's targeted bi-directional service and off-peak frequencies that support planned transit-oriented development and station city communities within the CMCP area and throughout the entire region where they will be deployed.

The Project aligns with Metrolink's Strategic Business Plan, the recently adopted Metrolink Climate Action Plan, and the technical findings of the Metrolink Locomotive Fleet Modernization Study. It advances multiple mobility, equity, and sustainability goals called out in the California Climate Action Plan for Transportation Infrastructure.

Without the Project, the diminished reliability and availability of the aging Tier 2 locomotives could threaten Metrolink's ability to meet daily service needs, causing up to 3.6 million rail passengers per year to shift their trips to the region's congested highways.

Failure to secure the California Transportation Commission investment could jeopardize the

opportunity to transition to a cleaner-burning locomotive fleet, with the opportunity for midlife conversion to full zero-emission operations.

### 3. Purpose and NEED

#### **Purpose:**

**The Project aligns with SCCP objectives.** The Project is designed to reduce congestion in highly traveled and highly congested corridors throughout the coterminous SCAG region and Metrolink service area. It does this by improving the regional multimodal mobility network and delivering the cleanest available locomotives to meet current and future rail passenger demand. Metrolink's seven regional rail lines operate along routes that parallel high-volume highways and offer alternatives that help the region meet congestion management, mobility, greenhouse gas, and emission reduction goals.

**Metrolink's Fleet Must Keep Pace to Meet New Regional Congestion Trends.** The responses to the pandemic have resulted in new work and travel patterns. The traditional PM peak period begins earlier, resulting in increased congestion throughout the SCAG region. Many roadway bottlenecks are active all day. Metrolink's new schedule, which began in October 2024, represents an initial response to adapt to new demands for regional rail service. Metrolink will need 55 trainsets (55 locomotives) to deliver the proposed 2029 Service Growth Scenario and serve 3.6 million riders annually between 2029 and 2053.

**Regional rail capacity must be maintained and expanded to manage congestion in Southern California.** The SCAG region—roughly covering the same geography as Metrolink's commuter rail service area—is an economic powerhouse that risks choking on its own success. More than 19 million people live and work in Southern California, and although our regional roadway network comprises more than 73,000 miles of streets and freeways and 135 centerline miles of express lanes, we remain mired in congestion. If we are to support our existing 6 million households, add two million people and 1.3 million jobs by 2050, and thus maintain our status as the 16th largest economy in the world, we must be able to move more people, using fewer and cleaner vehicles, through the region via planned and fully funded multi-modal corridors, including bus and rail transit, and Metrolink's 546-route mile regional commuter rail system. Metrolink operations are particularly important as the 174 weekday trains on seven different lines parallel many of the region's most congested freeways, and offer a needed mobility alternative to the car.

Metrolink secured the award of up to \$87.4 million in 2024 from the South Coast Air Quality Management District (SCAQMD) coupled with recent SCRRRA budget commitments totaling \$10.7 million.

#### **Need:**

##### A. Problem, Justification (purpose and need)

#### **Current and Future No-Build Conditions**

As Connect SoCal 2024 (Congestion Management Technical Report) notes, Southern California's historic prioritization of roadway-system expansion and dispersed land use patterns has led to severe congestion on the region's roadways, long commute times, and challenges to retaining transit and rail ridership. Though the goods-movement sector

supports a diversity of jobs, congestion and bottlenecks add to the threats to California's market share and pose community and environmental impacts as well. SCAG notes that dependence on solo-occupancy vehicle (SOV) travel is a primary cause of congestion, with 2019 data showing that SOV mode share is approximately 36.8 % for all trips and 68.7 % for work trips. Additional causes include the jobs/housing ratio and urban sprawl. Many residents have continued to move inland to access affordable housing, thereby adding to the total VMT generated in the region. In its Mobility Planning Report, Caltrans has established two congestion thresholds: severe congestion delay from vehicles traveling below 35 mph, and all congestion delay from vehicles traveling below 60 mph. Lost productivity represents the conversion of lost vehicle throughput, where speeds drop below 35 mph, into equivalent lost lane-miles, which represent a theoretical level of capacity that would be needed to achieve maximum throughput during the most congested time periods. Although annual vehicle hours of delay for the SCAG region have decreased due to the Great Recession and more recently due to the pandemic, delay has been increasing once again. Severe congestion (35 mph) resulted in 54.96 million vehicle hours of delay in the SCAG region in 2022.<sup>1</sup>

The official population of the SCAG Region as of April 1, 2020, was 18,824,382, representing 47.6 % of the 39.5 million people in California and 5.7 % of the 331 million people in the United States. <sup>2</sup> Although the pandemic and border policies, along with an aging population, lead to a decrease in population to 18,524,793 by January 2023, SCAG forecasts that by 2050, the SCAG Region will grow by two million people, an 11 % increase. The region must move more people and goods every year to support this growth. This forecast will result in greater demand on the Region's already congested infrastructure, creating further challenges to safety, reliability, sustainability, equity, and the general travel experience.

*Without 12 Tier 4 Locomotives, a 26% Service Reduction Forces 4 Million Riders per Year Back to Roadways by 2031, Adding 92.3 Million VMT per Year*

**2024-2050 Corridor Growth Projections Exacerbate Congestion Population Growth: 11%**

Without the Project's needed replacements for Metrolink's working fleet, the ridership benefits of the entire SCORE Program is at risk. The Project allows SCAG to count on regional rail to be part of the high-quality, interconnected network of planned integrated rail and bus improvements that include not only Metrolink, but Amtrak intercity and long-distance service, LA Metro's extensive subway and light rail service, regional and local bus connections, multiple active

transportation projects and station-adjacent first/last mile improvements made at the local level, and shared mobility services. Finally, Metrolink commuter rail will be a major recipient of ridership expected to enter the region via California High-Speed Rail, and the private Brightline high-speed rail service connecting to the Antelope Valley Line and the San Bernardino Line. In short, all are needed to transform regional mobility, and locomotives are, well, the engines of that transformation.

Additionally, hundreds of non-transportation projects and initiatives, including land use

<sup>1</sup> *Connect SoCal 2024, Congestion Management Technical Report, p. 16 (Source: Caltrans)*

<sup>2</sup> *Connect SoCal 2024, Demographics and Growth Forecast Technical Report, p. 9*

policies, Transit-Oriented Communities/Transit-Oriented Design (TOC/TOD), and community development plans driven by the needs and priorities of local residents and businesses, are advanced by this Project's ability to move more people to their destinations across counties in fewer vehicles on Southern California's mobility network, and would be negatively impacted by a loss of service.

**Need to continue progress toward zero-emission vehicles.** In a larger context of providing affordable non-auto mobility options to create economic opportunities and reduce regional congestion, SCAG and SCRRA are also committed to accelerating the zero-emissions future of the regional rail network. Metrolink has been a leader in clean emissions locomotive technologies and was the nation's first commuter rail operator to adopt the cleaner Tier 4 locomotives in 2015. The Metrolink Fleet Management Plan Update and Locomotive Fleet Modernization Study establish long-term zero emissions procurement and deployment strategies. The replacement of more than half of Metrolink's remaining fleet of 15 Tier 2 MP36 locomotives is an initial step toward a 100% zero-emission (ZE) fleet, with Metrolink planning to transition the Tier 4 replacements to hybrid diesel-electric battery or full ZE operations. This SCCP project supports that initial important step for Southern California's mobility and air quality goals.

**Need to advance heavy rail locomotive technology.** In the near term, the project's replacement locomotives that will meet Tier 4 rather than Tier 2 standards will greatly reduce locomotive-related criteria pollutant emissions in the South Coast Air Basin non-attainment area. At the same time, heavy rail technology must advance to keep pace with innovation on the passenger vehicle side. This project will advance the industry and other agencies' understanding of the feasibility of converting Tier 4 locomotives to ZE or hybrid diesel-electric battery operations at their 12-year mid-life if the technology is widely available and service proven. Tier 4 locomotives are used nationally by passenger rail agencies as well as freight railroads. Due to the high capital cost of purchasing new locomotives and slow fleet turnover of passenger and freight rail rolling stock, solutions to strategically adapt existing equipment to reduce emissions present significant technology development and transfer opportunities.

B. Regional and System Planning

*The Project is consistent with the adopted 2024 RTP/SCS, Connect SoCal 2024, and its goals and objectives for congestion mitigation, mobility, equity, accessibility, efficient land use, and climate and public health goals for the region. Metrolink service helps SCAG achieve the regional vision for 2050, by making the region **healthy, prosperous, accessible, and connected.***

*Since 2018, SCAG and SCRRA have worked to spearhead a new initiative, the Southern California Optimized Rail Expansion (SCORE) Program, to support the regional move to transit-oriented communities and transit-oriented development and provide the needed capacity and infrastructure improvements to enable train schedules with more frequency and trip time reliability, and to deliver more reverse-peak, off-peak and express service. Reducing emissions from Metrolink's fleet will ensure that the increased service delivered by SCORE will be balanced between providing better transportation options and minimizing environmental impacts.*

The SCORE Program is in the 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) constrained project list, and the rolling stock needed to deliver on SCORE's promise is as important as new tracks and ties. Rolling stock is explicitly identified in the project included in the [2025 Federal Transportation Improvement Program \(FTIP\)](#) as Project ID ORA37111 on p. 337.

Completed and current SCORE is mentioned on p. 66 of [Connect SoCal 2024](#). Metrolink SCORE Buildout is summarized on p. 93 of the document.

C. Traffic

According to Connect SoCal 2024, SCAG's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), rail and transit play a special role in ensuring comprehensive multi-modal performance, even (or especially) on the roads and freeways that parallel Metrolink's network. Metrolink regional rail provides viable, accessible, and affordable non-auto mobility alternatives for travelers now using at least 20% of the freeway segments listed as one of SCAG's top 100 bottlenecks, as identified in Connect SoCal's Congestion Management Technical Report, Table 3.

Pre-pandemic annual vehicle hours of delay in the five-county SCAG region totaled 88.87 million miles (at 35 mph). After pandemic lockdowns eased, 2022 figures have already crept up from their 2020 low of 37.94 million hours to 54.96 million hours of delay per year, and that figure will continue to rise unless strategies, such as funding SCORE locomotives for Metrolink, are fully implemented.

**4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)**

The CEQA Notice of Exemption for a Statutory Exemption was filed on August 25, 2025.

**5. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification)**

**5A. Hazardous Waste**

N/A – Rolling stock project replaces up to 12 existing locomotives.

**5B. Value Analysis**

N/A – The rolling stock will be procured at the lowest possible cost, but is not amenable to a value analysis.

**5C. Resource Conservation**

Supports walkable station communities with cleaner high-quality rail connections, preserving natural land and open spaces.

**5D. Right-of-Way Issues**

N/A – Rolling stock project replaces up to 12 existing locomotives. No ROW or approvals needed

**5E. Environmental Compliance**

CEQA Statutory Exemption to be filed. See Attachment C.

**5F. Air Quality Conformity**

NOx, PM 10, PM 2.5 and VOCs are significantly decreased with the Tier IV locomotives.

**5G. Title VI Considerations**

N/A – Metrolink is in compliance with Title VI. There are no special considerations or analyses required relative to Title VI for this rolling stock procurement project.

**5H. Noise Abatement Decision Report**

*Not Applicable*

**6. FUNDING, PROGRAMMING AND ESTIMATE**

**Funding**

Metrolink secured the award of up to \$87.4 million in 2024 from the South Coast Air Quality Management District (SCAQMD) coupled with recent SCRRRA budget commitments totaling \$10.7 million. It has been determined that this project is eligible for Federal-aid funding.

**Programming**

**Table 1. Fund #1 – State SB1 SCCP – Program Code 30.20.110.000**

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way Construction				\$52,606					
Total									

**Table 2. Fund #2 – Other State Funding – South Coast Air Quality Management District Carl Moyer Program (Committed)**

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way Construction				\$87,447					
Total									

**Table 3: Fund #3 – JPA Member Agency Funds in Approved FY23, FY24 Capital Budgets (Committed)**

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way Construction				\$10,726					
Total									

## 7. DELIVERY SCHEDULE

<b>Project Milestones</b>	<b>Milestone Date (Month/Day/Year)</b>	<b>Milestone Designation (Target/Actual)</b>
Project Study Report Approved	10/31/2025	Actual
Begin Environmental (PA&ED) Phase	07/30/2025 (CEQA SE)	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI		
Draft Project Report	08/08/2025	Actual
End Environmental Phase (PA&ED Milestone)	08/25/2025	Actual
Begin Design (PS&E) Phase	N/A	
End Design Phase (Ready to List for Advertisement Milestone)	N/A	
Begin Right of Way Phase	N/A	
End Right of Way Phase (Right of Way Certification Milestone)	N/A	
Begin Construction Phase (Contract Award Milestone)	06/30/2026	Target
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2029	Target
Begin Closeout Phase	07/01/2029	Target
End Closeout Phase (Closeout Report)	01/31/2030	Target

## **8. RISKS**

As an early adopter of Tier 4 locomotives, the Metrolink team has recent and relevant experience in Tier 4 procurement processes and can capably handle and anticipate cost and schedule risks. The schedule includes sufficient cushion to accommodate normal risks.

## **9. EXTERNAL AGENCY COORDINATION (anticipated agreements)**

No interagency coordination is required.

## **10. ADDITIONAL INFORMATION**

Depending upon manufacturer proposals, a time extension for construction (i.e. procurement of the 12 locomotives) may be required for delivery. SCRRRA will identify such need upon selection of third-party contractor.

## **11. ATTACHMENTS (Number of Pages)**

- A. Project Programming Request PPR (6 pages)
- B. Project Location Map (1 page)
- C. Submitted CEQA Notice of Exemption (1 page)
- D. Engineers Estimate (1 page)
- E. SB-1 Performance Measures for Project (3 pages)

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/13/2025 16:03:23
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75	R631GL	0026000062	SB159	Southern California Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR				Southern California Regional Rail Authority	
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Jennifer Farinas			213-503-3229	farinasj@scrca.net	

**Project Title**

Metrolink Sustainable Locomotives Project

**Location (Project Limits), Description (Scope of Work)**

Equipment Procurement: The Project is a capital project that will procure 12 new Tier 4 diesel locomotives to replace 12 MP36 Tier 2 diesel locomotives now operating within SCRRA's existing fleet. These locomotives will be used on all lines throughout Metrolink's six-county service area, including Los Angeles County, Orange County, San Bernardino County, Riverside County, Ventura County, and Northern San Diego County.

Midlife Conversion: The project intends to not preclude a midlife conversion of the new Tier 4 locomotives to a zero emission or hybrid powertrain in the future if/when the technology is widely available and service proven.

Component	Implementing Agency
PA&ED	Southern California Regional Rail Authority
PS&E	Southern California Regional Rail Authority
Right of Way	Southern California Regional Rail Authority
Construction	Southern California Regional Rail Authority

**Legislative Districts**

Assembly: 64,65,66,67,68,69,70,71,72,73,74,75 Senate: 32,33,34,35,36,37,38,16,18,19,20,21,2 Congressional: 8,23,24,25,26,27,28,29,30,31,32

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/30/2025
Circulate Draft Environmental Document <span style="float: right;">Document Type CE</span>		08/08/2025
Draft Project Report		07/31/2025
End Environmental Phase (PA&ED Milestone)		08/25/2025
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		07/01/2029
End Closeout Phase (Closeout Report)		01/31/2030

**Purpose and Need**

The Project aligns with SCCP objectives. The Project is designed to reduce congestion in highly traveled and highly congested corridors throughout the coterminous SCAG region and Metrolink service area. It does this by improving the regional multimodal mobility network and delivering the cleanest available locomotives to meet current and future rail passenger demand. Metrolink’s seven regional rail lines operate along routes that parallel high-volume highways and offer alternatives that help the region meet congestion management, mobility, greenhouse gas, and emission reduction goals.

According to Connect SoCal 2024, SCAG’s adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), rail and transit play a special role in ensuring comprehensive multi-modal performance, even (or especially) on the roads and freeways that parallel Metrolink’s network. Metrolink regional rail provides viable, accessible, and affordable non-auto mobility alternatives for travelers now using at least 20% of the freeway segments listed as one of SCAG’s top 100 bottlenecks, as identified in Connect SoCal’s Congestion Management Technical Report, Table 3.

Pre-pandemic annual vehicle hours of delay in the five-county SCAG region totaled 88.87 million miles (at 35 mph). After pandemic lockdowns eased, 2022 figures have already crept up from their 2020 low of 37.94 million hours to 54.96 million hours of delay per year, and that figure will continue to rise unless strategies, such as funding SCORE locomotives for Metrolink, are fully implemented.

Metrolink’s Fleet Must Keep Pace to Meet New Regional Congestion Trends. The responses to the pandemic have resulted in new work and travel patterns. The traditional PM peak period begins earlier, resulting in increased congestion throughout the SCAG region. Many roadway bottlenecks are active all day. Metrolink’s new schedule, which began in October 2024, represents an initial response to adapt to new demands for regional rail service. Metrolink will need 55 trainsets (55 locomotives) to deliver the proposed 2029 Service Growth Scenario and serve 3.6 million riders annually between 2029 and 2053.

Regional rail capacity must be maintained and expanded to manage congestion in Southern California. The SCAG region—roughly covering the same geography as Metrolink’s commuter rail service area—is an economic powerhouse that risks choking on its own success. More than 19 million people live and work in Southern California, and although our regional roadway network comprises more than 73,000 miles of streets and freeways and 135 centerline miles of express lanes, we remain mired in congestion. If we are to support our existing 6 million households, add two million people and 1.3 million jobs by 2050, and thus maintain our status as the 16th largest economy in the world, we must be able to move more people, using fewer and cleaner vehicles, through the region via planned and fully funded multi-modal corridors, including bus and rail transit, and Metrolink’s 546-route mile regional commuter rail system. Metrolink operations are particularly important as the 174 weekday trains on seven different lines parallel many of the region’s most congested freeways, and offer a needed mobility alternative to the car.

Metrolink secured the award of \$87.4 million in 2024 from the South Coast Air Quality Management District (SCAQMD) coupled with funding from our member agencies (Local Funds - Local Measure) totaling \$10.7 million.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	12

Date 11/13/2025 16:03:23

**Additional Information**

Environmental completed ahead of project schedule in August 2025.

Metrolink secured the award of \$87.4 million in 2024 from the South Coast Air Quality Management District (SCAQMD) coupled with funding from our member agencies (Local Funds - local measure) totaling \$10.7 million.

For non-proportional spending, SCRRA will utilize Local Funds - local measure first followed by SCCP and SCAQMD. Funds will be spent non-proportionally throughout the life of the project. Projected expenditure information is available upon request, and is subject to change once the procurement begins.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	222,576	-222,576
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	87,614,146	111,329,251	-23,715,105
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	33.88	21.33	12.55
			PM 10 Tons	69.62	21.98	47.64
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	410,362	589,232	-178,870
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	33.88	44.57	-10.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	75.51	15.67	59.84
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,029.74	1,281.18	-251.44
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	804.48	635.56	168.92
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	8.18	-8.18
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	556.17	-556.17
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,960	0	1,960
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.08	0	1.08
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	2,371,030	-2,371,030

District	County	Route	EA	Project ID	PPNO
75	VAR		R631GL	0026000062	SB159

Project Title  
 Metrolink Sustainable Locomotives Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Southern California Regional Rail Au
PS&E									Southern California Regional Rail Au
R/W SUP (CT)									Southern California Regional Rail Au
CON SUP (CT)									Southern California Regional Rail Au
R/W									Southern California Regional Rail Au
CON									Southern California Regional Rail Au
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				150,779				150,779	
TOTAL				150,779				150,779	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									2024 SCCP Award
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				52,606				52,606	
TOTAL				52,606				52,606	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Metrolink secured local funds from our member agencies totaling \$10.7 million.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				10,726				10,726	
TOTAL				10,726				10,726	

Fund #3:	Other State - SCAQMD Carl Moyer Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				87,447				87,447	
TOTAL				87,447				87,447	

### Vicinity Map: Metrolink System Map with Free Connections – Rolling Stock Serves All Metrolink Lines





State of California—Department of Fish and Wildlife

**2025 ENVIRONMENTAL DOCUMENT FILING FEE  
CASH RECEIPT**

DFW 753.5a (REV. 01/01/25) Previously DFG 753.5a

RECEIPT Number:		
19	08/25/2025	202508251230001
STATE CLEARING HOUSE # (if applicable)		

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY		LEAD AGENCY EMAIL	DATE
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)			08/25/2025
COUNTY/STATE AGENCY OF FILING			DOCUMENT NUMBER
LA/CA			2025175419
PROJECT TITLE			
METROLINK SUSTAINABLE LOCOMOTIVES PROJECT			
PROJECT APPLICANT NAME		PROJECT APPLICANT EMAIL	PHONE NUMBER
JUSTIN FORNELLI			(909)593-4291
PROJECT APPLICANT ADDRESS		CITY STATE	ZIP CODE
900 WILSHIRE BLVD. SUITE 1500		LOS ANGELES CA	90017

PROJECT APPLICANT (Check appropriate box):

- Local Public Agency    
  School District    
  Other Special District    
  State Agency    
  Private Entity

**CHECK APPLICABLE FEES:**

- |   |            |    |       |
|---|------------|----|-------|
| <input type="checkbox"/> Environmental Impact Report (EIR)  | \$4,123.50 | \$ | 0.00  |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)   | \$2,968.75 | \$ | 0.00  |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW         | \$1,401.75 | \$ | 0.00  |
| <input checked="" type="checkbox"/> Exempt from fee   |            |    |       |
| <input checked="" type="checkbox"/> Notice of Exemption (attach)  |            |    |       |
| <input type="checkbox"/> CDFW No Effect Determination (attach)  |            |    |       |
| <input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy)                   |            |    |       |
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00   | \$ | 0.00  |
| <input checked="" type="checkbox"/> County documentary handling fee   |            | \$ | 75.00 |
| <input type="checkbox"/> Other  |            | \$ | 0.00  |

**PAYMENT METHOD:**

- Cash    
  Credit    
  Check    
  Other

**TOTAL RECEIVED** \$ 75.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X	ITC



**LOS ANGELES COUNTY CLERK  
CEQA FILING COVER SHEET**

THIS SPACE FOR CLERK'S USE ONLY

Complete and attach this form to each CEQA Notice filed with the County Clerk

**TYPE OR PRINT CLEARLY**

**Project Title**

Metrolink Sustainable Locomotives Project

**Check Document being Filed:**

- Environmental Impact Report (EIR)
- Mitigated Negative Declaration (MND) or Negative Declaration (ND)
- Notice of Exemption (NOE)
- Other (Please fill in type):



Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by MARY JOANNE PUJANA

THIS NOTICE WAS POSTED

ON August 25 2025

UNTIL September 24 2025

REGISTRAR - RECORDER/COUNTY CLERK

**-Notice of Exemption-**

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

County Clerk  
County of Los Angeles  
12400 Imperial Highway  
Norwalk, CA 90650

From: **Southern California Regional Rail Authority (SCRRA)**  
900 Wilshire Blvd., Suite 1500  
Los Angeles, CA 90017

Project Title: Metrolink Sustainable Locomotives Project

Project Applicant: Southern California Regional Rail Authority (SCRRA)

Project Location - Specific: Operates throughout the six county Metrolink service area in Southern California

Project Location - City: Various Project Location - County: LA, OC, Riv, SB, SD, VC

Description of Nature, Purpose, and Beneficiaries of Project:

The project will procure up to 12 of the cleanest available Tier 4 locomotives, replacing up to 12 dirtier Tier 2 locomotives now operating within the Metrolink fleet. The project intends to not preclude a midlife conversion of the new Tier 4 locomotives to a zero emission or hybrid powertrain in the future if/when the technology is widely available and service proven. Beneficiaries include 3.6 million rail passengers per year, plus communities (including disadvantaged communities) around Metrolink stations, alignments and facilities.

Name of Public Agency Approving Project: SCRRA

Name of Person or Agency Carrying Out Project: Justin Fornelli, Chief, Program Delivery

Exempt Status (check one):

Ministerial (Sec. 21080(h)(1): 15268):

The project will replace older, higher polluting Tier 2 locomotives with cleaner Tier 4 locomotives within the Metrolink passenger rail service area on the railroad right-of-way.

Lead Agency Contact Person: Justin Fornelli

Phone number: 909-593-4291

**If filed by applicant:**

- 1. Attach certified document of exemption finding.
- 2. Has a Notice of Exemption been filed by the public agency approving the project?  
 Yes       No

Signature:       Date: 8/14/25      Title: Chief, Program Delivery

Signed by Lead Agency       Signed by Applicant

Date Received for filing at OPR: \_\_\_\_\_

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

**2025 175419**  
  
**FILED**  
 Aug 25 2025  
 Dean C. Logan, Registrar - Recorder/County Clerk  
 Electronically signed by MARY JOANNE PUAINA

Dean C. Logan  
Los Angeles County Registrar / Recorder  
12400 Imperial Highway, Norwalk, CA  
(800)201-8999

BUSINESS FILINGS REGISTRATION  
NORWALK DEPARTMENT HEADQUARTER

Cashier: M. PUAINA



Monday, August 25, 2025 8:23 AM

Item(s)

<u>Fee</u>	<u>Qty</u>	<u>Total</u>
NoE - County Posting Fee 2025175419	1	\$75.00
<b>Total</b>		<b>\$75.00</b>

Total Documents: 1

Customer payment(s):

Check \$75.00

Check List:  
#280221 \$75.00

The following costs were developed based on discussions with the major locomotive manufacturers during the summer of 2024. Metrolink staff requested estimates based on several delivery scenarios, in terms of number of units requested. Based on the responses of the vendors, the following table was developed. This SCCP Project has been approved for 12 locomotives, and the estimated cost is \$150.8 million.

ROM Cost for Tier 4 Locomotive Procurement to Replace MP36								
Quantity	Cost Per Loco	Total Based on Quantity	Contingency 12%	SCRRA (1.5 FTEs for 4 years)	Consultant Support (2 FTEs for 2 years, 1 FTE for 1 years)	Capital Spares/Special Tools	Total with Markup	Cost per Unit
7	\$ 11,510,500.46	\$ 80,573,503.23	\$ 9,668,820.39	\$ 3,240,000.00	\$ 2,025,000.00	\$ -	\$ 95,507,323.62	\$ 13,643,903.37
8	\$ 11,250,988.63	\$ 90,007,909.04	\$ 10,800,949.08	\$ 3,240,000.00	\$ 2,025,000.00	\$ -	\$ 106,073,858.12	\$ 13,259,232.27
12	\$ 10,826,944.96	\$ 129,923,339.48	\$ 15,590,800.74	\$ 3,240,000.00	\$ 2,025,000.00	\$ -	\$ 150,779,140.22	\$ 12,564,928.35
15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

MP36 Replacement with New Tier 4						
Scenario #	Scenario	Project Cost (Varying Quantity of Locomotives)	Carl Moyer 2023	FY23 Budget Request	FY24 Budget Request	SCCP 2024
2	SCCP 12 LOCOMOTIVES	\$ 150,779,140.00	\$ 87,447,233.00	\$ 5,825,859.00	\$ 4,900,000.00	\$ 52,606,048.00

<b>Existing Average Annual Vehicle Volume on Project Segment (NOTE: "Project Segment" = SCAG REGIONAL ROADWAYS)</b>		Year 1 = 0 (no impact to roadways from mode shift to cars)				
<b>Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project i.e.,</b>		Year 20 = -2,371,030 annual car trips (assuming AVO of 1.5) from retained ridership with the 12 replacement Tier 4 locomotives				
<b>Measure</b>	<b>Metric</b>	<b>Project Type</b>	<b>Build</b>	<b>Future No Build</b>	<b>Change</b>	<b>Increase/Decrease</b>
<b>Congestion Reduction</b>	Change in Daily Vehicle Miles Traveled (VMT)	All	0	222,576	-222,576	Decrease
	Person Hours of Travel Time Saved (25 Years)		87,614,146	111,329,251	23,715,105	Increase
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
<b>Throughput</b>	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
<b>System Reliability</b>	Peak Period Travel Time Reliability Index ("No Build" Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus	0	0	0	No Change
	(Optional) Other Information	All				



Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
<b>Safety</b>	Number of Fatalities	All	0	8.18	-8.18	Decrease
	Rate of Fatalities per 100 Million VMT				0	No Change
	Number of Serious Injuries		0	556.17	-556.17	Decrease
	Rate of Serious Injuries per 100 Million VMT				0	No Change
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Local Road, Highway				
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions					
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
<b>Economic Development</b>	Jobs Created (Construction)	All	1,960	0	1,960	Increase
	(Optional) Other Information					
<b>Air Quality and Greenhouse Gases</b>	Particulate Matter (PM 10)	All	69.62	21.98	47.64	Increase
	Particulate Matter (PM 2.5)		33.88	21.33	12.55	Increase
	Carbon Dioxide (CO <sub>2</sub> )		401,362	589,232	-178,870	Decrease
	Volatile Organic Compounds (VOC)		33.88	44.57	-10.69	Decrease
	Sulphur Oxides (SO <sub>x</sub> )		75.51	15.67	59.84	Increase
	Carbon Monoxide (CO)		1,029.74	1,281.18	-251.44	Decrease
	Nitrogen Oxides (NO <sub>x</sub> )		804.48	635.56	168.92	Increase



Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
<b>Accessibility</b>	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
<b>Cost Effectiveness</b>	Cost-Benefit Ratio	All			1.08	Positive BCR
	(Optional) Other Information					

**NOTE: Required Backup Documentation for those performance measures utilized are available upon request.**

<b>Existing Average Annual Vehicle Volume on Project Segment (NOTE: "Project Segment" = SCAG REGIONAL ROADWAYS)</b>		Year 1 = 0 (no impact to roadways from mode shift to cars)				
<b>Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project i.e.,</b>		Year 20 = -2,371,030 annual car trips (assuming AVO of 1.5) from retained ridership with the 12 replacement Tier 4 locomotives				
<b>Measure</b>	<b>Metric</b>	<b>Project Type</b>	<b>Build</b>	<b>Future No Build</b>	<b>Change</b>	<b>Increase/Decrease</b>
<b>Congestion Reduction</b>	Change in Daily Vehicle Miles Traveled (VMT)	All	0	222,576	-222,576	Decrease
	Person Hours of Travel Time Saved (25 Years)		87,614,146	111,329,251	23,715,105	Increase
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
<b>Throughput</b>	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
<b>System Reliability</b>	Peak Period Travel Time Reliability Index ("No Build" Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus	0	0	0	No Change
	(Optional) Other Information	All				



Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Safety	Number of Fatalities	All	0	8.18	-8.18	Decrease
	Rate of Fatalities per 100 Million VMT				0	No Change
	Number of Serious Injuries		0	556.17	-556.17	Decrease
	Rate of Serious Injuries per 100 Million VMT				0	No Change
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Local Road, Highway				
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions					
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created (Construction)	All	1,960	0	1,960	Increase
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	69.62	21.98	47.64	Increase
	Particulate Matter (PM 2.5)		33.88	21.33	12.55	Increase
	Carbon Dioxide (CO <sub>2</sub> )		401,362	589,232	-178,870	Decrease
	Volatile Organic Compounds (VOC)		33.88	44.57	-10.69	Decrease
	Sulphur Oxides (SO <sub>x</sub> )		75.51	15.67	59.84	Increase
	Carbon Monoxide (CO)		1,029.74	1,281.18	-251.44	Decrease
	Nitrogen Oxides (NO <sub>x</sub> )		804.48	635.56	168.92	Increase



Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
<b>Accessibility</b>	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
<b>Cost Effectiveness</b>	Cost-Benefit Ratio	All			1.08	Positive BCR
	(Optional) Other Information					

**NOTE: Required Backup Documentation for those performance measures utilized are available upon request.**