



Southern California Regional Rail Authority (SCRRA) – Key Programs and Goals (September 2023)

Project	Description	Benefits / Goals	Schedule and Progress
Southern California Optimized Rail Expansion (SCORE)	\$10B Vision for improved regional rail connectivity and services in SoCal.	Deliver 30min bi-directional service with regular headways between trains on all Metrolink lines. 15min bi-directional service on key sections. Service flexibility, increase ridership, safety, environmental, job creation.	\$2.3B secured, Key Phase 1 projects to construction into 2024 (Ventura and San Gabriel Subdivisions). Phase 2 projects (Antelope Valley) in design. Focus on completion for Olympics, and beyond.
State of Good Repair (SOGR)	Rehabilitation of existing aging and worn track, signal, bridges and drainage to current standards and operational requirements.	Ensure safety of system, reliability of services, functionality of equipment.	Approx. \$120M annual budget for rehabilitation projects, but with \$750M overall backlog for entire system improvements required. Multiple projects annually.
ZERO Emissions	Focus on 2030 California state requirement for zero emissions equipment.	Environmental, economic, recycling of materials, air quality/emissions	100% of fleet using renewable diesel. Introduce Hydrogen fueled Multiple Unit in 2024/25. New Tier 4 low emissions fleet.



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Multiple Unit (MU) Implementation Plan	Focus on a blended service approach, combining both Locomotive Hauled coaches and Zero Emissions Multiple Units, to best meet service demands throughout the San Bernardino and Antelope Valley Lines.	More frequent service, flexibility, drive towards zero emissions environmental goals, operational economy, safety improvements, meet ADA level boarding requirements.	Implementation Plan study commenced September 2023, with draft plan, summary scope of requirements, associated costs, and schedule for phased implementation expected Summer 2024.
Olympics and Paralympics 2028 Planning	SCORE improvements to facilitate 30-minute headways in the core network, serving key Games venues. Additional train set requirements, and support facilities. Only transit provider connecting all event locations (backbone service).	Support to car free Olympics (Safety, air quality and environmental), flexibility and frequency of service, passenger schedule focused on meeting needs of spectators for timing and location of events.	Focus on development of an Olympics events driven schedule, fleet requirements (lease/borrow vs purchase), additional staffing, maintenance and service requirements. Additional funding requirements and

