



ITEM ID: 2025-287-0

TRANSMITTAL DATE: September 19, 2025

MEETING DATE: September 26, 2025

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: Senate Bill 1 Solutions for Congested Corridors Program (SCCP) Grant Acceptance

Issue

The Senate Bill 1 Solutions for Congested Corridors Program (SCCP) requires entering into a baseline agreement with the Southern California Association of Governments (SCAG), California Transportation Commission (CTC) and Caltrans.

Recommendation

It is recommended that the Board delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail an alternative to single-occupant automobiles. The new Tier IV locomotives, coupled with the transition to renewable fuel, makes Metrolink among the most advanced and cleanest-running passenger rail agencies in the country.

Background

On August 15, 2024, the CTC adopted program guidelines and initiated a call for projects for the SB 1 SCCP which made \$250 million available annually for projects designed to alleviate congested in highly traveled corridors throughout California. On November 19, 2024, SCAG, as an eligible agency, submitted an application on Metrolink's behalf to the CTC, requesting \$52.6 million for the Metrolink Sustainable Locomotives Project. On June 26, 2025, the CTC awarded Metrolink's full request.

As required by the SCCP program guidelines, SCRRA is required to enter into a baseline agreement to facilitate administration of the grant.

Discussion

The acquisition of Tier 4 locomotives is consistent with Metrolink's Strategic Business Plan and Climate Action Plan and with an April 2021 Board directive for staff to seek grant funding to fully replace Tier 2 locomotives with Tier 4 locomotives and to pursue a zero-emissions pilot program. The new Tier IV locomotive project will replace up to 12 older Tier II locomotives, bringing the Metrolink fleet to 52 Tier IV locomotives.

Staff has been working diligently to pursue and administer local, state and federal funding for the project. The successful SCCP award, matched with AQMD funds, helps to limit the member-agency contribution to the cost of the fleet conversion effort.

Staff is working toward completion of the environmental phase. Once the documents necessary to comply with the National Environmental Policy Act and California Environmental Quality Act are completed, Metrolink will provide the environmental documents to the CTC for funding consideration and allocation.

Staff anticipate that the new Tier IV locomotives will be placed into revenue service in five to seven years, taking into account the time required to develop technical specifications, procure a manufacturer, and complete locomotive production and testing.

It is therefore requested that the Board authorize the CEO or designee to execute all required documents of the SCCP program and agree to comply with all conditions and requirements set forth in the SCCP program guidelines.

Budget Impact

There is no budgetary impact as a result of this report.

Next Steps

Staff will execute all agreements necessary to receive and administer SCCP funds for the Metrolink Sustainable Locomotives Project.

Prepared by: Jennifer Farinas, Manager, Grants

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

[Attachment A - Solutions for Congested Corridors Program Term Sheet Project Baseline Agreement](#)