



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

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## ITEM 12.B

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**ITEM ID:** 2020-326-0

**TRANSMITTAL DATE:** April 2, 2021

**MEETING DATE:** April 23, 2021

**TO:** Board of Directors

**FROM:** Stephanie Wiggins, Chief Executive Officer

**SUBJECT:** Request for Approval to Transmit Proposed FY2021-22 (FY22) Operating and Capital Budget to Member Agencies

**Issue**

The Authority is required under the Joint Powers Agreement to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (which begins July 1) for individual agency consideration and approval.

**Recommendation**

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board transmit the Proposed Fiscal Year 2021- 22 (FY22) Budget to its Member Agencies no later than May 1 for their consideration and adoption as required in the Joint Powers Agreement.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.
- **Customers Are Our Business :** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless,

sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY22 Budget has been constructed to provide support to each of Metrolink's strategic goals.

## **Background**

The FY22 budget development process began in January 2021 with a virtual Budget Kick-off Meeting attended by over 50 employees and included budgetary guidance. Budget requests were compiled and submitted by those assigned by Chiefs to process the cost centers under their remit. Budget division staff subsequently analyzed and reviewed the requests. The interim CFO then held meetings with each Chief, and, subsequently, the Chief Executive Officer. The primary purpose of the meetings was to consider the necessity for each budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Overarching goal of safety, fiscal sustainability and operational efficiency; and
- Consideration of the COVID-19 pandemic impact on activities and funding.

This series of internal meetings was concluded in March.

The FY22 Proposed Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on March 9th, March 26th, and April 1st.

An overview of the FY22 Proposed Budget for Operations and the Capital Program detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agencies' Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of March and April 2021. During these individual meetings, substantive agreement was reached on concurrence with the Operating and Capital Program portions of the FY22 Budget as proposed.

## Discussion

### Foundation for FY22 Proposed Budget

The FY22 Proposed Budget provides funding to achieve the following:

- Recovery of ridership and revenue
  - Returning Commuters
  - Assistance for Low Income Riders
  - Expansion of ridership base to include ridership for entertainment, day trips, shopping.
- Continued emphasis on safe operations, with updates and maintenance of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts
- Grant funded efforts to reduce the number of trespasser injuries.
- Additional New Service on the Ventura Line
  - Service was added to provide an additional round trip each Saturday
- Investment in existing assets to maintain a state of good repair by:
  - Funding critical rehabilitation projects,
  - Improving processes to accelerate project delivery

#### **Budget Assumptions:**

- **Service**
  - Maintain 30% Service Reduction – any change would be based on load factors. If service does increase due to load factors/unplanned ridership demand, the financial impact would be addressed during the Mid-Year Budget review. Only
  - added service Ventura Line Saturday round trip
- **Revenue**
  - Ridership Recovery Forecast Scenario 2B (see Attachment A)
- **Expense**
  - 3% Merit Pool for FY22
  - No COLA for FY22
  - Contractor Increases Only as Mandated by Agreements 1
  - New FTE headcount (Manager II - Cybersecurity)
- **Funding**
  - Continued Dependency on use of COVID-19 pandemic Relief Funds
- **Reporting**
  - Monthly
  - Formal Mid-Year Budget Review
- **Arrow Service**
  - Will be presented as part of the Mid-Year Budget Adjustment

## Operating Budget

The Operating Revenues are \$59.4M and reflect a projected net increase of \$15.9M or 36.5% from FY21. The year over year changes are detailed below in the Operating Revenues section. The Expenditures are \$253.0M and reflect a decrease of \$7.5M or 2.9% lower than FY21. Details of the year over year change are explained below in the Operating Expenditures section. The required Operating Subsidy is \$193.7M and is a decrease of \$23.3M from the FY21 Adopted Budget (see Attachment B).

The FY22 Proposed Budget Operating Statement by detailed categories compared to FY21 adopted budget, by Member Agency, by Line and historically over the last five years are included as Attachments C, D, E and F.

### Discussion of FY22 Proposed Budget Operating

#### Statement Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$59.4M for FY22, an increase of \$15.9M or 36.5% compared to the FY21 Adopted Budget.

Farebox Revenues which are the largest component of the operating revenue, are projected at \$45.2M, an increase \$18.0M or 66.5% compared to the FY21 Adopted Budget. This increase reflects the steady recovery of ridership which was so negatively impacted by the COVID-19 pandemic for all of FY21.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The service reductions by Amtrak passenger rail in response to the COVID-19 pandemic have negatively affected the Revenues for both Dispatching and MOW. The budget of \$2.1M for Dispatching Revenue and \$11.6M for MOW Revenue reflect decreases of \$0.3M and \$1.4M respectively as compared to the FY21 Budget. Lack of advertising, and reduced filming revenues have contributed to the \$0.5 reduction in Other Revenues.

#### Operating Expenditures

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

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes

the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY21 Proposed Budget for expenditures related to Train Operations includes contingency and is \$141.3M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY22 proposed budgeted amount for expenditures related to MOW is \$47.1M.

Administration and Services include internal expenditures related to Train Operations. The FY22 Proposed Budget for expenditures related to Administration & Services is \$47.8M.

The Category of Insurance and Legal is \$16.8M for the FY22 Proposed Budget.

Overall, the total FY22 Proposed Budget for expenditures is \$253.0M, and has decreased from the FY21 Adopted Budget by \$7.5M or 2.9%. The components of this change are as described below.

- Total Train Operations have decreased by \$10.1M or 6.7%. The primary drivers of this decrease are:
  - Train Operations Services have decreased \$2.3M as the result of a new contract;
  - Equipment Maintenance decreased by \$1.1M due to efficiencies in maintenance, and reduced material for Rolling Stock repairs;
  - Fuel expense decreased by \$0.8M due to the 30% service reduction;
  - Operating Facilities Maintenance decreased by \$0.7M created by efficiencies in operation;
  - TVD Maintenance/Revenue Collection decreased by \$1.6M due to reduced ridership, lower credit card fees;
  - Amtrak Transfers decreased by \$1.0M as a function of reduced service;
  - Rail Agreements decreased by \$2.1M caused by the 30% service reduction; and
  - Special Train costs have decreased by \$0.4M as an impact of the pandemic.
  
- MOW has decreased by \$0.8M or 1.6% from the FY21 Adjusted Budget primarily as a result of a new Track and Signals Contract.
- Administration and Services have increased from FY21 Adjusted Budget by \$1.6M or 3.5%, The primary drivers of this increase are:
  - An increase of Labor distribution to Operations Salaries for \$2.2M, in conjunction with an increase in medical insurance benefit costs;
  - Offset by a decrease of \$0.6M in charges to Indirect Administrative costs (overhead).
  - It is noteworthy that overall total Salaries in the Operations budget have increased by only 1.1%.

- Total Insurance expense has increased by \$1.9M or 12.5% from the FY21 budget, primarily as a result of the Rail insurance market shrinking and becoming increasingly costly.
  - Property and Liability Insurance premiums are higher by \$1.8M.

### Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The FY22 Proposed Budget estimates total Member Agency subsidies to equal \$193.7M, a decrease of \$23.3M, or 10.8% less than the FY21 Budget.
- The Budget Summary Comparison (Attachment B) includes a year over year comparison of net operating subsidy by Member Agency. In response to Member Agency requests, this schedule reflects the FY22 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

### Capital Program Budget

#### Rehabilitation

The FY22 Proposed Rehabilitation Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's State of Good Repair (SOGR) needs. The MRP addresses two critical elements:

**Backlog** or total cost of renovating assets to achieve a current SOGR  
**SOGR** - Annual cost of keeping assets in a SOGR.

In light of the financial stress created by the COVID -19 pandemic, the FY22 budget request addresses only the SOGR or annual cost of keeping assets in a SOGR. The FY22 Proposed Budget does not address the current backlog which is estimated to be over \$500M.

The Rehabilitation authorization request for FY22 was identified as necessary investments to maintain a SOGR. These projects total \$90.4M and are presented by Member Agency and by Line in Attachment G. Grants paid directly to Metrolink cover \$26.1M of this request. The total amount requested from Member Agencies will therefore be \$64.3M.

A listing of the individual projects, their location and description are provided in Attachment H.

## New Capital

The New Capital authorization request for FY22 was identified as necessary for safe and efficient rail operations. These projects total \$8.6M and are shown by Member Agency and by Line in Attachment I. Grants paid directly to Metrolink cover \$ 8.0M of this request. The total amount requested from Member Agencies will therefore be \$0.6M. The Authority is also endeavoring to secure a Grant to cover this \$0.6M.

A listing of the individual projects, their location and description are provided in Attachment J.

The FY22 Proposed Capital Program Budget request is \$99.0M by asset type as shown below:

<b>CAPITAL PROGRAM</b>	<b>FY2021-22</b>
Facilities	\$2,946
Grade Crossing	\$8,000
Rolling Stock	\$3,000
Structures	\$20,787
Track	\$42,440
Train Control	\$18,610
Vehicles	\$3,250
<b>Total Capital Investment</b>	<b><u>\$99,033</u></b>
Annual Cash Flow	\$4,952

Completion of the FY22 Proposed Capital Program projects are multi-year in nature. As such, the funding for the FY22 Budget requests may be viewed as each having a four-year funding commitment which would have the estimated cashflow impact over the subsequent fiscal years as shown in Attachment K.

## Operating Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Operating as described:

- **Attachment A - Ridership Recovery Forecast Scenarios**
- **Attachment B - Budget Summary Comparison FY21 vs FY22**
- **Attachment C - Comparative Detailed Operating Statement** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages
- **Attachment D - Budget by Member Agency**
- **Attachment E - Budget by Line**
- **Attachment F - Historical Actual and Budgeted Operating Statements** . Actual Operating expense for FY17, FY18, FY19, FY20 and Adopted Operating Budget for FY21 and Proposed Operating Budget for FY22, with a variance comparison between FY21 Adopted Budget and FY22 Proposed Budget

## Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Capital Program as described:

- **Attachment G - FY22 Proposed Rehabilitation by Member Agency and Line**
- **Attachment H - FY22 Proposed Rehabilitation Projects Detail list** – Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I - FY22 Proposed New Capital by Member Agency and Line**
- **Attachment J - FY22 Proposed New Capital Projects Detail list** - Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment K - FY22 Proposed Capital Program Cashflow**

## Budget Impact

This report and the transmittal of the Proposed FY22 Budget has no impact on the Budget.

## Alternatives Considered

The Committee may recommend the transmission of the FY22 Budget with specific modifications. Staff does not recommend this approach as the Member Agency CEO's have provided general concurrence with the proposed subsidy amounts.

## Next Steps

April – June, 2021 Staff present at Member Agencies' Committee and Board meetings as may be requested

June 11, 2021 FY22 Proposed Budget to AFCOM for recommendation to Adopt

June 25, 2021 FY22 Proposed Budget to Metrolink Board for Adoption

Prepared by: Christine J. Wilson, Senior Manager, Finance

Approved by: Arnold Hackett, Interim Chief Financial Officer



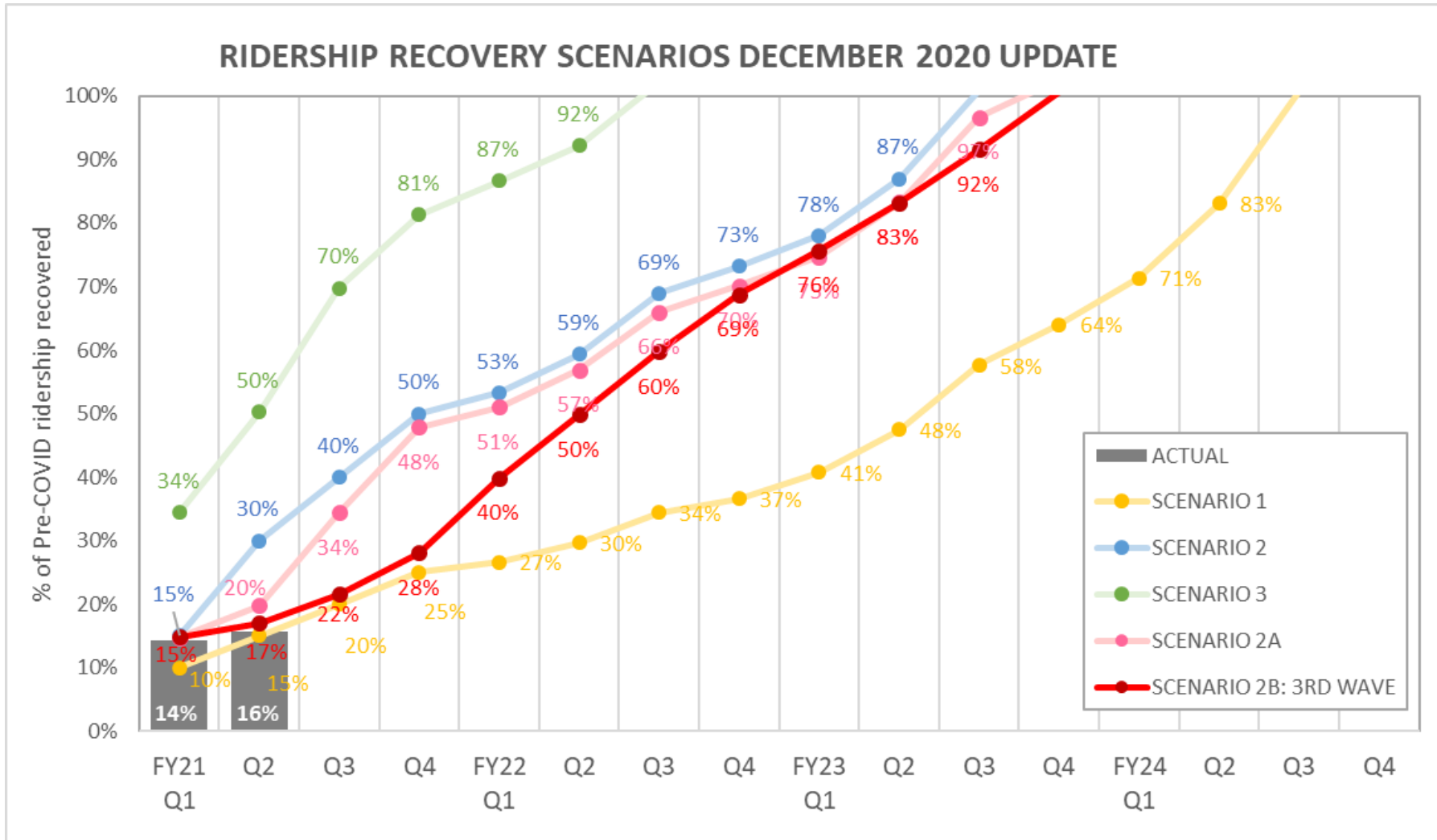
**Attachment(s)**

- Attachment A - Ridership Recovery Forecast Scenarios
- Attachment B - Budget Summary Comparison FY21 vs FY22
- Attachment C - Comparative Detailed Operating Statement FY21 vs FY22
- Attachment D - Budget by Member Agency
- Attachment E - Budget by Line
- Attachment F - Historical Budget Comparison
- Attachment G - FY22 Proposed Rehab by MA & Line
- Attachment H - FY22 Proposed Rehabilitation Project list
- Attachment I - FY22 Proposed New Capital by MA & Line
- Attachment J - FY22 Proposed New Capital Project list
- Attachment K - FY22 Proposed Capital Program Cashflow

# Ridership Recovery Forecast Scenarios

## Planning Scenarios:

- 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3.
- 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3.
- 2A - Surge (Adjusted Medium Case): Surge in infections delays ridership recovery to FY23 Q4.
- 2B – 3<sup>rd</sup> Wave (Adjusted Medium 2A Case): Surge in infections delays ridership recovery to FY23 Q4.**
- 3 - No Recession (Best Case): Ridership recovery by FY22 Q3.



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY21 and FY22 BUDGET SUMMARY COMPARISON**

<b>FY22 Proposed Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	29,213,825	15,604,054	5,044,779	7,252,509	2,244,130	<b>59,359,297</b>
Total Expenses	127,593,263	54,756,602	26,519,363	29,770,267	14,394,215	<b>253,033,710</b>
<b>Net Loss</b>	<b>(98,379,438)</b>	<b>(39,152,549)</b>	<b>(21,474,584)</b>	<b>(22,517,758)</b>	<b>(12,150,085)</b>	<b>(193,674,413)</b>

<b>FY21 Adopted Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	22,184,541	10,860,507	3,453,373	5,205,265	1,796,594	<b>43,500,280</b>
Total Expenses	132,107,013	56,793,223	27,233,210	30,272,432	14,101,906	<b>260,507,784</b>
<b>Net Loss</b>	<b>(109,922,472)</b>	<b>(45,932,716)</b>	<b>(23,779,837)</b>	<b>(25,067,166)</b>	<b>(12,305,312)</b>	<b>(217,007,504)</b>

<b>Comparison: FY22 to FY21</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>	<b>Variance (%)</b>
Total Revenues	7,029,284	4,743,547	1,591,406	2,047,243	447,536	<b>15,859,016</b>	<b>36.46%</b>
Total Expenses	(4,513,750)	(2,036,621)	(713,847)	(502,165)	292,308	<b>(7,474,075)</b>	<b>(2.87%)</b>
<b>Net Loss</b>	<b>11,543,035</b>	<b>6,780,168</b>	<b>2,305,253</b>	<b>2,549,408</b>	<b>155,227</b>	<b>23,333,091</b>	<b>(10.75%)</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY21 and FY22 BUDGET COMPARISON**

	<b>FY21</b>	<b>FY21</b>	<b>FY22</b>	<b>VARIANCE FROM FY21</b>		<b>VARIANCE FROM FY21</b>	
	<b>ADOPTED</b>	<b>ADJUSTED</b>	<b>PROPOSED</b>	<b>ADOPTED BUDGET</b>		<b>ADJUSTED BUDGET</b>	
	<b>BUDGET</b>	<b>BUDGET</b>	<b>BUDGET</b>	<b>OVER/(UNDER)</b>		<b>OVER/(UNDER)</b>	
				<b>AMOUNT</b>	<b>%</b>	<b>AMOUNT</b>	<b>%</b>
<b>Operating Revenue</b>							
Farebox Revenue	26,218,749	26,218,749	41,547,178	15,328,429	58.46%	15,328,429	58.46%
Farebox Reduction Subsidy	700,000	700,000	1,125,608	425,608	60.80%	425,608	60.80%
Other Train Subsidies	0	0	2,351,912	2,351,912	0.00%	2,351,912	0.00%
Special Trains	218,887	218,887	150,000	(68,887)	(31.47%)	(68,887)	(31.47%)
<b>Subtotal Pro Forma Farebox</b>	<b>27,137,636</b>	<b>27,137,636</b>	<b>45,174,698</b>	<b>18,037,061</b>	<b>66.47%</b>	<b>18,037,061</b>	<b>66.47%</b>
Dispatching	2,327,307	2,327,307	2,053,871	(273,436)	(11.75%)	(273,436)	(11.75%)
Other Revenues	1,075,000	1,075,000	575,000	(500,000)	(46.51%)	(500,000)	(46.51%)
MOW Revenues	12,960,337	12,960,337	11,555,728	(1,404,609)	(10.84%)	(1,404,609)	(10.84%)
<b>Total Operating Revenues</b>	<b>43,500,280</b>	<b>43,500,280</b>	<b>59,359,297</b>	<b>15,859,017</b>	<b>36.46%</b>	<b>15,859,017</b>	<b>36.46%</b>
<b>Operating Expenses</b>							
<b>Operations &amp; Services</b>							
Train Operations	49,978,200	47,448,200	45,095,901	(4,882,299)	(9.77%)	(2,352,299)	(4.96%)
Equipment Maintenance	39,202,056	38,728,622	37,594,367	(1,607,689)	(4.10%)	(1,134,255)	(2.93%)
Fuel	20,538,530	20,212,070	19,416,673	(1,121,857)	(5.46%)	(795,397)	(3.94%)
Non-Sched Rolling Stock Repairs	140,000	140,000	100,000	(40,000)	(28.57%)	(40,000)	(28.57%)
Operating Facilities Maintenance	1,745,225	2,303,649	1,654,008	(91,217)	(5.23%)	(649,641)	(28.20%)
Other Operating Train Services	983,682	989,081	916,115	(67,567)	(6.87%)	(72,966)	(7.38%)
Rolling Stock Lease	230,000	230,460	0	(230,000)	(100.00%)	(230,460)	(100.00%)
Security	10,762,704	13,762,704	13,533,013	2,770,309	25.74%	(229,691)	(1.67%)
Public Safety Program	105,404	102,151	102,194	(3,210)	(3.05%)	43	0.04%
Passenger Relations	1,811,841	1,811,841	1,869,975	58,134	3.21%	58,134	3.21%
TVM Maint/Revenue Collection	6,827,191	6,178,669	4,613,646	(2,213,545)	(32.42%)	(1,565,023)	(25.33%)
Marketing	2,408,141	2,408,141	2,867,500	459,359	19.08%	459,359	19.08%
Media & External Communications	480,775	495,775	361,900	(118,875)	(24.73%)	(133,875)	(27.00%)
Utilities / Leases	3,066,332	3,057,812	2,965,010	(101,322)	(3.30%)	(92,802)	(3.03%)
Transfers to Other Operators	2,982,650	2,880,900	3,276,436	293,786	9.85%	395,536	13.73%
Amtrak Transfers	1,853,998	1,853,998	823,581	(1,030,417)	(55.58%)	(1,030,417)	(55.58%)
Station Maintenance	2,297,810	2,281,933	2,065,000	(232,810)	(10.13%)	(216,933)	(9.51%)
Rail Agreements	5,804,314	5,715,314	3,640,851	(2,163,463)	(37.27%)	(2,074,463)	(36.30%)
Holiday Trains	255,000	255,000	265,000	10,000	3.92%	10,000	3.92%
Special Trains	524,100	524,100	92,000	(432,100)	(82.45%)	(432,100)	(82.45%)
<b>Subtotal Operations &amp; Services</b>	<b>151,997,953</b>	<b>151,380,420</b>	<b>141,253,170</b>	<b>(10,744,783)</b>	<b>(7.07%)</b>	<b>(10,127,250)</b>	<b>(6.69%)</b>
<b>Maintenance-of-Way</b>							
MoW - Line Segments	46,611,431	46,826,045	46,395,469	(215,961)	(0.46%)	(430,575)	(0.92%)
MoW - Extraordinary Maintenance	1,050,207	1,050,207	697,300	(352,907)	(33.60%)	(352,907)	(33.60%)
<b>Subtotal Maintenance-of-Way</b>	<b>47,661,638</b>	<b>47,876,252</b>	<b>47,092,769</b>	<b>(568,868)</b>	<b>(1.19%)</b>	<b>(783,482)</b>	<b>(1.64%)</b>
<b>Administration &amp; Services</b>							
Ops Salaries & Fringe Benefits	14,626,597	14,626,597	16,816,671	2,190,074	14.97%	2,190,074	14.97%
Ops Non-Labor Expenses	7,518,370	8,820,333	8,653,705	1,135,335	15.10%	(166,628)	(1.89%)
Indirect Administrative Expenses	20,977,819	20,519,263	19,889,450	(1,088,370)	(5.19%)	(629,813)	(3.07%)
Ops Professional Services	2,558,508	2,163,021	2,398,236	(160,272)	(6.26%)	235,215	10.87%
<b>Subtotal Administration &amp; Services</b>	<b>45,681,294</b>	<b>46,129,214</b>	<b>47,758,061</b>	<b>2,076,767</b>	<b>4.55%</b>	<b>1,628,848</b>	<b>3.53%</b>
Contingency	200,000	154,999	90,000	(110,000)	(55.00%)	(64,999)	(41.94%)
<b>Total Operating Expenses</b>	<b>245,540,885</b>	<b>245,540,884</b>	<b>236,194,001</b>	<b>(9,346,884)</b>	<b>(3.81%)</b>	<b>(9,346,884)</b>	<b>(3.81%)</b>
<b>Insurance Expense (Recoveries)</b>							
Liability/Property/Auto/Misc	12,864,528	12,864,528	14,677,210	1,812,682	14.09%	1,812,682	14.09%
Net Claims / SI	1,000,000	1,000,000	990,000	(10,000)	(1.00%)	(10,000)	(1.00%)
Claims Administration	1,102,371	1,102,371	1,172,499	70,128	6.36%	70,128	6.36%
<b>Subtotal Insurance Expense (Recoveries)</b>	<b>14,966,899</b>	<b>14,966,899</b>	<b>16,839,709</b>	<b>1,872,810</b>	<b>12.51%</b>	<b>1,872,810</b>	<b>12.51%</b>
<b>Total Expenses</b>	<b>260,507,784</b>	<b>260,507,784</b>	<b>253,033,710</b>	<b>(7,474,074)</b>	<b>(2.87%)</b>	<b>(7,474,075)</b>	<b>(2.87%)</b>
<b>Net Loss - Subsidy</b>	<b>(217,007,504)</b>	<b>(217,007,504)</b>	<b>(193,674,413)</b>	<b>23,333,091</b>	<b>(10.75%)</b>	<b>23,333,091</b>	<b>(10.75%)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2021-22 PROPOSED BUDGET  
 Annual Operating Budget Distribution by Cost Component

Attachment D

	Proposed FY2021-22 Budget					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	\$ 18,685	\$ 12,159	\$ 4,264	\$ 4,963	\$ 1,477	\$ 41,547
Fare Reduction Subsidy	673	-	-	452	-	\$ 1,126
Other Train Subsidies	2,352	-	-	-	-	\$ 2,352
Special Trains	53	50	9	8	30	\$ 150
<b>Subtotal-Pro Forma FareBox</b>	<b>21,763</b>	<b>12,209</b>	<b>4,273</b>	<b>5,423</b>	<b>1,507</b>	<b>\$ 45,175</b>
Dispatching	1,060	647	14	96	237	\$ 2,054
Other Revenues	288	142	51	72	21	\$ 575
MOW Revenues	6,103	2,606	706	1,661	479	\$ 11,556
<b>Total Operating Revenue</b>	<b>29,214</b>	<b>15,604</b>	<b>5,045</b>	<b>7,253</b>	<b>2,244</b>	<b>\$ 59,359</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	23,859	9,933	3,952	5,401	1,951	\$ 45,096
Equipment Maintenance	18,434	8,720	4,346	4,453	1,641	\$ 37,594
Fuel	9,830	4,606	1,701	2,450	829	\$ 19,417
Non-Scheduled Rolling Stock Repairs	51	24	10	12	3	\$ 100
Operating Facilities Maintenance	846	398	167	191	51	\$ 1,654
Other Operating Train Services	455	127	110	152	73	\$ 916
Rolling Stock Lease	-	-	-	-	-	-
Security	7,101	2,812	1,434	1,518	668	\$ 13,533
Public Safety Program	48	18	15	11	10	\$ 102
Passenger Relations	920	498	157	234	60	\$ 1,870
TVM Maintenance/Revenue Collection	1,919	1,070	812	517	295	\$ 4,614
Marketing	1,441	722	245	360	99	\$ 2,868
Media & External Communications	172	62	54	38	36	\$ 362
Utilities/Leases	1,407	511	441	311	295	\$ 2,965
Transfers to Other Operators	1,743	850	235	343	106	\$ 3,276
Amtrak Transfers	253	519	-	-	51	\$ 824
Station Maintenance	1,199	331	142	294	98	\$ 2,065
Rail Agreements	1,359	955	876	197	254	\$ 3,641
Holiday Trains	77	87	-	21	81	\$ 265
Special Trains	44	32	16	-	-	\$ 92
<b>Subtotal Operations &amp; Services</b>	<b>71,159</b>	<b>32,275</b>	<b>14,715</b>	<b>16,501</b>	<b>6,604</b>	<b>\$ 141,253</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	24,566	9,543	3,231	6,146	2,910	\$ 46,395
MoW - Extraordinary Maintenance	408	100	66	74	48	\$ 697
<b>Subtotal Maintenance-of-Way</b>	<b>24,974</b>	<b>9,643</b>	<b>3,298</b>	<b>6,220</b>	<b>2,958</b>	<b>\$ 47,093</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	7,978	2,910	2,494	1,767	1,667	\$ 16,817
Ops Non-Labor Expenses	4,253	2,017	980	989	415	\$ 8,654
Indirect Administrative Expenses	9,436	3,427	2,960	2,088	1,979	\$ 19,889
Ops Professional Services	1,138	413	357	252	239	\$ 2,398
<b>Subtotal Admin &amp; Services</b>	<b>22,804</b>	<b>8,768</b>	<b>6,791</b>	<b>5,097</b>	<b>4,300</b>	<b>\$ 47,758</b>
<b><u>Contingency</u></b>	<b>43</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>\$ 90</b>
<b>Total Operating Expenses</b>	<b>118,979</b>	<b>50,701</b>	<b>24,816</b>	<b>27,828</b>	<b>13,870</b>	<b>\$ 236,194</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	7,508	3,535	1,484	1,693	457	\$ 14,677
Net Claims / SI	506	238	100	114	31	\$ 990
Claims Administration	600	282	119	135	36	\$ 1,172
<b>Total Net Insurance and Legal</b>	<b>8,614</b>	<b>4,056</b>	<b>1,703</b>	<b>1,943</b>	<b>524</b>	<b>\$ 16,840</b>
<b>Total Expense</b>	<b>127,593</b>	<b>54,757</b>	<b>26,519</b>	<b>29,770</b>	<b>14,394</b>	<b>\$ 253,034</b>
<b>Loss / Member Subsidy</b>	<b>(98,379)</b>	<b>(39,153)</b>	<b>(21,475)</b>	<b>(22,518)</b>	<b>(12,150)</b>	<b>(193,674)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2021-22 PROPOSED BUDGET  
 Annual Operating Budget Distribution by Cost Component

Attachment E

(000's)	Proposed FY2021-22 Budget - Line Allocation								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 8,836	\$ 3,745	\$ 5,438	\$ 3,824	\$ 11,054	\$ 120	\$ 4,839	\$ 3,689	\$ 41,547
Fare Reduction Subsidy	1,126	-	-	-	-	-	-	-	\$ 1,126
Other Train Subsidies	750	93	912	299	183	-	-	115	\$ 2,352
Special Trains	46	18	36	-	33	-	-	18	\$ 150
<b>Subtotal-Pro Forma FareBox</b>	<b>10,758</b>	<b>3,856</b>	<b>6,386</b>	<b>4,124</b>	<b>11,270</b>	<b>120</b>	<b>4,839</b>	<b>3,822</b>	<b>\$ 45,175</b>
Dispatching	331	467	307	2	915	5	6	22	\$ 2,054
Other Revenues	145	55	94	46	124	4	64	44	\$ 575
MOW Revenues	3,486	1,407	2,907	183	1,540	7	1,281	745	\$ 11,556
<b>Total Operating Revenue</b>	<b>14,719</b>	<b>5,784</b>	<b>9,693</b>	<b>4,355</b>	<b>13,849</b>	<b>137</b>	<b>6,190</b>	<b>4,633</b>	<b>\$ 59,359</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	11,335	4,570	9,833	2,597	5,803	764	6,116	4,078	\$ 45,096
Equipment Maintenance	8,464	3,851	7,335	2,621	5,492	1,136	4,466	4,229	\$ 37,594
Fuel	4,788	1,828	3,716	1,209	2,875	207	3,025	1,769	\$ 19,417
Non-Scheduled Rolling Stock Repairs	23	8	21	7	16	2	12	11	\$ 100
Operating Facilities Maintenance	388	136	341	108	267	38	199	176	\$ 1,654
Other Operating Train Services	287	122	133	110	57	20	83	103	\$ 916
Rolling Stock Lease	-	-	-	-	-	-	-	-	\$ -
Security	2,840	1,328	3,246	1,144	1,746	276	1,587	1,366	\$ 13,533
Public Safety Program	15	17	18	15	8	3	12	14	\$ 102
Passenger Relations	475	158	315	135	422	10	227	129	\$ 1,870
TVM Maintenance/Revenue Collection	818	670	744	363	511	209	677	621	\$ 4,614
Marketing	733	262	460	226	646	15	311	215	\$ 2,868
Media & External Communications	53	60	65	54	28	10	41	51	\$ 362
Utilities/Leases	433	493	535	444	228	81	336	415	\$ 2,965
Transfers to Other Operators	704	272	678	243	952	-	166	262	\$ 3,276
Amtrak Transfers	-	123	-	-	700	-	-	-	\$ 824
Station Maintenance	646	278	392	136	373	5	14	222	\$ 2,065
Rail Agreements	-	596	-	1,149	472	-	669	755	\$ 3,641
Holiday Trains	81	-	51	-	87	-	-	47	\$ 265
Special Trains	28	32	31	-	-	-	-	-	\$ 92
<b>Subtotal Operations &amp; Services</b>	<b>32,111</b>	<b>14,806</b>	<b>27,914</b>	<b>10,562</b>	<b>20,681</b>	<b>2,778</b>	<b>17,941</b>	<b>14,462</b>	<b>\$ 141,253</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	13,327	7,254	10,231	1,192	6,207	26	4,977	3,181	\$ 46,395
MoW - Extraordinary Maintenance	153	105	111	97	117	-	94	21	\$ 697
<b>Subtotal Maintenance-of-Way</b>	<b>13,480</b>	<b>7,359</b>	<b>10,342</b>	<b>1,288</b>	<b>6,325</b>	<b>26</b>	<b>5,071</b>	<b>3,201</b>	<b>\$ 47,093</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,463	2,784	3,045	2,509	1,309	459	1,904	2,344	\$ 16,817
Ops Non-Labor Expenses	1,897	905	1,635	634	1,409	55	1,184	934	\$ 8,654
Indirect Administrative Expenses	2,902	3,306	3,592	2,979	1,531	545	2,251	2,783	\$ 19,889
Ops Professional Services	350	399	433	359	185	66	271	336	\$ 2,398
<b>Subtotal Admin &amp; Services</b>	<b>7,612</b>	<b>7,394</b>	<b>8,705</b>	<b>6,482</b>	<b>4,434</b>	<b>1,125</b>	<b>5,610</b>	<b>6,396</b>	<b>\$ 47,758</b>
<b>Contingency</b>	<b>13</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>13</b>	<b>\$ 90</b>
<b>Total Operating Expenses</b>	<b>53,216</b>	<b>29,574</b>	<b>46,977</b>	<b>18,346</b>	<b>31,447</b>	<b>3,931</b>	<b>28,632</b>	<b>24,071</b>	<b>\$ 236,194</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,443	1,209	3,025	960	2,371	337	1,770	1,563	\$ 14,677
Net Claims / SI	232	82	204	65	160	23	119	105	\$ 990
Claims Administration	275	97	242	77	189	27	141	125	\$ 1,172
<b>Total Net Insurance and Legal</b>	<b>3,951</b>	<b>1,387</b>	<b>3,470</b>	<b>1,101</b>	<b>2,720</b>	<b>386</b>	<b>2,031</b>	<b>1,793</b>	<b>\$ 16,840</b>
<b>Total Expense</b>	<b>57,167</b>	<b>30,961</b>	<b>50,447</b>	<b>19,448</b>	<b>34,167</b>	<b>4,317</b>	<b>30,663</b>	<b>25,864</b>	<b>\$ 253,034</b>
<b>Loss / Member Subsidy</b>	<b>(42,448)</b>	<b>(25,177)</b>	<b>(40,754)</b>	<b>(15,093)</b>	<b>(20,318)</b>	<b>(4,181)</b>	<b>(24,473)</b>	<b>(21,231)</b>	<b>(193,674)</b>

Annual Operating Budget by Cost Component by Fiscal Year  
(\$000s)

	FY2016-17 Actual	FY2017-18 Actual	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Adopted Budget	FY2021-22 Proposed Budget	FY2021-22 Proposed Budget vs FY2020-21 Adopted Budget	
							\$	%
							Variance	Variance
<b>Operating Revenue</b>								
Farebox Revenue	82,883	82,542	79,007	61,843	26,219	41,547	15,328	58.5%
Fare Reduction Subsidy	490	157	3,147	1,090	700	1,126	426	60.8%
Other Train Subsidies	-	-	-	-	-	2,352	2,352	n/a
Special Trains	-	-	-	171	219	150	(69)	-31.5%
<b>Subtotal-Pro Forma FareBox</b>	<b>83,373</b>	<b>82,699</b>	<b>82,154</b>	<b>63,104</b>	<b>27,138</b>	<b>45,175</b>	<b>18,037</b>	<b>66.5%</b>
Dispatching	2,016	2,133	2,136	2,300	2,327	2,054	(273)	-11.7%
Other Revenues	762	463	790	254	1,075	575	(500)	-46.5%
MOW Revenues	12,384	12,789	13,017	13,301	12,960	11,556	(1,405)	-10.8%
<b>Total Operating Revenue</b>	<b>98,535</b>	<b>98,084</b>	<b>98,097</b>	<b>78,958</b>	<b>43,500</b>	<b>59,359</b>	<b>15,859</b>	<b>36.5%</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	41,616	42,116	43,093	45,701	49,978	45,096	(4,882)	-9.8%
Equipment Maintenance	35,422	34,242	36,642	36,861	39,202	37,594	(1,608)	-4.1%
Fuel	18,207	17,577	23,582	21,150	20,539	19,417	(1,122)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	92	140	100	(40)	-28.6%
Operating Facilities Maintenance	1,475	1,493	1,683	1,569	1,745	1,654	(91)	-5.2%
Other Operating Train Services	449	722	1,069	863	984	916	(68)	-6.9%
Rolling Stock Lease	230	11	230	231	230	-	(230)	-100.0%
Security	7,315	7,821	8,715	9,367	10,763	13,533	2,770	25.7%
Public Safety Program	203	193	209	55	105	102	(3)	-3.0%
Passenger Relations	1,868	1,723	1,769	1,786	1,812	1,870	58	3.2%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	7,594	6,827	4,614	(2,214)	-32.4%
Marketing	716	1,307	4,304	1,359	2,408	2,868	459	19.1%
Media & External Communications	249	320	348	410	481	362	(119)	-24.7%
Utilities/Leases	2,614	2,804	2,775	2,762	3,066	2,965	(101)	-3.3%
Transfers to Other Operators	6,003	3,818	5,608	5,394	2,983	3,276	294	9.8%
Amtrak Transfers	1,307	1,678	1,497	1,166	1,854	824	(1,030)	-55.6%
Station Maintenance	1,196	1,575	1,847	1,980	2,298	2,065	(233)	-10.1%
Rail Agreements	5,155	4,938	5,696	5,159	5,804	3,641	(2,163)	-37.3%
Holiday Trains	-	-	-	57	255	265	10	3.9%
Special Trains	-	-	-	524	524	92	(432)	-82.4%
<b>Subtotal Operations &amp; Services</b>	<b>131,960</b>	<b>130,582</b>	<b>147,026</b>	<b>144,081</b>	<b>151,998</b>	<b>141,253</b>	<b>(10,745)</b>	<b>-7.1%</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	37,355	42,411	43,112	43,375	46,611	46,395	(216)	-0.5%
MoW - Extraordinary Maintenance	1,260	594	801	864	1,050	697	(353)	-33.6%
<b>Subtotal Maintenance-of-Way</b>	<b>38,615</b>	<b>43,005</b>	<b>43,913</b>	<b>44,239</b>	<b>47,662</b>	<b>47,093</b>	<b>(569)</b>	<b>-1.2%</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	15,497	14,627	16,817	2,190	15.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	7,645	7,518	8,654	1,135	15.1%
Indirect Administrative Expenses	14,090	19,333	16,151	18,254	20,978	19,889	(1,088)	-5.2%
Ops Professional Services	1,963	2,687	2,423	3,019	2,559	2,398	(160)	-6.3%
<b>Subtotal Admin &amp; Services</b>	<b>34,907</b>	<b>40,417</b>	<b>38,784</b>	<b>44,415</b>	<b>45,681</b>	<b>47,758</b>	<b>2,077</b>	<b>4.5%</b>
<b>Contingency (Non-Train Ops)</b>	<b>2</b>	<b>15</b>	<b>-</b>	<b>11</b>	<b>200</b>	<b>90</b>	<b>(110)</b>	<b>-55.0%</b>
<b>Total Operating Expenses</b>	<b>205,484</b>	<b>214,019</b>	<b>229,723</b>	<b>232,745</b>	<b>245,541</b>	<b>236,194</b>	<b>(9,347)</b>	<b>-3.8%</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	11,061	9,748	9,429	9,870	12,865	14,677	1,813	14.1%
Net Claims / SI	5,116	8,551	1,212	2,303	1,000	990	(10)	-1.0%
Claims Administration	704	585	682	367	1,102	1,172	70	6.4%
<b>Net Insurance and Legal</b>	<b>16,880</b>	<b>18,883</b>	<b>11,324</b>	<b>12,540</b>	<b>14,967</b>	<b>16,840</b>	<b>1,873</b>	<b>12.5%</b>
<b>Total BNSF Lease Expenses</b>	<b>5,669</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>TOTAL EXPENSES</b>	<b>228,033</b>	<b>232,902</b>	<b>241,046</b>	<b>245,285</b>	<b>260,508</b>	<b>253,034</b>	<b>(7,474)</b>	<b>-2.9%</b>
<b>Net Loss</b>	<b>(129,498)</b>	<b>(134,818)</b>	<b>(142,949)</b>	<b>(166,327)</b>	<b>(217,008)</b>	<b>(193,674)</b>	<b>23,333</b>	<b>-10.8%</b>
<b>All Member Subsidies</b>	<b>141,989</b>	<b>142,399</b>	<b>150,550</b>	<b>156,578</b>	<b>217,008</b>	<b>193,674</b>	<b>(23,333)</b>	<b>-10.8%</b>
<b>Surplus / (Deficit)</b>	<b>12,491</b>	<b>7,581</b>	<b>7,600</b>	<b>(9,748)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>

Numbers may not foot due to rounding.

NOTE: All Historical Comparisons are to the Adopted Budget

**FY22 PROPOSED REHABILITATION BY MEMBER AGENCY & LINE**

**By Member Agency**

<u>FY2022 PROPOSED REHABILITATION REQUEST</u>	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$90,433,000	\$33,064,794	\$15,047,906	\$4,226,859	\$7,279,641	\$4,711,300	\$26,102,500

**By Line**

<u>FY2022 PROPOSED REHABILITATION REQUEST</u>	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$90,433,000	\$16,890,000	\$12,112,000	\$31,005,000	\$16,376,000	\$0	\$11,700,000	\$0	\$2,350,000

<sup>1</sup>“Other” are Grants directly to Metrolink





# REHABILITATION PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2380	Rehab	All	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2403	Rehab	All	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
3	2404	Rehab	All	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. 1) Front loader 2) Freightliner 108SD 3) Various MOW equipment (light towers, air compressors, portable generators) 4) Dynamic Rail rider/Excavator 5) All terrain Fork Lift 6) HY rail SUV 7) Five (5) SUV's 8) Three (3) signal maintainers 9) Two (2) Brush trucks Ford F-350 4X4	2,650,000	1,258,750	524,700	294,150	381,600	190,800	-
4	2405	Rehab	All	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Building storage facility for new locomotive battery storage - Phase 1: MOW health and welfare facilities installation, rehab and utility connections - Phase 1: Facilities equipment purchase and replacement - Pilot a design to automotive and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operations	1,000,000	475,000	198,000	111,000	144,000	72,000	-
5	2406	Rehab	All	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.	3,000,000	1,425,000	594,000	333,000	432,000	216,000	-
<b>ALL SHARE PROJECT PROPOSAL REQUEST</b>											<b>16,650,000</b>	<b>7,908,750</b>	<b>3,296,700</b>	<b>1,848,150</b>	<b>2,397,600</b>	<b>1,198,800</b>	<b>-</b>
6	2376	Rehab	SB Shortway	All	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	240,000	122,844	51,206	28,709	37,241	-	-
<b>SHORTWAY PROJECT PROPOSAL REQUEST</b>											<b>240,000</b>	<b>122,844</b>	<b>51,206</b>	<b>28,709</b>	<b>37,241</b>	<b>-</b>	<b>-</b>

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
7	2357	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	5,350,000	3,210,000	-	-	2,140,000	-	-
8	2382	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure.	2,762,000	1,657,200	-	-	1,104,800	-	-
9	2397	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Train Control	SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) Amar Road MP 16.43 2) Hamburger Lane MP 16.90 3) Merced Avenue MP 18.03 4) Macdevitt Street MP18.36 5) Vincent Avenue MP 20.90 6) Lark Ellen Avenue MP 21.40 7) Azusa Avenue MP 21.91 8) Hollenbeck Avenue MP 22.41	4,000,000	2,400,000	-	-	1,600,000	-	-
<b>SAN GABRIEL PROJECTS REQUEST</b>											<b>12,112,000</b>	<b>7,267,200</b>	-	-	<b>4,844,800</b>	-	-
10	2356	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.	8,000,000	8,000,000	-	-	-	-	-
11	2381	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.	3,180,000	3,180,000	-	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
12	2396	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) Head Out Signal MP 5.4 (Terry Lumber Spur) - Replace EC4 Unit with New EC5 Controller 2) Rainbow Glen Drive MP 36.33 - Replace crossing house and internal control equipment 3) CP Portal MP 28.0 - Replace CP House, internal control equipment, & power switch machine 4) CP Hood MP 30.20 - Replace CP House, internal control equipment, & power switch machine 5) CP Canyon MP 33.4 - Replace CP House, internal control equipment, & power switch machine 6) CP Honby MP 38.6 - Replace CP House, internal control equipment, & power switch machine 7) HBD / DED MP 7.7 - Replace wayside detector	3,250,000	3,250,000	-	-	-	-	-
13	2407	Rehab	Valley	Antelope Valley Line	76.4 - 76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.	1,946,000	1,946,000	-	-	-	-	-
14	2398	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)	1,390,000	1,390,000	-	-	-	-	-
<b>METRO PROJECT PROPOSAL REQUEST</b>											<b>17,766,000</b>	<b>17,766,000</b>	-	-	-	-	-
15	2359	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	6,460,000	-	6,460,000	-	-	-	-
16	2384	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Construction funding for Calafia culverts.	2,240,000	-	2,240,000	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	
17	2399	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines 2) CP College MP 169.8 - Rehab Signal House and internal control equipment 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations	3,000,000	-	3,000,000	-	-	-	-	-
<b>OCTA PROJECT PROPOSAL REQUEST</b>											<b>11,700,000</b>	-	<b>11,700,000</b>	-	-	-	-	-
18	2377	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR.  Construction Phase for Citrus Retaining Wall & Drainage; Box Springs Drainage  Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution.  The FY22 request for \$1.58M will complete funding of the construction phase for remaining drainage and culvert projects for this area. This is an estimated cost for construction and could change upon completion of final design.	1,580,000	-	-	1,580,000	-	-	-	-
19	2400	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Train Control	PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS  SIGNALS: 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations	770,000	-	-	770,000	-	-	-	
<b>RCTC PROJECT PROPOSAL REQUEST</b>											<b>2,350,000</b>	-	-	<b>2,350,000</b>	-	-	-	

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
20	2401	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms. 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.	1,200,000	-	-	-	-	1,200,000	-
21	2385	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION - PARTIAL FUNDED VIA FRA GRANT	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.	4,625,000	-	-	-	-	2,312,500	2,312,500
<b>VCTC PROJECT PROPSAL REQUEST</b>											<b>5,825,000</b>	-	-	-	-	<b>3,512,500</b>	<b>2,312,500</b>
22	2358	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.	3,000,000	-	-	-	-	-	3,000,000
23	2378	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Track	VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.	14,390,000	-	-	-	-	-	14,390,000
24	2383	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Structures	VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.	6,400,000	-	-	-	-	-	6,400,000
<b>OTHER FUNDING PROJECT PROPSAL REQUEST</b>											<b>23,790,000</b>	-	-	-	-	-	<b>23,790,000</b>
<b>FY2022 PROPOSED REHABILITATION REQUEST</b>											<b>90,433,000</b>	<b>33,064,794</b>	<b>15,047,906</b>	<b>4,226,859</b>	<b>7,279,641</b>	<b>4,711,300</b>	<b>26,102,500</b>



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2380.00

## PROJECT : SYSTEMWIDE TRACK REHABILITATION

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

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

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION	CURRENT AGE / STANDARD LIFESPAN
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.	Current Age: 120 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$0			2023	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ENVIRONMENTAL	\$0			2024	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
ROW ACQUISITION	\$0			2025	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$4,500,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRR STAFF	\$325,000								
* PROCUREMENT STAFF	\$175,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$5,000,000</b>								

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



TOTAL

\$5,000,000

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





# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2404.00

## PROJECT : MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.  
 Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment.

- 1) Front loader
- 2) Freightliner 108SD
- 3) Various MOW equipment (light towers, air compressors, portable generators)
- 4) Dynamic Rail rider/Excavator
- 5) All terrain Fork Lift
- 6) HY rail SUV
- 7) Five (5) SUV's
- 8) Three (3) signal maintainers
- 9) Two (2) Brush trucks Ford F-350 4X4

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p>
<p>Current Age: 21 Year(s) Standard Lifespan: 10 Year(s)</p>

BUDGET	CASH FLOW							
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0							
DESIGN	\$0		2022	\$0	\$0	\$0	\$132,500	\$132,500
ENVIRONMENTAL	\$0							
ROW ACQUISITION	\$0		2023	\$231,875	\$231,875	\$231,875	\$231,875	\$927,500
MATERIAL	\$0							
CONSTRUCTION	\$2,385,000		2024	\$198,750	\$198,750	\$198,750	\$198,750	\$795,000
SPECIAL RAIL EQUIP								
FLAGGING			2025	\$198,750	\$198,750	\$198,750	\$198,750	\$795,000
BUS BRIDGES								
CLOSE OUT	\$0							
PROJECT MANAGEMENT			2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$175,000							
* PROCUREMENT STAFF	\$90,000		2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0							
CONTINGENCY	\$0							
<b>TOTAL</b>	<b>\$2,650,000</b>							

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2405.00

## PROJECT : FACILITIES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties.  
 Specific work to include:  
 - Build storage facility for new locomotive battery storage  
 - Phase 1: MOW health and welfare facilities installation, rehab and utility connections.  
 - Phase 1: Facilities equipment purchase and replacement  
 - Pilot a design to automate and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operation

Mile Posts: NA Division: All County: ALL Asset Type: Facilities

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Facilities rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes components and subcomponents in use at maintenance facilities, layover facilities, and the Pomona campus. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff, industry standards and regulations.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

**RISK CREATED BY NON-IMPLEMENTATION**

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular assets and components vary within each facility, with a range of conditions that include marginal and poor ratings.

Current Age: 31 Year(s)    Standard Lifespan: 30 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$50,000	\$50,000
ENVIRONMENTAL	\$0			2023	\$87,500	\$87,500	\$87,500	\$87,500	\$350,000
ROW ACQUISITION	\$0			2024	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
MATERIAL	\$0			2025	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
CONSTRUCTION	\$900,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRA STAFF	\$65,000								
* PROCUREMENT STAFF	\$35,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,000,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2406.00

## PROJECT : ROLLING STOCK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars.

Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.

Mile Posts: NA Division: All County: ALL Asset Type: Rolling Stock

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Rolling Stock rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Locomotives, Rail Cars and Cab Cars. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The useful life for rolling stock is 30 years inclusive of a mid-life overhaul. Many rolling stock assets are past due for their mid-life overhaul.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
RISK CREATED BY NON-IMPLEMENTATION	
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular fleets, and components within fleets, vary within the rolling stock asset category, with a range of conditions that include marginal and poor ratings.</p> <p>Current Age: 30 Year(s)    Standard Lifespan: 30 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
MATERIAL	\$0								
CONSTRUCTION	\$2,700,000			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2376.00

## PROJECT : SHORT WAY SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 0.42 - 2.1 Division: SB Shortway County: SB Asset Type: Track

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

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

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$12,000	\$12,000
DESIGN	\$0			2023	\$21,000	\$21,000	\$21,000	\$21,000	\$84,000
ENVIRONMENTAL	\$0			2024	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
ROW ACQUISITION	\$0			2025	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$216,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$18,000								
* PROCUREMENT STAFF	\$6,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$240,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2357.00

## PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 1.08 - 56.52

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

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

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

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s)      Standard Lifespan: 65 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$267,500	\$267,500
DESIGN	\$0			2023	\$468,125	\$468,125	\$468,125	\$468,125	\$1,872,500
ENVIRONMENTAL	\$0			2024	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000
ROW ACQUISITION	\$0			2025	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$4,815,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$185,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$5,350,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2382.00

## PROJECT : SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure.  
 Mile Posts: 1.08 - 56.52 Division: San Gabriel County: LA / SB Asset Type: Structures

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

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

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$138,100	\$138,100
ENVIRONMENTAL	\$0			2023	\$241,675	\$241,675	\$241,675	\$241,675	\$966,700
ROW ACQUISITION	\$0			2024	\$207,150	\$207,150	\$207,150	\$207,150	\$828,600
MATERIAL	\$0			2025	\$207,150	\$207,150	\$207,150	\$207,150	\$828,600
CONSTRUCTION	\$2,511,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$76,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$2,762,000</b>								

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



* CONSULTANT	\$0	2027	\$0	\$0	\$0	\$0	\$0
CONTINGENCY	\$0						
TOTAL	<u>\$4,000,000</u>						

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





# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2356.00

## PROJECT : VALLEY SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Track

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
RISK CREATED BY NON-IMPLEMENTATION	
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.</p> <p>Current Age: 121 Year(s) Standard Lifespan: 65 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
MATERIAL	\$0								
CONSTRUCTION	\$7,200,000			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$450,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$8,000,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2381.00

## PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.  
 Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Structures

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

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.	
Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$159,000	\$159,000
DESIGN	\$0			2023	\$278,250	\$278,250	\$278,250	\$278,250	\$1,113,000
ENVIRONMENTAL	\$0			2024	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
ROW ACQUISITION	\$0			2025	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,862,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$143,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,180,000</b>								

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



TOTAL

\$3,250,000

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2407.00

## PROJECT : LANCASTER CREW BASE REPLACEMENT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.

Mile Posts: 76.4 - 76.5

Division: Valley County: LA Asset Type: Facilities

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>3. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>4. (Goal 3: Invest in People and Assets) Reduce employee turnover</li> <li>5. (Goal 4: Retain and Grow Ridership) Increase system utilization</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Building will be purchased. Budget includes furniture. IT equipment will be requested the year property will be ready for occupancy. Old rental trailer will be demolished. The small permanent office space can serve as a security office. This is an interim solution for next 7-15 years until such time as a new Lancaster terminal is developed.</p> <p>Project has been identified because the asset has fallen below a State of Good Repair and is in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The existing Lancaster Crew Base currently has 18 crew members reporting daily. The facility is only large enough to comfortably seat 2 people.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol> <p>Acquisition of property or lease agreement can start immediately after funding is available.</p>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the project is not implemented in full, the remaining projects that are beyond the rehabilitation limits will be added to the backlog in future years. This situation has to be addressed before it escalates into a safety issue. We are required to provide reasonable accommodations for Conductors and Engineers to break and fill out paperwork.</p> <p>Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)</p>

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$3,000								
DESIGN	\$200,000			2022	\$0	\$0	\$0	\$97,300	\$97,300
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$170,275	\$170,275	\$170,275	\$170,275	\$681,100
MATERIAL	\$0								
CONSTRUCTION	\$1,365,000			2024	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
BUS BRIDGES									
CLOSE OUT	\$1,000			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$112,000								
* PROCUREMENT STAFF	\$88,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$177,000								
<b>TOTAL</b>	<b>\$1,946,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2398.00

## PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

**SIGNALS:**

- 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment
- 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment
- 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Train Control

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p>

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$69,500	\$69,500
DESIGN	\$0			2023	\$121,625	\$121,625	\$121,625	\$121,625	\$486,500
ENVIRONMENTAL	\$0			2024	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
ROW ACQUISITION	\$0			2025	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,251,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$70,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,390,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2359.00

## PROJECT : ORANGE SUBDIVISION TRACK REHABILITATION

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

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 165.08 - 207.4 Division: Orange County: OC Asset Type: Track

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

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

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s)    Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$323,000	\$323,000
DESIGN	\$0			2023	\$565,250	\$565,250	\$565,250	\$565,250	\$2,261,000
ENVIRONMENTAL	\$0			2024	\$484,500	\$484,500	\$484,500	\$484,500	\$1,938,000
ROW ACQUISITION	\$0			2025	\$484,500	\$484,500	\$484,500	\$484,500	\$1,938,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$5,814,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$296,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$6,460,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2384.00

## PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

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

- Bridges
- Culverts
- Tunnels

Construction funding for Calafia culverts.

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)</p>

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$112,000	\$112,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$196,000	\$196,000	\$196,000	\$196,000	\$784,000
MATERIAL	\$0								
CONSTRUCTION	\$2,016,000			2024	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$49,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$2,240,000</b>								

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





# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2399.00

## PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Signal systems  
 - Crossing systems  
 - Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

- SIGNALS:
- 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines
  - 2) CP College MP 169.8 - Rehab Signal House and internal control equipment
  - 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines
  - 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Train Control

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

**RISK CREATED BY NON-IMPLEMENTATION**

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
DESIGN	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ENVIRONMENTAL	\$0			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
ROW ACQUISITION	\$0			2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,700,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

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



* PROCUREMENT STAFF	\$53,000	2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0						
CONTINGENCY	\$0						
TOTAL	\$1,580,000						

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2400.00

## PROJECT : PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Positive Train Control (PTC) systems
- Signal systems
- Crossing systems
- Communication systems
- Centralized train control systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS

**SIGNALS:**

- 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations
- 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations

Mile Posts: 65 - 85.4

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

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p>

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$38,500	\$38,500
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$67,375	\$67,375	\$67,375	\$67,375	\$269,500
MATERIAL	\$0								
CONSTRUCTION	\$693,000			2024	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$63,000								
* PROCUREMENT STAFF	\$14,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$770,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2401.00

## PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

**SIGNALS:**

- 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms.
- 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.

Mile Posts: 426.4 - 441.24

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

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

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p>

<b>BUDGET</b>				<b>CASH FLOW</b>					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			<b>2022</b>	\$0	\$0	\$0	\$60,000	\$60,000
ENVIRONMENTAL	\$0			<b>2023</b>	\$105,000	\$105,000	\$105,000	\$105,000	\$420,000
ROW ACQUISITION	\$0			<b>2024</b>	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
MATERIAL	\$0			<b>2025</b>	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
CONSTRUCTION	\$1,008,000			<b>2026</b>	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				<b>2027</b>	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$123,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,200,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2385.00

## PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.  
 Mile Posts: 426.4 - 441.24 Division: Ventura - VC County County: VN Asset Type: Structures

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

JUSTIFICATION	RANKING // PROJECT READINESS
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$231,250	\$231,250
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$404,688	\$404,688	\$404,688	\$404,686	\$1,618,750
MATERIAL	\$0								
CONSTRUCTION	\$4,163,000			2024	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES				2025	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$112,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$4,625,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2358.00

## PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.

Mile Posts: 441.24 - 462.39

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

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

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
RISK CREATED BY NON-IMPLEMENTATION	
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.</p>	
<p>Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
MATERIAL	\$0								
CONSTRUCTION	\$2,702,000			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000			2027	\$0	\$0	\$0	\$0	\$0
* PROCUREMENT STAFF	\$123,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2378.00

## PROJECT : VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Track

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

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

RISK CREATED BY NON-IMPLEMENTATION	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.	
Current Age: 121 Year(s)    Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$719,500	\$719,500
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$1,259,125	\$1,259,125	\$1,259,125	\$1,259,125	\$5,036,500
MATERIAL	\$0								
CONSTRUCTION	\$13,340,000			2024	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$700,000								
* PROCUREMENT STAFF	\$350,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$14,390,000</b>								

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





# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2383.00

## PROJECT : VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.  
 Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Structures

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

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

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$320,000	\$320,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$560,000	\$560,000	\$560,000	\$560,000	\$2,240,000
MATERIAL	\$0								
CONSTRUCTION	\$6,000,000			2024	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES				2025	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$280,000								
* PROCUREMENT STAFF	\$120,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$6,400,000</b>								

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

**FY22 PROPOSED NEW CAPITAL BY MEMBER AGENCY & LINE**

**By Member Agency**

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$8,600,000	\$ 285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$8,000,000

**By Line**

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$8,600,000	\$600,000 <sup>2</sup>	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0

<sup>1</sup> "Other" are Grants directly to Metrolink

<sup>2</sup> Applied for Carl Moyer Grant – Grant Award in Oct/Nov



# NEW CAPITAL PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2201	Capital	All	All	NA	NA	NA	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER	The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.	600,000	285,000	118,800	66,600	86,400	43,200	-
2	2516	Capital	Ventura - LA County	Ventura County Line	NA	NA	NA	Grade Crossing	DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT	Funded through the FRA SGR Grant with matching funded provided through TIRCP, this FY22 capital project required zero member agencies contribution.	8,000,000	-	-	-	-	-	8,000,000
<b>FY2022 PROPOSED NEW CAPITAL REQUEST</b>											<b>8,600,000</b>	<b>285,000</b>	<b>118,800</b>	<b>66,600</b>	<b>86,400</b>	<b>43,200</b>	<b>8,000,000</b>



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2201.00

## PROJECT : SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER

<b>SCOPE</b>	<b>TYPE: CAPITAL   NON-MRP  </b>
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The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Capital purchase of MOW specialized support equipment to support the railroad. Benefits will address issues at CMF to provide less noise (electric engine is silent), zero emissions, and fuel conservation.	1. System Reliability..... High 2. Ridership Increase..... Low 3. Capacity Improvements..... Low 4. Safety & Security..... Low 5. Environmental..... High
<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
Risks include maintaining a status quo with regard to the current state of emissions and noise production in the CMF location.	
Current Age: New Standard Lifespan: 20 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$30,000	\$30,000
DESIGN	\$0			2023	\$52,500	\$52,500	\$52,500	\$52,500	\$210,000
ENVIRONMENTAL	\$0			2024	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
ROW ACQUISITION	\$0			2025	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$540,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$20,000								
* PROCUREMENT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$29,000								
<b>TOTAL</b>	<b>\$600,000</b>								

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



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2516.00

## PROJECT : DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: CAPITAL   NON-MRP  </b>
--------------	----------------------------------

Funded through the FRA SGR Grant with matching funds provided through TIRCP, this FY22 capital project required zero member agencies contribution. The project will provide for new safety upgrades to the Devonshire Street at-grade crossing.

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Grade Crossing

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Improve service reliability	

JUSTIFICATION	RANKING // PROJECT READINESS
To improve the safety of vehicles and passengers and to ensure operating safety and efficiencies.	1. System Reliability..... Moderate 2. Ridership Increase..... Moderate 3. Capacity Improvements..... Moderate 4. Safety & Security..... Moderate 5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION	
This project if funded by the Federal Railroad Administration under their 2020 Federal-State Partnership for State of Good Repair (Partnership Program) Grant Program. Failing to implement this project would risk losing the funds and risk the safety of the crossing. Current Age: New Standard Lifespan: 20 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
DESIGN	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
ENVIRONMENTAL	\$0			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
ROW ACQUISITION	\$0			2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$7,200,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$381,000								
<b>TOTAL</b>	<b>\$8,000,000</b>								

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

## FY22 PROPOSED CAPITAL PROGRAM CASHFLOW

### Rehabilitation

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 Rehabilitation</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>
	<b>CASH OUTLAY</b>						
2021-22	\$1.7M	\$0.8M	\$0.2M	\$0.4M	\$0.2M	\$1.3M	\$4.5M
2022-23	\$11.6M	\$5.3M	\$1.5M	\$2.5M	\$1.6M	\$9.1M	\$31.7M
2023-24	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
2024-25	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
<b>Totals</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>

### New Capital

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 New Capital</b>	<b>\$0.3M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.0M</b>	<b>\$8.0M</b>	<b>\$8.6M</b>
	<b>CASH OUTLAY</b>						
2021-22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.4M	\$0.4M
2022-23	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.8M	\$3.0M
2023-24	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
2024-25	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
<b>Totals</b>	<b>\$0.3M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.0M</b>	<b>\$8.0M</b>	<b>\$8.6M</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY23 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY23 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 31,667	\$ 19,300	\$ 6,996	\$ 7,941	\$ 2,236	\$ 68,140
Fare Reduction Subsidy	286	-	-	192	-	\$ 479
Other Train Subsidies	2,446	-	-	-	-	\$ 2,446
Special Trains	78	60	33	16	27	\$ 214
<b>Subtotal-Pro Forma FareBox</b>	<b>34,477</b>	<b>19,360</b>	<b>7,029</b>	<b>8,149</b>	<b>2,264</b>	<b>\$ 71,279</b>
Dispatching	1,253	849	15	98	305	\$ 2,519
Other Revenues	367	182	65	92	27	\$ 733
MOW Revenues	6,362	2,834	720	1,695	518	\$ 12,128
<b>Total Operating Revenue</b>	<b>42,459</b>	<b>23,225</b>	<b>7,828</b>	<b>10,034</b>	<b>3,113</b>	<b>\$ 86,659</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	25,722	9,710	4,419	5,384	1,770	\$ 47,005
Equipment Maintenance	19,775	9,361	4,554	4,755	1,756	\$ 40,201
Fuel	10,522	4,792	1,925	2,287	667	\$ 20,193
Non-Scheduled Rolling Stock Repairs	53	25	11	12	3	\$ 104
Operating Facilities Maintenance	880	414	174	198	54	\$ 1,720
Other Operating Train Services	473	132	114	158	76	\$ 953
Rolling Stock Lease	-	-	-	-	-	-
Security	7,305	2,903	1,483	1,562	690	\$ 13,943
Public Safety Program	50	18	16	11	11	\$ 106
Passenger Relations	958	517	164	244	63	\$ 1,945
TVM Maintenance/Revenue Collection	1,996	1,113	844	537	307	\$ 4,798
Marketing	1,499	751	255	374	103	\$ 2,982
Media & External Communications	179	65	56	40	37	\$ 376
Utilities/Leases	1,463	531	459	324	307	\$ 3,084
Transfers to Other Operators	2,968	1,153	364	589	169	\$ 5,242
Amtrak Transfers	402	879	1	1	34	\$ 1,318
Station Maintenance	1,334	319	143	270	81	\$ 2,147
Rail Agreements	2,086	1,456	1,288	326	202	\$ 5,357
Holiday Trains	74	83	-	20	78	\$ 255
Special Trains	237	165	177	29	-	\$ 608
<b>Subtotal Operations &amp; Services</b>	<b>77,977</b>	<b>34,387</b>	<b>16,447</b>	<b>17,120</b>	<b>6,407</b>	<b>\$ 152,338</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	25,824	10,087	3,255	6,313	2,874	\$ 48,354
MoW - Extraordinary Maintenance	451	110	73	82	53	\$ 770
<b>Subtotal Maintenance-of-Way</b>	<b>26,275</b>	<b>10,197</b>	<b>3,328</b>	<b>6,395</b>	<b>2,928</b>	<b>\$ 49,124</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	8,408	3,067	2,629	1,863	1,757	\$ 17,724
Ops Non-Labor Expenses	4,603	2,014	993	980	409	\$ 9,000
Indirect Administrative Expenses	10,238	3,718	3,211	2,266	2,147	\$ 21,580
Ops Professional Services	1,183	430	371	262	248	\$ 2,494
<b>Subtotal Admin &amp; Services</b>	<b>24,432</b>	<b>9,229</b>	<b>7,205</b>	<b>5,370</b>	<b>4,562</b>	<b>\$ 50,798</b>
<b>Contingency</b>	<b>44</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>\$ 94</b>
<b>Total Operating Expenses</b>	<b>128,729</b>	<b>53,830</b>	<b>26,994</b>	<b>28,896</b>	<b>13,905</b>	<b>\$ 252,354</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	7,883	3,712	1,559	1,778	480	\$ 15,411
Net Claims / SI	527	248	104	119	32	\$ 1,030
Claims Administration	624	294	123	141	38	\$ 1,219
<b>Total Net Insurance and Legal</b>	<b>9,034</b>	<b>4,253</b>	<b>1,786</b>	<b>2,037</b>	<b>550</b>	<b>\$ 17,660</b>
<b>Total Expense</b>	<b>137,763</b>	<b>58,083</b>	<b>28,780</b>	<b>30,933</b>	<b>14,455</b>	<b>\$ 270,014</b>
<b>Loss</b>	<b>(95,304)</b>	<b>(34,858)</b>	<b>(20,951)</b>	<b>(20,899)</b>	<b>(11,342)</b>	<b>(183,355)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY23 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY23 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 14,642	\$ 6,053	\$ 9,265	\$ 6,313	\$ 17,876	\$ 194	\$ 7,793	\$ 6,004	\$ 68,140
Fare Reduction Subsidy	479	-	-	-	-	-	-	-	479
Other Train Subsidies	780	97	948	311	190	-	-	120	2,446
Special Trains	14	29	38	-	52	-	39	41	214
<b>Subtotal-Pro Forma FareBox</b>	<b>15,915</b>	<b>6,179</b>	<b>10,251</b>	<b>6,625</b>	<b>18,118</b>	<b>194</b>	<b>7,833</b>	<b>6,165</b>	<b>71,279</b>
Dispatching	341	591	346	2	1,206	5	6	22	2,519
Other Revenues	185	69	119	59	160	5	81	55	733
MOW Revenues	3,572	1,522	3,001	197	1,728	140	1,206	762	12,128
<b>Total Operating Revenue</b>	<b>20,013</b>	<b>8,361</b>	<b>13,717</b>	<b>6,882</b>	<b>21,212</b>	<b>343</b>	<b>9,125</b>	<b>7,005</b>	<b>86,659</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	11,444	5,306	10,728	3,093	6,457	891	4,949	4,138	47,005
Equipment Maintenance	9,030	4,121	7,869	2,808	5,873	1,215	4,770	4,515	40,201
Fuel	4,633	2,028	4,168	1,350	3,285	683	2,362	1,684	20,193
Non-Scheduled Rolling Stock Repairs	24	9	21	7	17	2	13	11	104
Operating Facilities Maintenance	404	142	354	113	278	39	207	183	1,720
Other Operating Train Services	299	127	138	115	59	21	87	107	953
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	2,924	1,373	3,326	1,183	1,802	286	1,635	1,414	13,943
Public Safety Program	16	18	19	16	8	3	12	15	106
Passenger Relations	494	165	327	140	439	11	235	134	1,945
TVM Maintenance/Revenue Collection	851	697	774	378	531	217	704	646	4,798
Marketing	762	273	478	235	672	16	324	223	2,982
Media & External Communications	55	63	68	56	29	10	43	53	376
Utilities/Leases	450	512	557	462	237	84	349	431	3,084
Transfers to Other Operators	1,189	473	1,140	528	1,372	-	147	394	5,242
Amtrak Transfers	-	105	-	-	1,212	-	-	-	1,318
Station Maintenance	607	260	457	178	394	5	14	231	2,147
Rail Agreements	-	624	-	1,874	851	-	972	1,037	5,357
Holiday Trains	-	78	49	-	83	-	-	45	255
Special Trains	52	8	69	1	87	-	177	214	608
<b>Subtotal Operations &amp; Services</b>	<b>33,232</b>	<b>16,381</b>	<b>30,543</b>	<b>12,536</b>	<b>23,687</b>	<b>3,484</b>	<b>16,998</b>	<b>15,476</b>	<b>152,338</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	13,831	7,567	10,657	1,249	6,679	493	4,570	3,308	48,354
MoW - Extraordinary Maintenance	169	116	123	107	130	-	103	23	770
<b>Subtotal Maintenance-of-Way</b>	<b>14,000</b>	<b>7,683</b>	<b>10,779</b>	<b>1,355</b>	<b>6,809</b>	<b>493</b>	<b>4,674</b>	<b>3,330</b>	<b>49,124</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,596	2,935	3,208	2,645	1,379	484	2,006	2,471	17,724
Ops Non-Labor Expenses	1,867	917	1,892	738	1,406	165	1,011	1,004	9,000
Indirect Administrative Expenses	3,149	3,587	3,897	3,233	1,662	591	2,443	3,019	21,580
Ops Professional Services	364	415	450	374	192	68	282	349	2,494
<b>Subtotal Admin &amp; Services</b>	<b>7,975</b>	<b>7,853</b>	<b>9,448</b>	<b>6,989</b>	<b>4,638</b>	<b>1,309</b>	<b>5,742</b>	<b>6,843</b>	<b>50,798</b>
<b>Contingency</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>13</b>	<b>94</b>
<b>Total Operating Expenses</b>	<b>55,220</b>	<b>31,933</b>	<b>50,788</b>	<b>20,895</b>	<b>35,142</b>	<b>5,289</b>	<b>27,425</b>	<b>25,663</b>	<b>252,354</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,616	1,270	3,176	1,008	2,489	354	1,859	1,641	15,411
Net Claims / SI	242	85	212	67	166	24	124	110	1,030
Claims Administration	286	100	251	80	197	28	147	130	1,219
<b>Total Net Insurance and Legal</b>	<b>4,143</b>	<b>1,455</b>	<b>3,639</b>	<b>1,155</b>	<b>2,852</b>	<b>405</b>	<b>2,130</b>	<b>1,880</b>	<b>17,660</b>
<b>Total Expense</b>	<b>59,363</b>	<b>33,388</b>	<b>54,427</b>	<b>22,050</b>	<b>37,994</b>	<b>5,695</b>	<b>29,555</b>	<b>27,543</b>	<b>270,014</b>
<b>Loss</b>	<b>(39,350)</b>	<b>(25,027)</b>	<b>(40,710)</b>	<b>(15,167)</b>	<b>(16,782)</b>	<b>(5,351)</b>	<b>(20,430)</b>	<b>(20,538)</b>	<b>(183,355)</b>



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY24 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

FY24 BUDGET FORECAST						
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	\$ 40,486	\$ 24,349	\$ 8,828	\$ 10,021	\$ 2,816	\$ 86,500
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,544	-	-	-	-	\$ 2,544
Special Trains	86	70	33	18	37	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>43,116</b>	<b>24,419</b>	<b>8,861</b>	<b>10,038</b>	<b>2,853</b>	<b>\$ 89,288</b>
Dispatching	1,272	866	15	100	310	\$ 2,563
Other Revenues	415	206	73	104	30	\$ 828
MOW Revenues	6,489	2,890	735	1,729	528	\$ 12,371
<b>Total Operating Revenue</b>	<b>51,292</b>	<b>28,381</b>	<b>9,684</b>	<b>11,971</b>	<b>3,722</b>	<b>\$ 105,050</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	26,513	10,006	4,563	5,547	1,830	\$ 48,459
Equipment Maintenance	20,488	9,692	4,717	4,927	1,819	\$ 41,643
Fuel	10,955	4,960	2,008	2,380	699	\$ 21,001
Non-Scheduled Rolling Stock Repairs	55	26	11	12	3	\$ 108
Operating Facilities Maintenance	915	431	181	206	56	\$ 1,789
Other Operating Train Services	492	137	118	164	79	\$ 991
Rolling Stock Lease	-	-	-	-	-	-
Security	7,515	2,996	1,533	1,608	713	\$ 14,365
Public Safety Program	52	19	16	12	11	\$ 111
Passenger Relations	997	536	171	253	66	\$ 2,023
TVM Maintenance/Revenue Collection	2,076	1,158	878	559	319	\$ 4,990
Marketing	1,558	781	265	389	107	\$ 3,101
Media & External Communications	186	67	58	41	39	\$ 391
Utilities/Leases	1,521	553	477	337	319	\$ 3,207
Transfers to Other Operators	3,773	1,463	453	753	216	\$ 6,658
Amtrak Transfers	511	1,122	1	1	39	\$ 1,674
Station Maintenance	1,387	332	149	280	84	\$ 2,232
Rail Agreements	2,170	1,514	1,339	339	210	\$ 5,572
Holiday Trains	77	86	-	20	80	\$ 263
Special Trains	244	170	183	30	-	\$ 626
<b>Subtotal Operations &amp; Services</b>	<b>81,485</b>	<b>36,049</b>	<b>17,120</b>	<b>17,859</b>	<b>6,689</b>	<b>\$ 159,203</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	26,737	10,425	3,373	6,528	2,976	\$ 50,038
MoW - Extraordinary Maintenance	465	114	76	85	55	\$ 794
<b>Subtotal Maintenance-of-Way</b>	<b>27,202</b>	<b>10,539</b>	<b>3,449</b>	<b>6,613</b>	<b>3,031</b>	<b>\$ 50,833</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	8,863	3,232	2,772	1,963	1,853	\$ 18,684
Ops Non-Labor Expenses	4,787	2,095	1,033	1,019	425	\$ 9,360
Indirect Administrative Expenses	10,701	3,887	3,356	2,368	2,244	\$ 22,557
Ops Professional Services	1,231	447	386	272	258	\$ 2,594
<b>Subtotal Admin &amp; Services</b>	<b>25,582</b>	<b>9,661</b>	<b>7,548</b>	<b>5,623</b>	<b>4,780</b>	<b>\$ 53,194</b>
<b><u>Contingency</u></b>	<b>46</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>\$ 97</b>
<b>Total Operating Expenses</b>	<b>134,315</b>	<b>56,265</b>	<b>28,131</b>	<b>30,105</b>	<b>14,510</b>	<b>\$ 263,327</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	8,278	3,897	1,637	1,867	504	\$ 16,182
Net Claims / SI	548	258	108	124	33	\$ 1,071
Claims Administration	649	305	128	146	39	\$ 1,268
<b>Total Net Insurance and Legal</b>	<b>9,474</b>	<b>4,461</b>	<b>1,873</b>	<b>2,136</b>	<b>576</b>	<b>\$ 18,521</b>
<b>Total Expense</b>	<b>143,789</b>	<b>60,726</b>	<b>30,004</b>	<b>32,242</b>	<b>15,086</b>	<b>\$ 281,847</b>
<b>Loss</b>	<b>(92,497)</b>	<b>(32,345)</b>	<b>(20,321)</b>	<b>(20,271)</b>	<b>(11,365)</b>	<b>(176,798)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY24 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY24 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 18,652	\$ 7,648	\$ 11,899	\$ 8,026	\$ 22,585	\$ 244	\$ 9,840	\$ 7,607	\$ 86,500
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	811	100	986	324	198	-	-	125	\$ 2,544
Special Trains	14	38	43	-	62	-	39	47	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>19,478</b>	<b>7,787</b>	<b>12,928</b>	<b>8,350</b>	<b>22,845</b>	<b>244</b>	<b>9,879</b>	<b>7,778</b>	<b>89,288</b>
Dispatching	347	601	350	2	1,230	5	6	23	2,563
Other Revenues	209	78	134	66	181	5	91	63	828
MOW Revenues	3,644	1,553	3,061	201	1,763	142	1,230	778	12,371
<b>Total Operating Revenue</b>	<b>23,678</b>	<b>10,018</b>	<b>16,473</b>	<b>8,619</b>	<b>26,019</b>	<b>397</b>	<b>11,206</b>	<b>8,641</b>	<b>105,050</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	11,783	5,489	11,042	3,199	6,662	903	5,114	4,266	48,459
Equipment Maintenance	9,355	4,270	8,152	2,911	6,084	1,255	4,942	4,674	41,643
Fuel	4,813	2,125	4,336	1,417	3,410	683	2,461	1,756	21,001
Non-Scheduled Rolling Stock Repairs	25	9	22	7	17	2	13	12	108
Operating Facilities Maintenance	420	147	369	117	289	41	216	190	1,789
Other Operating Train Services	311	132	144	119	61	22	90	111	991
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,010	1,420	3,409	1,223	1,860	296	1,685	1,464	14,365
Public Safety Program	16	18	20	17	9	3	13	15	111
Passenger Relations	514	172	339	147	456	11	243	140	2,023
TVM Maintenance/Revenue Collection	885	725	805	393	552	226	732	672	4,990
Marketing	792	283	497	244	698	17	337	232	3,101
Media & External Communications	57	65	71	59	30	11	44	55	391
Utilities/Leases	468	533	579	480	247	88	363	449	3,207
Transfers to Other Operators	1,530	603	1,441	656	1,759	-	167	501	6,658
Amtrak Transfers	-	120	-	-	1,554	-	-	-	1,674
Station Maintenance	631	271	476	185	410	5	15	240	2,232
Rail Agreements	-	649	-	1,949	885	-	1,011	1,078	5,572
Holiday Trains	-	80	50	-	86	-	-	47	263
Special Trains	53	8	71	1	90	-	182	221	626
<b>Subtotal Operations &amp; Services</b>	<b>34,664</b>	<b>17,121</b>	<b>31,822</b>	<b>13,124</b>	<b>25,159</b>	<b>3,563</b>	<b>17,627</b>	<b>16,122</b>	<b>159,203</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	14,315	7,830	11,035	1,289	6,909	511	4,728	3,421	50,038
MoW - Extraordinary Maintenance	174	120	126	110	134	-	107	23	794
<b>Subtotal Maintenance-of-Way</b>	<b>14,489</b>	<b>7,950</b>	<b>11,161</b>	<b>1,399</b>	<b>7,042</b>	<b>511</b>	<b>4,835</b>	<b>3,444</b>	<b>50,833</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,736	3,095	3,382	2,789	1,453	510	2,115	2,605	18,684
Ops Non-Labor Expenses	1,941	954	1,968	767	1,462	172	1,051	1,045	9,360
Indirect Administrative Expenses	3,291	3,749	4,074	3,379	1,737	618	2,553	3,156	22,557
Ops Professional Services	378	431	468	389	200	71	294	363	2,594
<b>Subtotal Admin &amp; Services</b>	<b>8,346</b>	<b>8,229</b>	<b>9,892</b>	<b>7,324</b>	<b>4,851</b>	<b>1,371</b>	<b>6,013</b>	<b>7,168</b>	<b>53,194</b>
<b>Contingency</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>97</b>
<b>Total Operating Expenses</b>	<b>57,514</b>	<b>33,316</b>	<b>52,892</b>	<b>21,862</b>	<b>37,061</b>	<b>5,447</b>	<b>28,486</b>	<b>26,749</b>	<b>263,327</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,796	1,333	3,335	1,058	2,614	371	1,952	1,723	16,182
Net Claims / SI	251	88	221	70	173	25	129	114	1,071
Claims Administration	298	104	261	83	205	29	153	135	1,268
<b>Total Net Insurance and Legal</b>	<b>4,345</b>	<b>1,526</b>	<b>3,817</b>	<b>1,211</b>	<b>2,991</b>	<b>425</b>	<b>2,234</b>	<b>1,972</b>	<b>18,521</b>
<b>Total Expense</b>	<b>61,859</b>	<b>34,842</b>	<b>56,709</b>	<b>23,073</b>	<b>40,052</b>	<b>5,872</b>	<b>30,720</b>	<b>28,720</b>	<b>281,847</b>
<b>Loss</b>	<b>(38,182)</b>	<b>(24,824)</b>	<b>(40,236)</b>	<b>(14,455)</b>	<b>(14,033)</b>	<b>(5,475)</b>	<b>(19,514)</b>	<b>(20,080)</b>	<b>(176,798)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY25 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY25 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 45,841	\$ 27,437	\$ 9,948	\$ 11,291	\$ 3,173	\$ 97,690
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,646	-	-	-	-	\$ 2,646
Special Trains	86	70	33	18	37	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>48,573</b>	<b>27,507</b>	<b>9,981</b>	<b>11,309</b>	<b>3,209</b>	<b>\$ 100,580</b>
Dispatching	1,292	883	15	102	316	\$ 2,607
Other Revenues	471	234	82	118	34	\$ 939
MOW Revenues	6,619	2,948	749	1,763	539	\$ 12,618
<b>Total Operating Revenue</b>	<b>56,954</b>	<b>31,572</b>	<b>10,828</b>	<b>13,292</b>	<b>4,098</b>	<b>\$ 116,744</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	27,331	10,312	4,711	5,715	1,893	\$ 49,962
Equipment Maintenance	21,226	10,036	4,885	5,106	1,885	\$ 43,137
Fuel	11,405	5,135	2,094	2,476	732	\$ 21,841
Non-Scheduled Rolling Stock Repairs	58	27	11	13	4	\$ 112
Operating Facilities Maintenance	952	448	188	215	58	\$ 1,861
Other Operating Train Services	511	143	123	171	82	\$ 1,031
Rolling Stock Lease	-	-	-	-	-	-
Security	7,732	3,092	1,584	1,657	736	\$ 14,800
Public Safety Program	55	20	17	12	11	\$ 115
Passenger Relations	1,038	556	178	263	68	\$ 2,103
TVM Maintenance/Revenue Collection	2,159	1,204	913	581	332	\$ 5,190
Marketing	1,621	813	276	404	112	\$ 3,226
Media & External Communications	193	70	61	43	41	\$ 407
Utilities/Leases	1,582	575	496	350	332	\$ 3,335
Transfers to Other Operators	4,264	1,652	501	855	245	\$ 7,517
Amtrak Transfers	576	1,273	1	1	39	\$ 1,889
Station Maintenance	1,442	345	155	291	88	\$ 2,320
Rail Agreements	2,256	1,574	1,393	353	218	\$ 5,794
Holiday Trains	79	88	-	21	82	\$ 271
Special Trains	251	175	188	31	-	\$ 645
<b>Subtotal Operations &amp; Services</b>	<b>84,730</b>	<b>37,537</b>	<b>17,774</b>	<b>18,558</b>	<b>6,957</b>	<b>\$ 165,556</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	27,684	10,775	3,496	6,751	3,081	\$ 51,787
MoW - Extraordinary Maintenance	480	117	78	87	57	\$ 819
<b>Subtotal Maintenance-of-Way</b>	<b>28,164</b>	<b>10,893</b>	<b>3,574</b>	<b>6,838</b>	<b>3,138</b>	<b>\$ 52,607</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,346	3,407	2,924	2,070	1,954	\$ 19,701
Ops Non-Labor Expenses	4,979	2,179	1,074	1,060	442	\$ 9,734
Indirect Administrative Expenses	11,186	4,063	3,509	2,476	2,346	\$ 23,580
Ops Professional Services	1,280	465	401	283	268	\$ 2,698
<b>Subtotal Admin &amp; Services</b>	<b>26,791</b>	<b>10,114</b>	<b>7,908</b>	<b>5,889</b>	<b>5,011</b>	<b>\$ 55,713</b>
<b><u>Contingency</u></b>	<b>48</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>\$ 101</b>
<b>Total Operating Expenses</b>	<b>139,734</b>	<b>58,561</b>	<b>29,271</b>	<b>31,297</b>	<b>15,115</b>	<b>\$ 273,977</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	8,691	4,092	1,718	1,960	529	\$ 16,990
Net Claims / SI	570	268	113	128	35	\$ 1,114
Claims Administration	675	318	133	152	41	\$ 1,319
<b>Total Net Insurance and Legal</b>	<b>9,936</b>	<b>4,678</b>	<b>1,964</b>	<b>2,241</b>	<b>604</b>	<b>\$ 19,423</b>
<b>Total Expense</b>	<b>149,669</b>	<b>63,238</b>	<b>31,236</b>	<b>33,537</b>	<b>15,720</b>	<b>\$ 293,400</b>
<b>Loss</b>	<b>(92,715)</b>	<b>(31,666)</b>	<b>(20,408)</b>	<b>(20,245)</b>	<b>(11,622)</b>	<b>(176,656)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY25 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY25 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 21,088	\$ 8,625	\$ 13,493	\$ 9,072	\$ 25,466	\$ 275	\$ 11,087	\$ 8,582	\$ 97,690
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	844	105	1,025	337	206	-	-	130	\$ 2,646
Special Trains	14	38	43	-	62	-	39	47	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>21,946</b>	<b>8,768</b>	<b>14,562</b>	<b>9,408</b>	<b>25,734</b>	<b>275</b>	<b>11,127</b>	<b>8,758</b>	<b>100,580</b>
Dispatching	353	611	353	2	1,254	5	6	23	2,607
Other Revenues	237	88	152	75	206	6	103	71	939
MOW Revenues	3,717	1,584	3,122	205	1,798	145	1,254	793	12,618
<b>Total Operating Revenue</b>	<b>26,254</b>	<b>11,051</b>	<b>18,189</b>	<b>9,690</b>	<b>28,993</b>	<b>432</b>	<b>12,490</b>	<b>9,645</b>	<b>116,744</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	12,134	5,678	11,366	3,310	6,874	916	5,285	4,399	49,962
Equipment Maintenance	9,692	4,425	8,445	3,018	6,303	1,296	5,120	4,838	43,137
Fuel	5,000	2,227	4,510	1,486	3,540	683	2,564	1,831	21,841
Non-Scheduled Rolling Stock Repairs	26	9	23	7	18	3	14	12	112
Operating Facilities Maintenance	437	153	383	122	300	43	224	198	1,861
Other Operating Train Services	323	138	150	124	64	23	94	116	1,031
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,099	1,468	3,494	1,264	1,919	306	1,736	1,514	14,800
Public Safety Program	17	19	21	17	9	3	13	16	115
Passenger Relations	535	179	352	153	474	12	252	146	2,103
TVM Maintenance/Revenue Collection	920	754	837	408	575	235	761	699	5,190
Marketing	824	295	517	254	726	17	350	242	3,226
Media & External Communications	59	68	74	61	31	11	46	57	407
Utilities/Leases	487	554	602	500	257	91	378	467	3,335
Transfers to Other Operators	1,749	684	1,621	726	2,004	-	167	565	7,517
Amtrak Transfers	-	120	-	-	1,770	-	-	-	1,889
Station Maintenance	656	281	495	192	426	6	15	249	2,320
Rail Agreements	-	675	-	2,027	920	-	1,051	1,121	5,794
Holiday Trains	-	82	52	-	88	-	-	48	271
Special Trains	55	9	73	1	92	-	187	227	645
<b>Subtotal Operations &amp; Services</b>	<b>36,014</b>	<b>17,819</b>	<b>33,015</b>	<b>13,671</b>	<b>26,392</b>	<b>3,644</b>	<b>18,257</b>	<b>16,746</b>	<b>165,556</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	14,818	8,104	11,427	1,331	7,146	528	4,893	3,539	51,787
MoW - Extraordinary Maintenance	180	124	130	113	138	-	110	24	819
<b>Subtotal Maintenance-of-Way</b>	<b>14,998</b>	<b>8,228</b>	<b>11,557</b>	<b>1,444</b>	<b>7,284</b>	<b>528</b>	<b>5,003</b>	<b>3,563</b>	<b>52,607</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,884	3,264	3,565	2,942	1,531	538	2,230	2,747	19,701
Ops Non-Labor Expenses	2,019	992	2,047	798	1,520	179	1,093	1,086	9,734
Indirect Administrative Expenses	3,440	3,919	4,259	3,532	1,816	646	2,669	3,299	23,580
Ops Professional Services	394	448	487	404	208	74	305	377	2,698
<b>Subtotal Admin &amp; Services</b>	<b>8,737</b>	<b>8,623</b>	<b>10,358</b>	<b>7,676</b>	<b>5,075</b>	<b>1,437</b>	<b>6,298</b>	<b>7,510</b>	<b>55,713</b>
<b>Contingency</b>	<b>15</b>	<b>17</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>101</b>
<b>Total Operating Expenses</b>	<b>59,764</b>	<b>34,687</b>	<b>54,948</b>	<b>22,806</b>	<b>38,759</b>	<b>5,612</b>	<b>29,569</b>	<b>27,833</b>	<b>273,977</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,986	1,400	3,501	1,111	2,744	390	2,049	1,809	16,990
Net Claims / SI	261	92	229	73	180	26	134	119	1,114
Claims Administration	309	109	272	86	213	30	159	140	1,319
<b>Total Net Insurance and Legal</b>	<b>4,557</b>	<b>1,600</b>	<b>4,003</b>	<b>1,270</b>	<b>3,137</b>	<b>446</b>	<b>2,342</b>	<b>2,068</b>	<b>19,423</b>
<b>Total Expense</b>	<b>64,320</b>	<b>36,287</b>	<b>58,951</b>	<b>24,077</b>	<b>41,896</b>	<b>6,058</b>	<b>31,911</b>	<b>29,900</b>	<b>293,400</b>
<b>Loss</b>	<b>(38,067)</b>	<b>(25,237)</b>	<b>(40,761)</b>	<b>(14,386)</b>	<b>(12,903)</b>	<b>(5,626)</b>	<b>(19,421)</b>	<b>(20,255)</b>	<b>(176,656)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY26 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

Attachment R

(000's)	FY26 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 51,183	\$ 30,520	\$ 11,066	\$ 12,561	\$ 3,529	\$ 108,860
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,751	-	-	-	-	\$ 2,751
Special Trains	86	70	33	18	37	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>54,021</b>	<b>30,591</b>	<b>11,099</b>	<b>12,579</b>	<b>3,566</b>	<b>\$ 111,855</b>
Dispatching	1,311	901	15	104	321	\$ 2,653
Other Revenues	535	266	93	134	38	\$ 1,067
MOW Revenues	6,751	3,007	764	1,798	550	\$ 12,871
<b>Total Operating Revenue</b>	<b>62,618</b>	<b>34,765</b>	<b>11,973</b>	<b>14,615</b>	<b>4,475</b>	<b>\$ 128,446</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	28,177	10,629	4,864	5,889	1,957	\$ 51,517
Equipment Maintenance	21,992	10,392	5,060	5,290	1,953	\$ 44,686
Fuel	11,873	5,317	2,183	2,576	766	\$ 22,715
Non-Scheduled Rolling Stock Repairs	60	28	12	13	4	\$ 117
Operating Facilities Maintenance	990	466	196	223	60	\$ 1,935
Other Operating Train Services	532	148	128	178	86	\$ 1,072
Rolling Stock Lease	-	-	-	-	-	-
Security	7,955	3,190	1,636	1,707	760	\$ 15,248
Public Safety Program	57	21	18	13	12	\$ 120
Passenger Relations	1,080	578	185	274	71	\$ 2,188
TVM Maintenance/Revenue Collection	2,245	1,252	950	604	345	\$ 5,397
Marketing	1,686	845	287	421	116	\$ 3,355
Media & External Communications	201	73	63	44	42	\$ 423
Utilities/Leases	1,646	598	516	364	345	\$ 3,469
Transfers to Other Operators	4,547	1,762	527	911	261	\$ 8,008
Amtrak Transfers	628	1,394	1	1	39	\$ 2,063
Station Maintenance	1,499	358	161	303	91	\$ 2,412
Rail Agreements	2,347	1,637	1,448	367	227	\$ 6,026
Holiday Trains	81	91	-	22	85	\$ 279
Special Trains	236	180	194	32	-	\$ 641
<b>Subtotal Operations &amp; Services</b>	<b>87,830</b>	<b>38,959</b>	<b>18,429</b>	<b>19,232</b>	<b>7,220</b>	<b>\$ 171,670</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	28,669	11,139	3,623	6,982	3,190	\$ 53,603
MoW - Extraordinary Maintenance	495	121	80	90	59	\$ 845
<b>Subtotal Maintenance-of-Way</b>	<b>29,164</b>	<b>11,260</b>	<b>3,704</b>	<b>7,072</b>	<b>3,249</b>	<b>\$ 54,448</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,856	3,593	3,084	2,183	2,061	\$ 20,777
Ops Non-Labor Expenses	5,178	2,266	1,117	1,102	460	\$ 10,124
Indirect Administrative Expenses	11,695	4,248	3,668	2,589	2,453	\$ 24,653
Ops Professional Services	1,331	483	417	295	279	\$ 2,806
<b>Subtotal Admin &amp; Services</b>	<b>28,061</b>	<b>10,590</b>	<b>8,287</b>	<b>6,169</b>	<b>5,253</b>	<b>\$ 58,359</b>
<b><u>Contingency</u></b>	<b>50</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>\$ 105</b>
<b>Total Operating Expenses</b>	<b>145,104</b>	<b>60,826</b>	<b>30,435</b>	<b>32,484</b>	<b>15,733</b>	<b>\$ 284,582</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	9,126	4,297	1,804	2,058	555	\$ 17,840
Net Claims / SI	592	279	117	134	36	\$ 1,158
Claims Administration	702	330	139	158	43	\$ 1,372
<b>Total Net Insurance and Legal</b>	<b>10,420</b>	<b>4,906</b>	<b>2,060</b>	<b>2,350</b>	<b>634</b>	<b>\$ 20,370</b>
<b>Total Expense</b>	<b>155,524</b>	<b>65,732</b>	<b>32,495</b>	<b>34,834</b>	<b>16,367</b>	<b>\$ 304,952</b>
<b>Loss</b>	<b>(92,906)</b>	<b>(30,968)</b>	<b>(20,522)</b>	<b>(20,219)</b>	<b>(11,891)</b>	<b>(176,506)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY26 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

Attachment S

(000's)	FY26 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 23,521	\$ 9,602	\$ 15,084	\$ 10,113	\$ 28,341	\$ 306	\$ 12,336	\$ 9,557	\$ 108,860
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	878	109	1,066	350	214	-	-	135	\$ 2,751
Special Trains	14	38	43	-	62	-	39	47	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>24,413</b>	<b>9,749</b>	<b>16,194</b>	<b>10,463</b>	<b>28,616</b>	<b>306</b>	<b>12,375</b>	<b>9,739</b>	<b>111,855</b>
Dispatching	360	621	356	2	1,279	5	6	23	2,653
Other Revenues	270	100	173	85	235	7	117	81	1,067
MOW Revenues	3,791	1,616	3,185	209	1,834	148	1,279	809	12,871
<b>Total Operating Revenue</b>	<b>28,834</b>	<b>12,085</b>	<b>19,907</b>	<b>10,760</b>	<b>31,965</b>	<b>466</b>	<b>13,778</b>	<b>10,652</b>	<b>128,446</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	12,498	5,874	11,702	3,423	7,093	929	5,461	4,536	51,517
Equipment Maintenance	10,042	4,585	8,749	3,129	6,530	1,338	5,305	5,008	44,686
Fuel	5,195	2,333	4,691	1,559	3,675	683	2,670	1,909	22,715
Non-Scheduled Rolling Stock Repairs	27	10	24	8	19	3	14	12	117
Operating Facilities Maintenance	454	159	399	127	313	44	233	206	1,935
Other Operating Train Services	336	143	156	129	66	24	97	120	1,072
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,191	1,517	3,581	1,306	1,980	317	1,789	1,567	15,248
Public Safety Program	17	20	22	18	9	3	14	17	120
Passenger Relations	556	187	366	160	493	12	261	153	2,188
TVM Maintenance/Revenue Collection	957	784	871	425	597	244	792	727	5,397
Marketing	857	307	538	264	755	18	364	251	3,355
Media & External Communications	62	70	76	63	33	12	48	59	423
Utilities/Leases	506	576	626	520	267	95	393	485	3,469
Transfers to Other Operators	1,868	728	1,730	764	2,150	-	167	601	8,008
Amtrak Transfers	-	120	-	-	1,943	-	-	-	2,063
Station Maintenance	682	293	514	200	443	6	16	259	2,412
Rail Agreements	-	702	-	2,108	957	-	1,093	1,166	6,026
Holiday Trains	-	85	53	-	91	-	-	50	279
Special Trains	50	9	69	1	90	-	190	232	641
<b>Subtotal Operations &amp; Services</b>	<b>37,299</b>	<b>18,503</b>	<b>34,167</b>	<b>14,203</b>	<b>27,504</b>	<b>3,728</b>	<b>18,906</b>	<b>17,358</b>	<b>171,670</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	15,341	8,389	11,835	1,374	7,393	547	5,063	3,661	53,603
MoW - Extraordinary Maintenance	185	128	134	117	142	-	113	25	845
<b>Subtotal Maintenance-of-Way</b>	<b>15,526</b>	<b>8,516</b>	<b>11,969</b>	<b>1,491</b>	<b>7,535</b>	<b>547</b>	<b>5,177</b>	<b>3,686</b>	<b>54,448</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	3,041	3,442	3,760	3,103	1,614	568	2,352	2,898	20,777
Ops Non-Labor Expenses	2,100	1,032	2,128	830	1,581	186	1,137	1,130	10,124
Indirect Administrative Expenses	3,597	4,097	4,452	3,693	1,898	675	2,791	3,449	24,653
Ops Professional Services	409	466	507	420	216	77	318	393	2,806
<b>Subtotal Admin &amp; Services</b>	<b>9,147</b>	<b>9,038</b>	<b>10,847</b>	<b>8,046</b>	<b>5,309</b>	<b>1,506</b>	<b>6,597</b>	<b>7,869</b>	<b>58,359</b>
<b>Contingency</b>	<b>15</b>	<b>17</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>12</b>	<b>15</b>	<b>105</b>
<b>Total Operating Expenses</b>	<b>61,987</b>	<b>36,075</b>	<b>57,003</b>	<b>23,756</b>	<b>40,357</b>	<b>5,784</b>	<b>30,693</b>	<b>28,928</b>	<b>284,582</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	4,185	1,470	3,676	1,167	2,881	409	2,152	1,899	17,840
Net Claims / SI	272	95	239	76	187	27	140	123	1,158
Claims Administration	322	113	283	90	222	31	165	146	1,372
<b>Total Net Insurance and Legal</b>	<b>4,779</b>	<b>1,678</b>	<b>4,198</b>	<b>1,332</b>	<b>3,290</b>	<b>467</b>	<b>2,457</b>	<b>2,169</b>	<b>20,370</b>
<b>Total Expense</b>	<b>66,766</b>	<b>37,753</b>	<b>61,200</b>	<b>25,088</b>	<b>43,647</b>	<b>6,252</b>	<b>33,149</b>	<b>31,096</b>	<b>304,952</b>
<b>Loss</b>	<b>(37,932)</b>	<b>(25,668)</b>	<b>(41,293)</b>	<b>(14,329)</b>	<b>(11,682)</b>	<b>(5,785)</b>	<b>(19,372)</b>	<b>(20,444)</b>	<b>(176,506)</b>

## FY2023-26 Forecast of Rehabilitation Budget by Asset Category

(000's)

Asset Category	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
Tracks	47,111	59,671	63,035	52,352	222,170
Structures	28,373	41,934	45,005	31,995	147,307
Systems	34,016	45,040	47,810	37,951	164,816
Vehicles	5,157	6,994	7,442	5,767	25,360
Rolling Stock	38,796	48,870	51,593	43,090	182,349
Facilities	3,747	4,491	4,714	4,144	17,098
<b>Rehabilitation Total</b>	<b>157,200</b>	<b>207,000</b>	<b>219,600</b>	<b>175,300</b>	<b>759,100</b>
<i>Numbers may not foot due to rounding.</i>					

## FY2023-26 Forecast of Rehabilitation Budget by Member Agency

(000's)

Member Agency	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
METRO	82,379	109,572	116,366	91,949	400,265
OCTA	29,892	37,718	39,828	33,206	140,644
RCTC	9,752	12,106	12,759	10,818	45,434
SBCTA	22,458	30,287	32,211	25,099	110,055
VCTC	12,720	17,318	18,436	14,228	62,702
<b>Rehabilitation Total</b>	<b>157,200</b>	<b>207,000</b>	<b>219,600</b>	<b>175,300</b>	<b>759,100</b>
<i>Numbers may not foot due to rounding.</i>					

**FY2023-26 Forecast of New Capital Budget by Asset Category**

(000's)

<b>Asset Category</b>	<b>FY2022-23</b>	<b>FY2023-24</b>	<b>FY2024-25</b>	<b>FY2025-26</b>	<b>TOTAL</b>
Tracks	-	29,962	-	-	29,962
Structures	-	-	-	-	-
Systems	2,902	-	-	-	2,902
Vehicles	-	-	-	-	-
Rolling Stock	28,727	54,522	101,100	178,200	362,549
Facilities	48,371	32,217	-	-	80,588
<b>New Capital Total</b>	<b>80,000</b>	<b>116,700</b>	<b>101,100</b>	<b>178,200</b>	<b>476,000</b>

*Numbers may not foot due to rounding.*

**FY2023-26 Forecast of New Capital Budget by Member Agency**

(000's)

<b>Member Agency</b>	<b>FY2022-23</b>	<b>FY2023-24</b>	<b>FY2024-25</b>	<b>FY2025-26</b>	<b>TOTAL</b>
METRO	38,000	71,162	48,023	84,645	241,830
OCTA	15,840	17,174	20,018	35,284	88,316
RCTC	8,880	9,628	11,222	19,780	49,510
SBCTA	11,520	12,490	14,558	25,661	64,230
VCTC	5,760	6,245	7,279	12,830	32,115
<b>New Capital Total</b>	<b>80,000</b>	<b>116,700</b>	<b>101,100</b>	<b>178,200</b>	<b>476,000</b>

*Numbers may not foot due to rounding.*





**FY2021-22 REHABILITATION CARRYOVER PROJECTS**

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley - RR Communications & Equip	Valley	Communications	-	-	-	-	4,021	-	4,021
514037	River Sub Communications Upgrade &RR	River	Communications	12,789	6,659	3,722	4,838	1,061	-	29,068
514046	Systemwide Online,Onboard TKT Sales	Systemwide	Information Technology	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange Sub Culvert & Bridge	Orange	Structures	-	207,711	-	37,943	-	-	245,653
515129	Ventura LA Bridge Repair	Ventura - LA County	Structures	16,552	-	-	-	-	30,104	46,656
515133	Ventura Sub VC Communications System	Ventura - VC County	Communications	-	-	-	-	11,158	-	11,158
515144	River EB Zone 2 Tie & Rail	River- East Bank	Track	28,399	10,579	5,931	7,747	3,794	118,354	174,804
515160	River EB Zone 3 Tie & Rail	River- East Bank	Track	24,426	10,183	5,709	7,405	3,702	165,422	216,846
516050	Rail Car Restoration	Systemwide	Rolling Stock	-	-	-	-	-	173,077	173,077
516610	Orange Sub Rail Grinding	Orange	Track	-	-	2,082	-	-	-	2,082
516620	Orange Bridge Rehab, ROW	Orange	Structures	-	3,710	-	-	-	-	3,710
516621	Orange Sub San Juan Creek Bridge	Orange	Structures	-	1,237,426	-	-	-	-	1,237,426
516631	Orange Sub Signal Replacement	Orange	Signal	-	65,425	-	-	-	-	65,425
516640	Orange Signal & Grade Rehab	Orange	Signal	-	31,924	-	-	-	-	31,924
516820	Downtown Riverside Layover Improvement	Riverside	Facilities	-	-	35,495	-	-	-	35,495
516930	PVL Signal Engineering	Perris Valley	Signal	-	-	60,417	-	-	-	60,417
517030	Systemwide Repl Sig Shelter Locks	Systemwide	Facilities	18,061	4,459	-	-	-	-	22,520
517040	Systemwide Comm & PTC Upgrade	Systemwide	Communications	7,310	3,047	1,709	2,216	1,108	-	15,390
517052	Systemwide Loco Wash Rack Drainage	Systemwide	Facilities	103,766	47,687	22,565	32,932	18,874	-	225,824
517130	Ventura VC Repl Signal Battery & Cables	Ventura - VC County	Signal	-	-	-	-	257,118	-	257,118
517320	Valley Culvert Rehab	Valley	Structures	5,134	-	-	-	-	-	5,134
517410	San Gabriel Tie Panel Replacement	San Gabriel	Track	33,129	-	-	22,026	-	-	55,155
517420	San Gabriel Culvert Rehab	San Gabriel	Structures	29,094	-	-	19,396	-	-	48,490
517610	Orange Repl Rail MP 201-207	Orange	Track	-	159,006	14,668	29,403	-	-	203,076
517620	Orange Sub Repl 36" Pipe 201.4	Orange	Structures	-	400,254	-	-	-	-	400,254
517712	River EB Zone 2 Rail & Tie	River- East Bank	Track	72,986	30,437	17,068	22,097	11,104	340,463	494,155
517713	River EB Zone 3 Tie & Rail	River- East Bank	Track	26,583	11,080	6,213	8,058	4,030	180,031	235,995
517731	River EB Rehab Signal Ctls	River- East Bank	Signal	4,817	2,006	1,127	1,460	732	22,363	32,505
518050	Systemwide - Bombardier (Sentinel) OH	Systemwide	Rolling Stock	1,852,750	733,434	432,922	121,276	60,833	7,610,659	10,811,874
518110	Ventura VC Rpl Tie & Ballast	Ventura - VC County	Track	-	-	-	-	49,738	-	49,738
518620	Orange Sub Structure-San Clemente	Orange	Structures	-	147,190	-	166,169	-	-	313,358
518630	Orange Sub Grade Xing Rehab	Orange	Track	-	184,344	-	-	-	-	184,344
518640	Wayside Comm Systems Rpl-Olive&Orange	Orange & Olive	Communications	-	4,176	-	-	-	-	4,176
519001	Sys Bk Office Hd&Sftwre Replmt	Systemwide	Signal	198,771	82,856	46,450	60,259	30,129	-	418,466

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519002	Sys Bk Office Sys Upgrd&Test	Systemwide	Signal	4,593	1,914	1,074	1,392	696	-	9,669
519003	Sys PTC Lab Sys Support&Test	Systemwide	Communications	331,644	138,243	77,500	100,541	50,270	-	698,199
519011	System Track Asset Cond Assmnt	Systemwide	Track	56,412	23,514	13,183	17,102	8,551	-	118,762
519012	System SOGR Prioritization	Systemwide	Track	121,909	50,817	28,488	36,958	18,479	-	256,651
519020	System Arryo Seco Bridge Design	River	Structures	382,643	159,502	89,418	116,001	58,001	-	805,565
519033	Shortway Grade Xing Rehab	Shortway	Signal	394,026	164,248	92,084	119,451	-	-	769,809
519034	Shortway EMF Improvement	Shortway	Facilities	300,395	125,217	70,203	91,066	-	-	586,881
519040	System PTC Software Updates	Systemwide	Communications	115,370	48,091	26,960	34,976	17,488	-	242,885
519050	System Bombardier Midflr O/Haul	Systemwide	Rolling Stock	9,618,750	4,009,500	2,247,750	2,916,000	1,458,000	-	20,250,000
519051	System Loco & Cab Camdvr Repl	Systemwide	Rolling Stock	385,087	160,520	89,988	116,742	58,371	-	810,708
519052	System O/Haul ROTEM Sidedr Mtr	Systemwide	Rolling Stock	153,395	63,941	35,846	46,503	23,251	-	322,937
519053	System HVAC O/Haul 40 ROTEM Cars	Systemwide	Rolling Stock	316,862	132,082	74,045	96,059	48,029	-	667,077
519054	System Rubber Window Gasket Repl	Systemwide	Rolling Stock	223,024	92,965	52,117	67,611	33,806	-	469,523
519055	System Pshbak Cplr O/Haul ROTEM	Systemwide	Rolling Stock	1,390,605	579,663	324,962	421,573	210,786	-	2,927,590
519060	System CMF Car Shop Jacks	Systemwide	Facilities	272,088	113,418	63,582	82,486	41,243	-	572,818
519062	System Restroom Reno CMF MOC	Systemwide	Facilities	249,493	103,999	58,303	75,636	37,818	-	525,248
519063	System MOW Vehicle Replacement	Systemwide	Vehicle	345,403	143,979	80,715	104,712	52,357	-	727,166
519064	System Station Envlpe Rpr/Repl	Systemwide	Facilities	134,705	64,671	26,941	43,124	26,941	-	296,382
519070	System Switch Equipment Repl	Systemwide	Communications	13,911	21,532	12,071	15,659	7,830	-	71,002
519090	System Entrprs Asst Mgmt Migr	Systemwide	Track	515,000	214,674	120,347	156,126	78,063	-	1,084,211
519091	System TVM Components	Systemwide	Information Technology	56,917	23,725	13,301	17,255	8,627	-	119,825
519092	System Cond Based Maint Equipment	Systemwide	Information Technology	36,159	15,073	8,450	10,962	5,481	-	76,125
519093	System Upgrade	Systemwide	Information Technology	380,279	158,516	88,865	115,285	57,642	-	800,588
519120	VC Ventura ArryoSimi Scour Prtn	Ventura - VC County	Structures	-	-	-	-	1,167,227	-	1,167,227
519130	Ventura VC Grade Xing Rehab & Tunnel 26	Ventura - VC County	Track	-	-	-	-	734,693	-	734,693
519160	Ventura VC Repl Moorpark Tlr	Ventura - VC County	Facilities	-	-	-	-	1,270,094	-	1,270,094
519210	Ventura LA Track Rehab	Ventura - LA County	Track	527,162	-	-	-	-	-	527,162
519211	Ventura LA Station Pdstrn Xing	Ventura - LA County	Track	227,174	-	-	-	-	-	227,174
519220	Ventura LA ROW Grading/Ditching	Ventura - LA County	Track	52,289	-	-	-	-	-	52,289
519230	Ventura LA Tunnel 26 Elec Srv Rpl	Ventura - LA County	Signal	251,860	-	-	-	-	-	251,860
519240	Ventura LA FY19 Comm Rehab	Ventura - LA County	Communications	2,969	-	-	-	-	-	2,969
519310	Valley Tunnel 25 Track Rehab	Valley	Track	580,188	-	-	-	-	-	580,188
519320	Valley ROW Grading/Ditching	Valley	Track	68,466	-	-	-	-	-	68,466
519330	Valley FY19 Signal Rehab	Valley	Signal	216,095	-	-	-	-	-	216,095
519340	Valley FY19 Communications Rehab	Valley	Communications	34,672	-	-	-	-	-	34,672
519410	San Gabriel FY19 Track Rehab	San Gabriel	Track	776,230	-	-	517,505	-	-	1,293,735
519411	San Gabriel Replace Turnouts	San Gabriel	Track	528,626	-	-	352,417	-	-	881,044
519420	San Gabriel LA Bridge Repl	San Gabriel	Structures	208,889	-	-	139,259	-	-	348,148
519430	San Gabriel Grade Xing Rehab	San Gabriel	Signal	1,896,049	-	-	1,264,033	-	-	3,160,082
519440	San Gabriel Wysd Comm Repl Pts	San Gabriel	Communications	60,319	-	-	40,213	-	-	100,532

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519510	Orange/Olive Track Rehab	Orange & Olive	Track	-	1,138,738	-	-	57,281	-	1,196,018
519520	Orange/Olive ROW Grading/Ditching	Orange & Olive	Track	-	136,318	-	-	-	-	136,318
519621	Orange Bridge Repl Des MP206	Orange	Structures	-	748,053	-	-	-	-	748,053
519630	Orange Signal Rehab	Orange	Signal	-	1,145,337	-	-	-	-	1,145,337
519640	Orange Communications Rehab	Orange	Communications	-	43,829	-	-	-	-	43,829
519710	River LA Union Station Rehab	River	Track	5,102,612	2,126,983	1,192,400	1,546,897	773,449	-	10,742,340
519730	River Signal Rehab	River	Signal	573,564	239,085	134,033	173,881	86,940	-	1,207,501
519731	River EB Zone 2 Signal Rehab	River- East Bank	Signal	23,385	9,748	5,465	7,090	3,545	346,577	395,810
519732	River WB P1 Sig Sys Rehab	River- West Bank	Signal	1,216,605	507,132	284,301	368,824	184,412	-	2,561,273
519733	River EB Zone 1 Repl AC Meter	River- East Bank	Signal	-	-	-	-	-	124,827	124,827
519740	River WB Communications Rplc Prts	River - West Bank	Communications	66,022	27,521	15,428	20,015	10,007	-	138,994
519741	River EB Communications Rehab	River- East Bank	Communications	7,306	3,045	1,707	2,215	1,107	44,131	59,512
519910	PVL Track Rehab	Perris Valley	Track	-	-	780,797	-	-	-	780,797
519911	PVL Box Springs Drainage	Perris Valley	Structures	-	-	18,053	-	-	-	18,053
519940	PVL Communications Rehab	Perris Valley	Communications	-	-	33,975	-	-	-	33,975
520010	Rail Grinding FY20	Systemwide	Track	178,779	74,522	41,778	54,198	27,099	-	376,376
520011	Sys Lub Study & Implementation	Systemwide	Track	526,257	219,366	122,978	159,539	79,770	-	1,107,909
520050	GEN1 HVAC Overhaul(Add'l 40)	Systemwide	Rolling Stock	216,647	90,308	50,627	65,678	32,839	-	456,098
520051	HVAC Overhaul 40 ROTEM Cars Ph2	Systemwide	Rolling Stock	617,710	257,488	144,349	187,264	93,632	-	1,300,442
520052	Overhaul ROTEM Dr Mech & Compo	Systemwide	Rolling Stock	250,848	104,564	58,619	76,046	38,023	-	528,099
520053	MP36 Loco & Tier IV Study	Systemwide	Rolling Stock	97,276	40,549	22,732	29,490	14,745	-	204,791
520060	Facilities Rehab	Systemwide	Facilities	1,170,683	487,990	273,570	354,902	177,451	-	2,464,596
520061	Overhaul Curr Spec MOW Eq Ph1	Systemwide	Facilities	383,412	159,822	89,597	116,234	58,117	-	807,182
520062	MOW Vehicle Replacement	Systemwide	Vehicle	630,518	262,827	147,341	191,147	90,468	-	1,322,300
520063	CMF & EMF MOD Study	Systemwide	Facilities	89,166	37,168	20,837	27,031	13,516	-	187,717
520110	Ventura Sub (VC) Track Rehab	Ventura - VC County	Track	-	-	-	-	1,013,144	-	1,013,144
520120	Ventura (VC) County - Structure Rehab	Ventura - VC County	Structures	-	-	-	-	2,393,616	-	2,393,616
520130	Ventura (VC) FY20 Signal Rehab	Ventura - VC County	Signal	-	-	-	-	3,560,848	-	3,560,848
520140	Ventura ATCS/PTC/CIS/Backhaul	Ventura - VC County	Communications	-	-	-	-	70,237	-	70,237
520210	Ventura Sub (LA) Track Rehab	Ventura - LA County	Track	1,684,524	-	-	-	-	-	1,684,524
520240	Ventura (LA) ATCS/PTC/CIS/Backhaul	Ventura - LA County	Communications	184,542	-	-	-	-	-	184,542
520310	Valley Sub Track Rehab	Valley	Track	6,235,416	-	-	-	-	-	6,235,416
520330	Valley FY20 Signal Rehab	Valley	Signal	2,170,325	-	-	-	-	-	2,170,325
520331	Pedestrian Gates at Stations	Valley	Signal	974,690	-	-	-	-	-	974,690
520340	Valley ATCS/PTC/CIS/Backhaul	Valley	Communications	276,783	-	-	-	-	-	276,783
520410	San Gabriel Sub Track Rehab	San Gabriel	Track	3,778,375	-	-	2,046,774	-	-	5,825,149
520420	San Gabriel Sub - Structure Rehab	San Gabriel	Structures	1,365,217	-	-	910,145	-	-	2,275,362
520430	San Gabriel FY20 Signal Rehab	San Gabriel	Signal	3,187,598	-	-	2,125,066	-	-	5,312,665
520440	San Gabriel Sub ATCS/PTC/CIS/Backhaul	San Gabriel	Communications	105,242	-	-	70,161	-	-	175,403
520610	Orange/Olive Sub Track Rehab	Orange & Olive	Track	-	4,951,617	-	-	-	-	4,951,617

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520620	Orange County Structures Rehab	Orange	Structures	-	2,327,765	-	-	-	-	2,327,765
520640	Orange ATCS/PTC/CIS/Backhaul	Orange	Communications	-	350,899	-	-	-	-	350,899
520740	River ATCS/PTC/CIS/Backhaul	River	Communications	106,144	44,246	24,805	32,178	16,090	-	223,463
520940	PVL ATCS/PTC/CIS/Backhaul	Perris Valley	Communications	-	-	267,337	-	-	-	267,337
521010	Systemwide Rail Grinding	Systemwide	Track	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521011	Rail Surfacing Program	Systemwide	Track	1,187,500	495,000	277,500	360,000	180,000	-	2,500,000
521012	Track Infrastructure Study & Planning	Systemwide	Track	712,500	297,000	166,500	216,000	108,000	-	1,500,000
521040	Train Control Systems (on-board)	Systemwide	Train Control	1,092,500	455,400	255,300	331,200	165,600	-	2,300,000
521041	Train Control Systems (back office)	Systemwide	Train Control	1,197,000	498,960	279,720	362,880	181,440	-	2,520,000
521050	Equipment Rehab	Systemwide	Rolling Stock	2,803,497	1,168,616	655,133	849,902	424,951	-	5,902,099
521051	HVAC Overhaul ROTEM Rail Car	Systemwide	Rolling Stock	1,799,728	750,202	420,568	545,602	272,801	-	3,788,901
521052	Loco Preliminary Engineering	Systemwide	Rolling Stock	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521060	Facilities Rehab	Systemwide	Facilities	1,629,250	679,140	380,730	493,920	246,960	-	3,430,000
521070	Project Management System	Systemwide	Business Systems	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521071	IT San Upgrade & Rehab	Systemwide	Business Systems	413,250	172,260	96,570	125,280	62,640	-	870,000
521090	MOW Vehicles & Equipment	Systemwide	Vehicle	2,512,750	1,047,420	587,190	761,760	380,880	-	5,290,000
521110	Ventura (VC) Sub Track Rehab	Ventura - VC County	Track	-	-	-	-	2,000,000	-	2,000,000
521120	Ventura (VC) Sub Structures Rehab	Ventura - VC County	Structures	-	-	-	-	726,000	-	726,000
521130	Signal Rehab	Ventura - VC County	Train Control	-	-	-	-	1,000,000	-	1,000,000
521140	Communications Rehab	Ventura - VC County	Train Control	-	-	-	-	734,000	-	734,000
521410	Short Way Sub Track Rehab	Shortway	Track	138,200	57,607	32,297	41,896	-	-	270,000
521411	San Gabriel Sub Track Rehab	San Gabriel	Track	1,986,000	-	-	1,324,000	-	-	3,310,000
521420	San Gabriel Sub Structures Rehab	San Gabriel	Structures	742,200	-	-	494,800	-	-	1,237,000
521520	Olive Sub Structures Rehab	Orange	Structures	-	320,000	-	-	-	-	320,000
521530	Olive Sub Train Control Systems Rehab	Olive	Train Control	-	317,000	-	-	-	-	317,000
521610	Orange Sub Track Rehab	Orange	Track	-	2,604,000	-	-	-	-	2,604,000
521620	Orange Sub Structures Rehab	Orange	Structures	-	1,354,000	-	-	-	-	1,354,000
521630	Orange Sub Train Control Systems Rehab	Orange	Train Control	-	1,267,000	-	-	-	-	1,267,000
521710	River Sub Track Rehab	River	Track	1,132,400	472,032	264,624	343,296	171,648	-	2,384,000
521720	River Sub Structures Rehab	River	Structures	172,900	72,072	40,404	52,416	26,208	-	364,000
521730	Signal Rehab - River EB	River- East Bank	Train Control	147,725	61,578	34,521	44,784	22,392	689,000	1,000,000
521740	Communications - River EB	River- East Bank	Train Control	32,056	13,362	7,491	9,718	4,859	149,513	217,000
521910	Design - Perris Valley	Perris Valley	Track	-	-	1,830,000	-	-	-	1,830,000
521920	Perris Valley - Construction Phase	Perris Valley	Structures	-	-	2,300,000	-	-	-	2,300,000
572001	Orange /Olive Communications Rehab	Orange & Olive	Communications	-	167,677	-	-	-	-	167,677
572002	Calafia Beach Crossing Rehab	Orange	Signal	-	841,386	-	-	-	-	841,386
572003	Irvine Station LED-CIS Monitor	Orange	Information Technology	-	8,711	-	-	-	-	8,711
572004	LAUS Platform Track	River	Track	849,870	353,679	197,712	257,593	129,269	6,707,596	8,495,718
572005	CP Terminal Track	River	Track	-	-	-	-	-	2,045,559	2,045,559
572006	CP Terminal Switch Machines	River	Track	-	-	-	-	-	871,696	871,696

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
572007	CP Terminal Microprocessors	River	Track	-	-	-	-	-	11,503,207	11,503,207
572008	LAUS LEAD Track	River	Track	-	-	-	-	-	949,883	949,883
572009	CP MISSION Track	River	Track	403,085	168,031	94,212	122,171	61,086	6,263,135	7,111,720
572010	CP Mission Switch Machines	River	Track	-	-	-	-	-	1,701,193	1,701,193
572011	CP Mission Microprocessors	River	Track	-	-	-	-	-	120,375	120,375
572012	LAUS Insulated Joints	River	Track	67,679	28,211	15,815	20,517	10,259	2,115,866	2,258,348
572013	Camarillo Station LED-CIS Monitor	Ventura - VC County	Information Technology	-	-	-	-	-	7,086	7,086
572014	Permit Reporting & Close-Out	Valley	Track	47,644	-	-	-	-	-	47,644
591802	CP Beech Turnout Replacements	San Gabriel	Track	-	-	-	-	-	25,390	25,390
591804	Ventura VC Safety Improvements	Ventura - VC County	Facilities	-	-	-	-	141,769	60,360	202,129
591806	LAUS Track & Signal Mod	River	Track	-	-	-	-	-	1,941,723	1,941,723
591902	Orange Sub Slop Stabilization	Orange	Track	-	442,897	-	-	-	-	442,897
592110	Ventura (VC) Track SOGR	Ventura - VC County	Track	-	-	-	-	9,486	-	9,486
592111	Turnout at CP Santa Susana	Ventura - VC County	Track	-	-	-	-	51,053	-	51,053
592120	VC Bridge and Culvert Rehab	Ventura - LA County	Structures	-	-	-	-	678,948	-	678,948
592210	Ventura -LA Tie & Turnout Repl	Ventura - LA County	Track	29,919	-	-	-	-	-	29,919
592220	Ventura -LA Bridge MP 458.71	Ventura - LA County	Structures	128,944	-	-	-	-	-	128,944
592310	Valley Tie Repl MP 46-64	Valley	Track	45,620	-	-	-	-	-	45,620
592320	Valley Bridge MP 50.64	Valley	Structures	130,252	-	-	-	-	-	130,252
592321	Valley Bridge MP 50.51	Valley	Structures	104,233	-	-	-	-	-	104,233
592322	Valley Bridge MP 50.77	Valley	Structures	120,506	-	-	-	-	-	120,506
592323	Valley Bridge MP 47.45	Valley	Structures	60,053	-	-	-	-	-	60,053
592324	Valley Bridge MP 50.46	Valley	Structures	138,939	-	-	-	-	-	138,939
592420	San Gabriel Repl Bridge MP 40.12 SOGR	San Gabriel	Structures	42,101	-	-	28,080	-	-	70,181
592711	River Repl CP Taylor Turnouts	River	Track	35,728	14,893	8,349	10,831	5,416	-	75,218
592712	River EB Zone 1 Rail & Tie	River- East Bank	Track	57,355	23,907	13,392	17,395	8,698	2,611,338	2,732,084
592713	River EB Zone 2 Turnouts SOGR	River- East Bank	Track	15,204	6,343	3,559	4,606	2,314	70,945	102,971
593220	Ventura LA Bridge 452.1	Ventura - LA County	Structures	38,511	-	-	-	-	-	38,511
593310	Valley Sub Lang,Actn To,Ties	Valley	Track	64,285	-	-	-	-	-	64,285
593320	Valley Bridge SOGR Ph 2	Valley	Structures	169,370	-	-	-	-	-	169,370
593410	San Gabriel Sub Lark Ellen Xing	San Gabriel	Track	102,762	-	-	68,507	-	-	171,269
<b>TOTAL</b>				<b>76,674,378</b>	<b>40,296,326</b>	<b>16,387,853</b>	<b>23,555,059</b>	<b>22,755,787</b>	<b>47,006,394</b>	<b>226,675,797</b>



FY2021-22 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Empire Ave./I5 Widening Burbank	Systemwide	Track	-	-	-	-	-	386,819	386,819
416001	Maint Facility Hardening	Systemwide	Security	-	-	-	-	-	1,075,405	1,075,405
416002	Systemwide SOC at DOC Enh	Systemwide	Security	-	-	-	-	-	21,032	21,032
417001	Station Surveillance	Systemwide	Security	-	-	-	-	-	1,846,162	1,846,162
418001	Security Data Network	Systemwide	Communications	-	-	-	-	-	2,805,269	2,805,269
418003	San Juan Capistrano Siding-Con	Orange	Signal	-	237,449	-	-	-	111,726	349,175
418004	San Gabriel Redlands Pass. Rail PTC	San Gabriel	Communications	-	-	-	4,789,734	-	-	4,789,734
418005	CMF N End Connect Des	River	Track	168,088	-	27,723	35,965	-	17,983	249,759
418006	Tunnel 25 Safety & Security	Valley	Structures	-	-	-	-	-	2,580,773	2,580,773
419001	Orange Irvine Maint Fac Ph 1	Orange	Facilities	-	84,486	-	-	-	-	84,486
419002	Santiago Peak Microwaves	Perris Valley	Communications	-	-	103,936	-	-	-	103,936
419003	Riverside Layover Facility-Con	Riverside	Structures	-	-	32,121	-	-	-	32,121
419004	Orange/San Juan Creek Bridge	Orange	Structures	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Improv to Anaheim Canyon Stn	Olive	Track	-	9,321,875	-	-	-	-	9,321,875
420001	Riverside Yard Switch	River	Signal	150,640	-	212,353	70,690	-	-	433,683
420002	Syst PTC Shake Alert	Systemwide	Communications	-	-	-	-	-	2,318,956	2,318,956
420310	Burbank Corridor Safety Improv	Valley	Track	-	-	-	-	-	889,248	889,248
450110	PTC Phase II	Systemwide	Information Technology	-	952,018	-	-	-	349,994	1,302,013
450120	PTC Upscaling Project Admin	Systemwide	Communications	-	-	-	-	-	142,167	142,167
450121	PTC Upscaling Onboard	Systemwide	Communications	-	-	-	-	-	1,484,106	1,484,106
450122	PTS Wayside Upgrade	Systemwide	Communications	-	-	-	-	-	966,617	966,617
450123	PTC Wayside Hardware	Systemwide	Communications	-	-	-	-	-	4,893,999	4,893,999
450124	PTC Backoffice Upgrade	Systemwide	Communications	-	-	-	-	-	151,670	151,670
472001	SCRRRA Climate Vulnerability	Systemwide	Structures	-	-	-	-	-	354,874	354,874
472002	Climate Vulnerability Match	Systemwide	Structures	-	-	-	-	-	12,706	12,706
492000	Mobile Ticketing App Improv	Systemwide	Information Technology	-	-	-	-	-	417,751	417,751
613003	Tier 4 - Locomotive Service & Mater	Systemwide	Rolling Stock	-	-	-	-	-	1,645,153	1,645,153
613005	Tier 4 Locomotive Proc- T/Task	Systemwide	Rolling Stock	-	-	-	-	-	51,625,359	51,625,359
616002	Tier 4 Locomotives 21-37	Systemwide	Rolling Stock	-	-	-	-	-	16,008,383	16,008,383
616003	Tier 4 Locomotives 38-39 Non-Fed	Systemwide	Rolling Stock	514,708	-	-	-	-	1,115,056	1,629,764
618001	Ticket Vending Machines Repl	Systemwide	Information Technology	5,002,251	1,859,158	2,378,227	1,901,340	2,646,672	30,795	13,818,444
620001	Pur&Setup Trailerized Bkup Gen	Systemwide	Signal	50,036	20,857	11,121	15,169	7,584	-	104,767
620002	Tamper, Stabilizer, Regulator	Systemwide	Facilities	233,483	168,756	94,605	122,731	61,365	2,858,922	3,539,862
620003	Specialized Maint Equip Phase 1	Systemwide	Facilities	324,743	135,367	75,887	98,448	49,224	-	683,669
			<b>TOTAL</b>	<b>6,443,949</b>	<b>30,357,897</b>	<b>2,935,974</b>	<b>7,034,077</b>	<b>2,764,845</b>	<b>114,794,518</b>	<b>164,331,261</b>