



metrolinktrains.com/meeting

ITEM ID: 2023-196-0

TRANSMITTAL DATE: May 5, 2023

MEETING DATE: May 12, 2023

TO: Audit and Finance Committee

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Proposed FY2023-2024 (FY24) Budget - Request to Transmit

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

In response to staff's request, at the April 28th meeting the SCRRA Board of Directors approved a deferral of the transmittal of the FY24 Budget until May 26, 2023.

Recommendation

It is recommended that the Committee recommend the Board approve transmitting the Proposed FY24 Budget for the consideration and adoption of the Member Agencies.

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 FY24 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The process of constructing the Proposed FY24 Budget was presented with a number of unique challenges:

- External support for updating the Ridership/Revenue Forecast
- Collaboration with LOSSAN
- Arrow Service Budget Development
- Adjustments to Service Levels

A particular issue was that service levels required Member Agency consensus in order to produce a budget.

After many discussions with Member Agencies, it was decided that a majority preferred a budget reflecting current service levels, with the proposed understanding that those levels could be revisited for implementation with the standard October 2023 schedule revisions. Any revisions would require an amendment to the Proposed FY24 Budget.

FY24 Operating Budget as originally reviewed with Member Agencies and the MAAC was based on an increased level of service to pre-pandemic levels to begin in October. The budget which is proposed here is based on a current level of service for the entire Fiscal Year 2023-24.

On April 28, 2023, staff requested, and the Board approved, the deferral of the transmission of the Proposed FY24 Budget to the Member Agencies until May 26, 2023.

Discussion

Kickoff meetings for the FY24 Budget were conducted in early December 2022. Metrolink CEO guidance was provided that required an increase of not more than 5% for each department. The Budget requests were submitted and subsequently analyzed and reviewed by Budget staff. The CFO then held internal meetings with each department, and, subsequently, the Chief Executive Officer. The purpose of the meetings was to review the necessity for budget amounts requested taking into consideration such factors as:

- Overarching goal of safety, fiscal sustainability and operational efficiency;
- Consideration of the post pandemic changes to farebox revenue;
- Condition of Assets;
- Funding at a level which will meet the goals of the Authority;
- Contractual requirements;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Projects to improve efficiencies and create savings in current and future years.

Internal meetings were concluded in early March. The CFO then conducted meetings with each of the Member Agency CFOs and staff in late March. The Proposed FY24 Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on April 7th, and May 4, 2023.

An overview of the FY24 Proposed Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the April 2023 monthly meeting.

Foundation for Proposed FY24 Budget

The Proposed FY24 Budget provides funding to achieve:

Continued emphasis on safe operations

- Intraoperative Positive Train Control (PTC) updates and maintenance as the centerpiece of Metrolink's efforts.
- Grant funded efforts to reduce the number of trespasser injuries (GPS/Cameras).

Investment in existing and new assets to maintain a state of good repair

- Funding of critical rehabilitation projects.
- Funding for studies to improve maintenance efficacy and efficiency.

Increase of ridership and revenue

- Assistance for Low Income Riders (Grant)

- Programs for Students
- Programs to generate ridership for entertainment, day trips, shopping, etc.
- External study of Fare Structure

FY24 Operating Budget Assumptions:

- Service
 - Service at current service level
 - Addition of Codeshare North and South of Union Station (Pending agreement with LOSSAN)
- Revenue
 - Ridership and Revenue Forecast as provided by KPMG/Sperry Capital (Attachment A)
- Expense
 - Contractor increases only as mandated by agreements
 - 5% merit pool
 - No COLA
 - No New FTE Headcount
- Arrow as a separate budget funded by SBCTA
- Reporting
 - Monthly
 - Formal mid-year budget review

Operating Budget Details

Proposed Total Operating Revenues are \$52.8M and reflect a projected net decrease of \$13.7M or 20.7% from the FY23 Budget. The year-over-year changes are detailed below in the Operating Revenues section. Expenditures are \$303.4M and reflect an increase of \$7.1M or 2.4% higher than the FY23 Budget. Details of the year-over-year expense change are explained below in the Operating Expenditures section. The required Operating Support is \$250.7M and is an increase of \$20.9M, or 9.1% from the FY23 Budget. (see Attachment B for comparisons).

The Proposed FY24 Budget Operating Statement by detailed categories compared to the FY23 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments C, D, E, and F.

Discussion of Proposed FY24 Budget Operating Statement Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as interest, scrap, other minor miscellaneous revenues. Operating Revenues are estimated to total \$52.8M for FY24, a decrease of \$13.7M or 20.7% compared to the FY23 Budget.

Farebox Revenue, which is the largest component of the Total Operating Revenue, is projected at \$37.2M, a decrease of \$13.9M or 27.2% compared to the FY23 Budget. Revenue budgets for both FY22 and FY23 were overly optimistic. Recognizing our difficulty in forecasting accurately in a totally restructured environment for public transportation, we

sought assistance from KPMG/Sperry Capital. The Proposed FY24 Budget is based on the forecast provided by KPMG/Sperry Capital. The comparisons between amounts used in the FY23 Budget which was produced in-house in November of 2021, and the new forecast can be seen on Attachment A. Subsidies add an additional \$3.1M to the Farebox amount.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the expected rate of usage. The budget of \$2.0M for Dispatching Revenue reflects a decrease of \$0.8M as compared to the FY23 Budget resulting from Amtrak service reduction. The MOW Revenue is \$12.9M reflecting an increase of \$1.1M, or 8.9% as compared to the FY23 Budget. Other Revenues are budgeted at \$0.7M.

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 the FY23 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, and required support costs. The Proposed FY24 Budget for expenditures related to Train Operations including contingency is \$171.6M an increase of 0.4% from the FY23 Budget

MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains, and the safety of the public. The Proposed FY24 Budget amount for expenditures related to MOW is \$54.3M, an increase of 4.1% from the FY23 Budget.

Administration and Services include internal expenditures related to Train Operations. The Proposed FY24 Budget for expenditures related to Administration & Services is \$57.4M, an increase of 6.1% as compared to the FY23 Budget.

The Category of Insurance and Legal is \$20.0M for the Proposed FY24 Budget, a 5.4% increase from the FY23 Budget.

Overall, the total Proposed FY24 Budget for expenditures is \$303.4M, and has increased from the FY23 Budget by \$7.1M or 2.4%. The components of this change are as described below.

Total Train Operations have increased by \$0.7M or 0.4%. The primary drivers of this increase are:

- Train Operations Services have decreased \$4.8M or 9.4% as the result of the decision to remain at current service levels, while the FY23 Budget anticipated complete restoration of service;
- Equipment Maintenance increased by \$3.5M or 8.5%. The mechanical vendor has held their contract flat. The \$3.5M is an increase in the cost of parts for maintaining Rolling Stock. The F125 Locomotives are no longer under warranty;
- Fuel expense decreased by \$3.0M or 9.1% due to the worldwide price reductions in fuel;
- Security increased by \$0.8M or 4.9% due to increases by the Sheriff's Department;

- Utilities and Leases decreased by \$0.8M or 21.1% primarily as a result of telecom expense being moved to a systemwide expense category this year;
- Station Maintenance increased by \$3.0M or 139.3% due to increased Union Station Common Area Maintenance;
- Rail Agreements increased by \$1.4M or 25.9%, as a result of the AAR index driven by inflation to over 20%.

MOW has increased by \$2.1M or 4.1% from the FY23 Budget primarily as a result of the increase of the Herzog costs by \$2.5M or 7.2%, offset by a reduction in estimated Extraordinary Maintenance charges and the transfer of Holiday pay (\$0.3M) to an Indirect Administrative category.

Administration and Services have increased from FY23 Budget by \$3.3M or 6.1%. The primary drivers of this increase are:

- A decrease to Operations Salaries & Benefits for \$0.7M or 3.8%, as a result of the movement of Holiday pay to Indirect Administrative category;
- An increase to Operations Non-Labor Expense of \$0.8M or 7.1%, driven by \$1.3M for the New Mobile Ticketing System (Deferred from last year), offset by reductions to Hardware/Software purchases;
- An increase of \$3.1M or 14.4% in charges to Indirect Administrative costs is the result of:
 - \$1.0M telecom costs transferred to this category (offsetting decrease in utilities;
 - \$1.4M transfer of Holiday Pay to this category (offsetting decrease in Salaries and Wages for Operations and in MOW);
 - \$0.7M increase to Interns, Grads on Track, Job Core.

Total Insurance and Legal expense has increased by \$1.0M or 5.4% from the FY23 Budget,

- Property and Liability Insurance premiums are higher by \$0.8M or 4.7%
- Claims Administration is increased by \$0.3M

Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and available revenues. The Proposed FY24 Budget estimates total Member Agency support is needed in the amount of \$250.7M, an increase of \$20.9M, or 9.1% more than the FY23 Budget.

The Budget Summary Comparison (Attachment F) includes a year-over-year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY24 Proposed member support in whole dollars which are required to create Member Agency Board requests.

ARROW Service Budget

At the request of the San Bernardino County Transportation Authority, staff will be submitting a request for a continuing appropriation resolution for approval to cover the 1st Quarter FY2024 expenses for Arrow Service. The Proposed FY24 Budget for Arrow Service will be submitted at a later date, to be determined.

Capital Program Budget

State of Good Repair (SGR)

The Proposed FY24 Proposed 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 SGR needs. The MRP addresses two critical elements:

- **Backlog:** Total cost of renovating all assets to achieve a current SGR
- **SGR:** Annual cost of keeping assets in a State of Good Repair

The FY24 budget request addresses only the SGR or annual cost of keeping assets in a State of Good Repair. The Proposed FY24 Budget does not address the current backlog which is estimated to be over \$768M.

The SGR authorization request for FY24 was identified as necessary investments to maintain a SGR. These projects total \$126.3M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment G.

New Capital

The New Capital authorization request for FY24 was identified as necessary for safe and efficient rail operations. These projects total \$20.9M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment H.

Multi-year Forecasts

Operating Budget Forecasts for FY25, FY26, FY27 and FY28 will be provided to the committee for their requested approval at the June 9, 2023 Committee Meeting. Upon Board approval, the FY25, FY26, FY27, and FY28 forecasted budgets will be provided to the Member Agencies for consideration and programming. The four- year forecasts will only be considered for adoption individually during the applicable year.

Upon approval by the Board, the Proposed FY24 Budget will be transmitted to Member Agencies for consideration and adoption.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for Operating as described:

- Attachment A - KPMG/Sperry Capital Ridership Forecast
- Attachment B - FY24 Proposed Operating Budget with Comparison to FY23
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Support by Member Agency

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for the Capital Program as described:

Attachment G - FY24 Proposed SGR Projects by Member Agency, Line, and Project Detail List

Attachment H - FY24 Proposed New Capital by Member Agency, Line, and Project Detail List

Attachment I - FY24 Proposed Capital Program Cashflow

Budget Impact

This report and the transmittal of the Proposed FY24 Budget has no impact on the FY23 Budget.

Next Steps

May-June, 2023: Staff presentations at Member Agencies' Committee and Board meetings, as requested

May 26: Board Approval for FY24 Budget transmittal to Member Agencies

June 9: Request AFCOM recommendation for adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

June 23 - Board Adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

Prepared by: Christine Wilson, Senior Finance Manager

Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

[Attachment A - Ridership Recovery Forecast](#)

[Attachment B - FY24 Proposed Operating Budget](#)

[Attachment C - Historical Actual and Budget](#)

[Attachment D - FY24 Proposed Operating Budget by Member Agency](#)

[Attachment E - FY24 Proposed Operating Budget by Line](#)

[Attachment F - History of Actual and Budgeted Operating Support](#)

[Attachment G - FY24 Capital Projects - SGR](#)

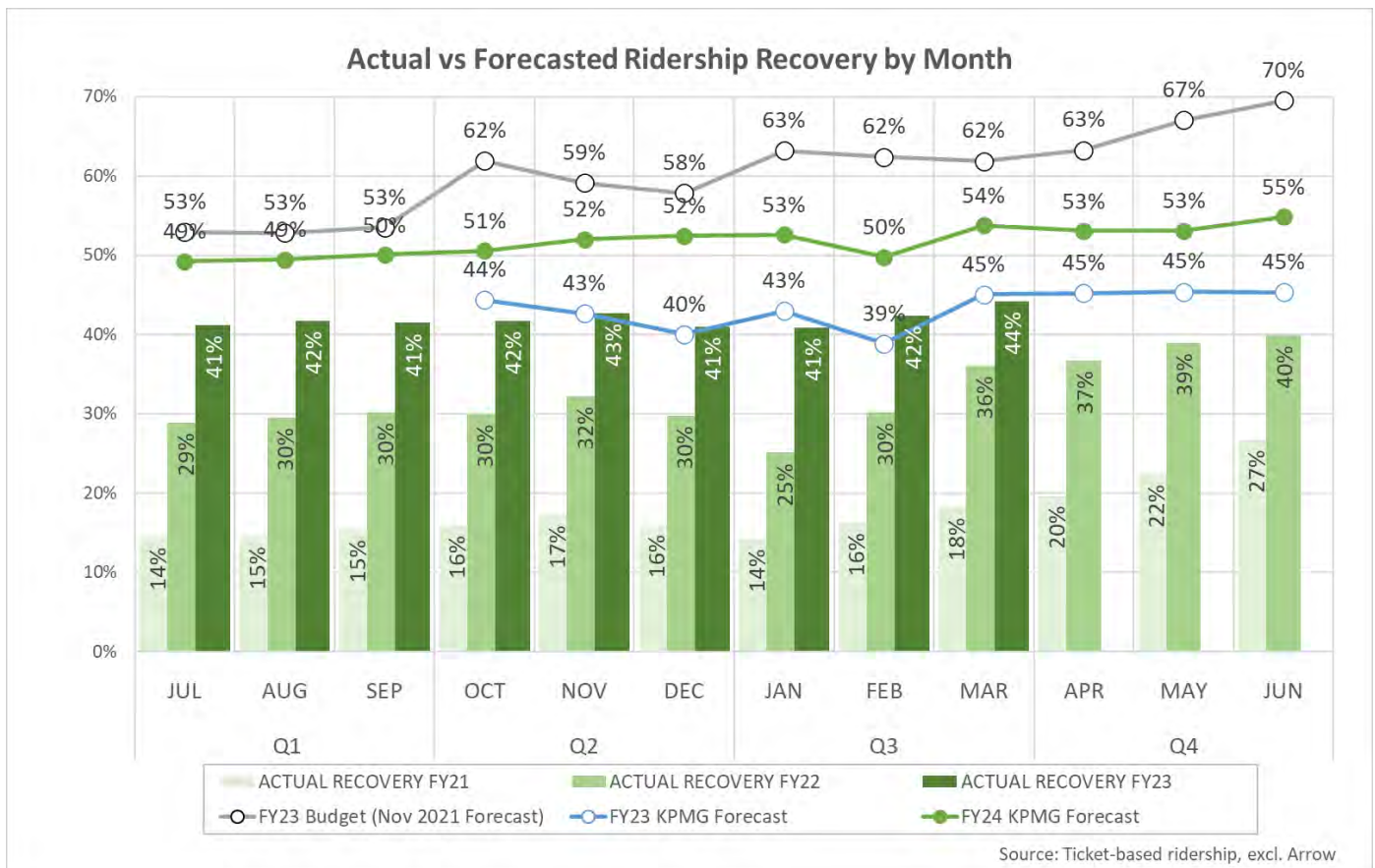
[Attachment H - FY24 Capital Projects - New Capital](#)

[Attachment I - FY24 Capital Projects - SGR and New Capital Cash Flow](#)

[Presentation - Proposed FY2023-2024 \(FY24\) Budget - Request to Transmit](#)

Ridership Recovery Forecast

Attachment A



FY24 Proposed Operating Budget

Attachment B

(\$000s)	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance FY23 Amended vs FY24 Proposed	
			\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,511	490	(1,020)	-67.54%
Other Train Subsidies	2,500	2,565	65	2.62%
Special Trains	-	-	-	n/a
Subtotal-Pro Forma FareBox	51,095	37,194	(13,901)	-27.21%
Dispatching	2,777	1,963	(814)	-29.32%
Other Revenues	773	691	(82)	-10.56%
MOW Revenues	11,879	12,932	1,053	8.86%
Total Operating Revenue	66,523	52,779	(13,744)	-20.66%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	41,054	44,560	3,506	8.54%
Fuel	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	100	100	-	0.00%
Operating Facilities Maintenance	2,218	2,244	26	1.18%
Other Operating Train Services	934	942	8	0.86%
Rolling Stock Lease	-	-	-	n/a
Security	15,738	16,513	774	4.92%
Public Safety Program	103	103	-	0.00%
Passenger Relations	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	5,365	5,342	(23)	-0.43%
Marketing	3,097	3,238	141	4.54%
Media & External Communications	372	322	(50)	-13.40%
Utilities/Leases	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	3,276	3,269	(7)	-0.22%
Amtrak Transfers	824	1,185	362	43.94%
Station Maintenance	2,185	5,229	3,044	139.34%
Rail Agreements	5,305	6,680	1,375	25.92%
Holiday Trains	-	-	-	n/a
Special Trains	500	500	-	0.00%
Subtotal Operations & Services	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>				
Ops Salaries & Benefits	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	11,983	12,830	848	7.08%
Indirect Administrative Expenses	21,546	24,658	3,112	14.44%
Ops Professional Services	2,685	2,717	32	1.20%
Subtotal Admin & Services	54,117	57,426	3,309	6.11%
Contingency	90	88	(3)	-2.78%
Total Operating Expenses	277,380	283,464	6,084	2.19%
<u>Insurance and Legal</u>				
Liability/Property/Auto	16,088	16,838	750	4.66%
Net Claims / SI	1,000	990	(10)	-1.00%
Claims Administration	1,856	2,146	290	15.62%
Subtotal Insurance and Legal	18,944	19,974	1,030	5.44%
Total Expense	296,324	303,438	7,114	2.40%
Loss / Member Support Required	(229,801)	(250,659)	(20,858)	9.08%

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

Form 01-01

(\$000s)	FY 19-20 Actual	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance FY24 Proposed vs FY23 Amended	
						\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	61,843	13,811	25,128	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,090	164	689	1,511	490	(1,020)	-67.54%
AV Line Discount	-	-	(15)	-	-	-	n/a
Other Train Subsidies	-	2,306	2,365	2,500	2,565	65	2.62%
Special Trains	171	-	121	-	-	-	n/a
Subtotal-Pro Forma FareBox	63,104	16,256	28,288	51,095	37,194	(13,901)	-27.21%
Dispatching	2,300	2,079	2,155	2,777	1,963	(814)	-29.32%
Other Revenues	254	345	459	773	691	(82)	-10.56%
MOW Revenues	13,301	11,545	11,506	11,879	12,932	1,053	8.86%
Total Operating Revenue	78,958	30,225	42,407	66,523	52,779	(13,744)	-20.66%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	45,701	42,885	41,589	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	36,861	37,041	39,130	41,054	44,560	3,506	8.54%
Fuel	21,150	18,640	21,245	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	92	112	43	100	100	-	0.00%
Operating Facilities Maintenance	1,569	2,130	1,804	2,218	2,244	26	1.18%
Other Operating Train Services	863	945	520	934	942	8	0.86%
Rolling Stock Lease	231	230	-	-	-	-	n/a
Security	9,367	13,597	13,973	15,738	16,513	774	4.92%
Public Safety Program	55	64	14	103	103	-	0.00%
Passenger Relations	1,786	1,787	1,622	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	7,594	3,503	3,675	5,365	5,342	(23)	-0.43%
Marketing	1,359	2,092	2,646	3,097	3,238	141	4.54%
Media & External Communications	410	219	101	372	322	(50)	-13.40%
Utilities/Leases	2,762	2,899	2,913	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	5,394	662	1,975	3,276	3,269	(7)	-0.22%
Amtrak Transfers	1,166	41	238	824	1,185	362	43.94%
Station Maintenance	1,980	1,960	1,984	2,185	5,229	3,044	139.34%
Rail Agreements	5,159	4,812	3,193	5,305	6,680	1,375	25.92%
Holiday Trains	57	-	-	-	-	-	n/a
Special Trains	524	-	74	500	500	-	0.00%
Subtotal Operations & Services	144,081	133,621	136,741	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	43,375	43,756	49,740	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	864	599	242	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	44,239	44,355	49,982	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>							
Ops Salaries & Benefits	15,497	15,578	15,107	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	7,645	7,334	7,594	11,983	12,830	848	7.08%
Indirect Administrative Expenses	18,254	17,695	17,645	21,546	24,658	3,112	14.44%
Ops Professional Services	3,019	2,311	2,276	2,685	2,717	32	1.20%
Subtotal Admin & Services	44,415	42,917	42,622	54,117	57,426	3,309	6.11%
Contingency	11	-	-	90	88	(3)	-2.78%
Total Operating Expenses	232,745	220,893	229,344	277,380	283,464	6,084	2.19%
Insurance and Legal							
Liability/Property/Auto	9,870	12,447	12,857	16,088	16,838	750	4.66%
Net Claims / SI	2,303	1	(684)	1,000	990	(10)	-1.00%
Claims Administration	367	682	1,708	1,856	2,146	290	15.62%
Total Net Insurance and Legal	12,540	13,129	13,880	18,944	19,974	1,030	5.44%
Total Expense	245,285	234,023	243,224	296,324	303,438	7,114	2.40%
Non-Recurring Settlement Expense 1	-	3,234	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	-	2,370	-	-	-	-	n/a
Loss / Member Support Required	(166,327)	(209,402)	(200,817)	(229,801)	(250,659)	(20,858)	9.08%
Member Support Payments	156,578	163,176	131,718	TBD	TBD	TBD	TBD
CARES Funding Utilized	9,748	46,226	66,491				
Refund of Remaining Carryforward	-	-	196				
Surplus / (Deficit)	-	-	(2,412)				

Numbers may not foot due to rounding

FY24 Proposed Operating Budget by Member Agency

Attachment D

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	17,181	8,347	3,151	4,688	771	34,138
Fare Reduction Subsidy	293	-	-	197	-	490
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	20,040	8,347	3,151	4,885	771	37,194
Dispatching	1,019	594	13	116	220	1,963
Other Revenues	344	150	73	88	35	691
MOW Revenues	6,811	3,047	880	1,766	427	12,932
Total Operating Revenue	28,215	12,138	4,117	6,855	1,454	52,779
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,174	9,227	4,409	5,606	2,114	46,530
Equipment Maintenance	21,813	10,129	5,091	5,414	2,112	44,560
Fuel	15,330	6,667	2,874	3,588	1,284	29,743
Non-Scheduled Rolling Stock Repairs	50	24	10	12	3	100
Operating Facilities Maintenance	1,129	534	232	271	78	2,244
Other Operating Train Services	468	130	112	157	75	942
Rolling Stock Lease	-	-	-	-	-	-
Security	8,581	3,437	1,766	1,903	825	16,513
Public Safety Program	49	18	15	11	10	103
Passenger Relations	980	526	182	284	48	2,021
TVM Maintenance/Revenue Collection	2,335	1,147	871	673	317	5,342
Marketing	1,605	787	301	462	84	3,238
Media & External Communications	153	56	48	34	32	322
Utilities/Leases	1,465	532	459	324	307	3,088
Transfers to Other Operators	1,746	821	236	359	108	3,269
Amtrak Transfers	485	543	-	-	157	1,185
Station Maintenance	3,135	718	354	742	281	5,229
Rail Agreements	1,973	1,825	1,608	373	902	6,680
Holiday Trains	-	-	-	-	-	-
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	86,710	37,220	18,625	20,284	8,772	171,611
<u>Maintenance-of-Way</u>						
MoW - Line Segments	29,835	10,521	3,380	6,802	3,008	53,546
MoW - Extraordinary Maintenance	465	114	76	85	55	794
Subtotal Maintenance-of-Way	30,300	10,635	3,456	6,886	3,063	54,340
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,169	2,980	2,555	1,810	1,707	17,221
Ops Non-Labor Expenses	6,368	2,567	1,563	1,475	858	12,830
Indirect Administrative Expenses	11,698	4,248	3,669	2,589	2,453	24,658
Ops Professional Services	1,289	468	404	285	270	2,717
Subtotal Admin & Services	27,523	10,264	8,191	6,160	5,289	57,426
<u>Contingency</u>	42	15	13	9	9	88
Total Operating Expenses	144,574	58,133	30,284	33,339	17,133	283,464
Insurance and Legal						
Liability/Property/Auto	8,473	4,009	1,740	2,030	585	16,838
Net Claims / SI	498	236	102	119	34	990
Claims Administration	1,080	511	222	259	75	2,146
Total Net Insurance and Legal	10,051	4,756	2,064	2,408	694	19,974
Total Expense	154,625	62,889	32,349	35,748	17,828	303,438
Loss/Member Support Required	(126,410)	(50,751)	(28,232)	(28,892)	(16,373)	(250,659)

FY24 Proposed Operating Budget by Line

Attachment E

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	9,818	2,017	5,881	2,201	7,597	3,400	3,225	34,138
Fare Reduction Subsidy	490	-	-	-	-	-	-	490
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	11,155	2,171	6,753	2,509	7,776	3,400	3,430	37,194
Dispatching	367	434	292	2	842	6	19	1,963
Other Revenues	172	78	127	52	110	86	66	691
MOW Revenues	3,984	1,335	3,112	236	1,900	1,435	930	12,932
Total Operating Revenue	15,678	4,019	10,285	2,798	10,628	4,927	4,445	52,779
Operating Expenses								
<u>Operations & Services</u>								
Train Operations	12,064	5,473	10,155	3,033	6,575	5,062	4,167	46,530
Equipment Maintenance	10,420	4,886	8,336	2,831	7,371	5,917	4,800	44,560
Fuel	7,361	3,269	5,928	2,030	4,975	3,623	2,557	29,743
Non-Scheduled Rolling Stock Repairs	25	9	19	6	18	14	10	100
Operating Facilities Maintenance	558	200	425	128	403	305	225	2,244
Other Operating Train Services	299	125	136	113	72	92	105	942
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,625	1,657	3,789	1,295	2,400	2,118	1,628	16,513
Public Safety Program	15	17	19	15	10	13	14	103
Passenger Relations	604	124	351	90	402	283	167	2,021
TVM Maintenance/Revenue Collection	996	739	936	508	699	798	666	5,342
Marketing	992	216	534	159	629	413	296	3,238
Media & External Communications	47	54	58	48	31	39	45	322
Utilities/Leases	450	513	558	463	294	378	433	3,088
Transfers to Other Operators	723	282	651	278	929	166	239	3,269
Amtrak Transfers	-	415	-	-	771	-	-	1,185
Station Maintenance	1,608	816	1,024	412	842	8	518	5,229
Rail Agreements	-	902	-	2,186	1,054	1,148	1,391	6,680
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	39,897	19,772	32,998	13,665	27,560	20,443	17,276	171,611
<u>Maintenance-of-Way</u>								
MoW - Line Segments	15,629	8,067	12,907	1,177	7,319	5,054	3,392	53,546
MoW - Extraordinary Maintenance	174	120	126	110	134	107	23	794
Subtotal Maintenance-of-Way	15,804	8,187	13,034	1,287	7,453	5,160	3,415	54,340
<u>Administration & Services</u>								
Ops Salaries & Fringe Benefits	2,522	2,851	3,117	2,570	1,651	2,105	2,404	17,221
Ops Non-Labor Expenses	2,637	1,713	2,356	1,296	1,785	1,532	1,512	12,830
Indirect Administrative Expenses	3,598	4,098	4,453	3,694	2,345	3,016	3,455	24,658
Ops Professional Services	396	452	491	407	258	332	381	2,717
Subtotal Admin & Services	9,153	9,114	10,417	7,966	6,039	6,986	7,750	57,426
<u>Contingency</u>	13	15	16	13	8	11	12	88
Total Operating Expenses	64,867	37,088	56,464	22,931	41,061	32,600	28,454	283,464
Insurance and Legal								
Liability/Property/Auto	4,187	1,504	3,188	962	3,022	2,289	1,687	16,838
Net Claims / SI	246	88	187	57	178	135	99	990
Claims Administration	534	192	406	123	385	292	215	2,146
Total Net Insurance and Legal	4,967	1,784	3,781	1,141	3,585	2,715	2,001	19,974
Total Expense	69,833	38,872	60,246	24,072	44,645	35,315	30,455	303,438
Loss/Member Support Required	(54,156)	(34,853)	(49,961)	(21,274)	(34,018)	(30,388)	(26,010)	(250,659)

History of actual and budgeted Operating Support with variances of FY24 vs FY23

Attachment F

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY23 Amended Budget	\$229,800,737	\$117,951,427	\$45,988,164	\$25,890,809	\$25,224,743	\$14,745,594
FY24 Proposed Budget	\$250,658,883	\$126,410,472	\$50,750,849	\$28,231,763	\$28,892,306	\$16,373,492

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY24 vs FY23						
\$ increase	\$20,858,146	\$8,459,046	\$4,762,685	\$2,340,955	\$3,667,563	\$1,627,899
% increase	9.1%	7.2%	10.4%	9.0%	14.5%	11.0%

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



																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	HOLMANS	2023	2024	SAVED	OPEN	2616	00	Rehab	ALL	All	n/a - n/a	Worn	High	Non-Revenue Fleet	Electric Vehicles (EV) to replace current vehicles that have reached end of useful life	2 EV vehicle for Safety and 2 EV vehicles for Customer Relations team to replace vehicles that are well beyond useful life and require extensive repairs. Need non-FTA funding sources.	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	\$0
2	HOLMANS	2023	2024	SAVED	OPEN	2618	00	Rehab	San Bernardino Line	San Gabriel	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 will include: This project will also include rehabilitation work (\$525k) within the limits of the Rancho Cucamonga SCORE and (\$625k) within the limits of the El Monte SCORE project that is unfunded due to cost increases for the total project. This aspect of the project may be offset with an ongoing grant pursuit. If the SCORE work is funded through a separate grant the full scope for this project will include 21,000ft of Rail, 5000 Ties, 2 Turnouts	\$5,700,000	\$3,420,000	\$0	\$0	\$2,280,000	\$0	\$0
3	HOLMANS	2023	2024	SAVED	OPEN	2619	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	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 will include: 4000 Ties, 1 Road Crossing (Double Track), 1 Turnout	\$3,176,000	\$3,176,000	\$0	\$0	\$0	\$0	\$0
4	HOLMANS	2023	2024	SAVED	OPEN	2621	00	Rehab	San Bernardino Line	SB Shortway	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	\$255,000	\$130,522	\$54,407	\$30,503	\$39,568	\$0	\$0
5	HOLMANS	2023	2024	SAVED	OPEN	2622	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS	Additional Construction Phase funding for Citrus Retaining Wall & Drainage; Box Springs Drainage Details: Construction funds from prior years was an estimated cost for construction and changed upon completion of final design. 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 was meant to complete funding of the construction phase for remaining drainage and culvert projects for this area. (FY23 request Deferred to FY24) Construction funding for PVL Drainage Phase 2. Box springs and CP Citrus drainage mitigation. IFB Package 2 MP 69.72 – 70.78	\$5,250,000	\$0	\$0	\$5,250,000	\$0	\$0	\$0
6	HOLMANS	2023	2024	SAVED	OPEN	2623	00	Rehab	Antelope Valley Line	Valley	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 Specific work will include: Construction funds for Valley Sub Structures that were designed with FY22 funds. This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design	\$3,503,000	\$3,503,000	\$0	\$0	\$0	\$0	\$0
7	HOLMANS	2023	2024	SAVED	OPEN	2624	00	Rehab	San Bernardino Line	San Gabriel	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 Specific work will include: Bridge Repairs at 2 locations, and replacement of 1 culvert.	\$1,296,000	\$777,600	\$0	\$0	\$518,400	\$0	\$0

																		FUNDINGS						
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	
1	HOLMANS	2023	2024	SAVED	OPEN	2599	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	SMART MAINTENANCE - PHASE II	•Wireless network infra-structure to all passenger cars •Wireless connection to primary onboard system. •Equip all passenger onboard system with wireless hub.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0	
2	HOLMANS	2024	2024	SAVED	OPEN	2665	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	New Tier4 Locomotive Procurement	•Procure Tier 4 locomotive in 8 qty (10% Member Agencies Matching Funds commitments).	\$4,900,000	\$2,327,500	\$970,200	\$543,900	\$705,600	\$352,800	\$0	
3	SHAHIDS	2024	2024	SAVED	OPEN	2694	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Communication System Overhaul Phase I	•Add interior side destination panels. •Add DC/DC isolation power supply to protect the logic board in comm system.	\$550,000	\$261,250	\$108,900	\$61,050	\$79,200	\$39,600	\$0	
4	SHAHIDS	2024	2024	SAVED	OPEN	2695	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Passenger Car Luggage Rack	•Luggage rack for 137 Rotem cars •Luggage rack for 71 Bombardier cars	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0	
5	SHAHIDS	2024	2024	SAVED	OPEN	2696	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Passenger Cabin CCTV	• 10 cameras in all passenger cars • Video file storage • Wireless network connection from the existing car cell modem installed by Smart Maintenance program.	\$3,256,000	\$1,546,600	\$644,688	\$361,416	\$468,864	\$234,432	\$0	
6	SHAHIDS	2024	2024	SAVED	OPEN	2722	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT, PHASE 2	Second phase of specialized maintenance equipment multi-year procurement. Equipment is used to support specialized track maintenance, rehabilitation and third party construction projects. The specialized equipment and costs include the following: Jackson Production Tamper = \$1,770,000 Dynamic Track Stabilizer = \$2,357,000 Ballast Regulator = \$540,000	\$5,585,000	\$2,652,875	\$1,105,830	\$619,935	\$804,240	\$402,120	\$0	
7	SHAHIDS	2024	2024	SAVED	OPEN	2745	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Fuel Economy and Diagnostics Systems Study	Study analyzes possible emission reductions associated with the use of green diesel and additional cost savings that may result from use of fuel optimization software.	\$600,000	\$285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$0	
8	SHAHIDS	2024	2024	SAVED	OPEN	2746	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	EV Infrastructure	•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0	
9	SHAHIDS	2024	2024	SAVED	OPEN	2762	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	PMIS IT project support	IT Support for the Project Management Information System. This includes services for an Application Administrator for PMIS to ensure the proper oversight and support for the project. Also, to provide the required licenses for 1 year during the project implementation phase.	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0	
10	CHAKLADARA	2024	2024	SAVED	OPEN	2782	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	Document Management System (DMS)	Procurement of a Document Management System (DMS) to allow staff and agency contractors to store and retrieve documents, images, drawings, contracts etc. This system has been prioritized by the XLT for the last year.	\$464,000	\$220,400	\$91,872	\$51,504	\$66,816	\$33,408	\$0	
TOTAL PROJECT COUNT																		\$20,855,000 10	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0
REHAB TOTAL REHAB COUNT																		\$0 0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL TOTAL CAPITAL COUNT																		\$20,855,000 10	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2665.00

PROJECT : NEW TIER4 LOCOMOTIVE PROCUREMENT

SCOPE				TYPE: CAPITAL NON-MRP					
•Procure Tier 4 locomotive in 8 qty (10% Member Agencies Matching Funds commitments).									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Average 4. Safety & Security..... High 5. Environmental..... High					
JUSTIFICATION									
Emission reduction for environment cleanness and possible upcoming legal operating penalty (for non-Tier 4 operation). Additional benefit is legacy unit locomotive replacement.									
RISK CREATED BY NON-IMPLEMENTATION									
possible upcoming legal operating penalty (for non-Tier 4 operation). Opportunity to avail Grant Match									
Current Age: 12 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$245,000	\$245,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$428,750	\$428,750	\$428,750	\$428,750	\$1,715,000
ROW ACQUISITION	\$0								
MATERIAL	\$3,472,000			2026	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$490,000			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%					
* SUPPORT STAFF	\$0								
* CONSULTANT	\$492,000								
CONTINGENCY	\$446,000								
TOTAL	\$4,900,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2694.00

PROJECT : COMMUNICATION SYSTEM OVERHAUL PHASE I

SCOPE				TYPE: CAPITAL NON-MRP					
•Add interior side destination panels. •Add DC/DC isolation power supply to protect the logic board in comm system.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Customer convenience - There is currently no destination sign interior of the car. - The interior sign will give passengers information of next station or current location information.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High 5. Environmental..... Low					
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$27,500	\$27,500
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$48,125	\$48,125	\$48,125	\$48,125	\$192,500
ROW ACQUISITION	\$0								
MATERIAL	\$385,000			2026	\$41,250	\$41,250	\$41,250	\$41,250	\$165,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$41,250	\$41,250	\$41,250	\$41,250	\$165,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$55,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$60,000								
CONTINGENCY	\$50,000			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%					
TOTAL	\$550,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2695.00

PROJECT : PASSENGER CAR LUGGAGE RACK

SCOPE				TYPE: CAPITAL NON-MRP					
<div>•Luggage rack for 137 Rotem cars</div> <div>•Luggage rack for 71 Bombardier cars</div> <div>Mile Posts: n/a</div>				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
Board requested luggage rack in the passenger car to provide convenience to passengers who use Metrolink service for Ontario airport. The connecting line between Ontario and RCC is scheduled to be available by Fall 2024.				<div>1. System Reliability..... High</div> <div>2. Ridership Increase..... Average</div> <div>3. Capacity Improvements..... Low</div> <div>4. Safety & Security..... High</div> <div>5. Environmental..... Low</div>					
RISK CREATED BY NON-IMPLEMENTATION									
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$75,000	\$75,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,050,000			2026	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$151,000			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%					
* SUPPORT STAFF	\$0								
* CONSULTANT	\$162,000								
CONTINGENCY	\$137,000								
TOTAL	\$1,500,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2696.00

PROJECT : PASSENGER CABIN CCTV

SCOPE				TYPE: CAPITAL NON-MRP					
<ul style="list-style-type: none">• 10 cameras in all passenger cars• Video file storage• Wireless network connection from the existing car cell modem installed by Smart Maintenance program. <p>Mile Posts: n/a</p>				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Added security for passengers in Metrolink service. This budgetary request would outfit 2 five-car train sets. This is a proof-of-concept effort.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low 4. Safety & Security..... High 5. Environmental..... Low					
RISK CREATED BY NON-IMPLEMENTATION									
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$162,800	\$162,800
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$284,900	\$284,900	\$284,900	\$284,900	\$1,139,600
ROW ACQUISITION	\$0								
MATERIAL	\$2,280,000			2026	\$244,200	\$244,200	\$244,200	\$244,200	\$976,800
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$244,200	\$244,200	\$244,200	\$244,200	\$976,800
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$326,000			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%					
* SUPPORT STAFF	\$0								
* CONSULTANT	\$354,000								
CONTINGENCY	\$296,000								
TOTAL	\$3,256,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2762.00

PROJECT : PMIS IT PROJECT SUPPORT

SCOPE				TYPE: CAPITAL NON-MRP					
IT Support for the Project Management Information System. This includes services for an Application Administrator for PMIS to ensure the proper oversight and support for the project. Also, to provide the required licenses for 1 year during the project implementation phase.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Business Systems					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and 2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce 3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve 4. (Goal 3: Invest in People and Assets) Reduce employee turnover				1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High 4. Safety & Security..... High 5. Environmental..... High					
JUSTIFICATION									
Ensure all IT business requirements are documented and implemented. Also ensure integration with other applications is done per requirements and ensure data security per agency protocols.									
RISK CREATED BY NON-IMPLEMENTATION				CASH FLOW					
Not enough IT oversight on the project to ensure system configuration and integration with other applications done per Agency IT procedures and policies.									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$0			2025	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000
ENVIRONMENTAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION	\$0			2027	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$900,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$9,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$91,000			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%					
TOTAL	\$1,000,000								



PROJECT PROPOSAL

FY24

CHAKLADARA PROJECT# 2782.00

PROJECT : DOCUMENT MANAGEMENT SYSTEM (DMS)

SCOPE				TYPE: CAPITAL MRP					
Procurement of a Document Management System (DMS) to allow staff and agency contractors to store and retrieve documents, images, drawings, contracts etc. This system has been prioritized by the XLT for the last year.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Business Systems					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
There are several disparate systems to store and mange documents at Metrolink. Examples are Shared File Folders, Application Extender, Applications such as Oracle FIS which allow documents to be stored etc. Storing, tracing and retrieving documents from unstructured document repositories such as Shared File Folders is time				1. System Reliability..... Low 2. Ridership Increase..... Low 3. Capacity Improvements..... Low					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... Average 5. Environmental..... High					
Storage and retrieval of documents will not be streamlined.									
Current Age: New Standard Lifespan: 10 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$23,200	\$23,200
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$40,600	\$40,600	\$40,600	\$40,600	\$162,400
ROW ACQUISITION	\$0								
MATERIAL	\$0			2026	\$34,800	\$34,800	\$34,800	\$34,800	\$139,200
CONSTRUCTION	\$400,000								
SPECIAL RAIL EQUIP	\$0			2027	\$34,800	\$34,800	\$34,800	\$34,800	\$139,200
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$14,000			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%					
* SUPPORT STAFF	\$7,000								
* CONSULTANT	\$0								
CONTINGENCY	\$43,000								
TOTAL	\$464,000								



PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	HOLMANS	2023	2024	SAVED	OPEN	2625	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Structures	VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION	Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Update Bridge load ratings for Bridges on Ventura Sub in LA County	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0
9	HOLMANS	2023	2024	SAVED	OPEN	2628	00	Rehab	San Bernardino Line	San Gabriel	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: Upgrading Control points and crossings	\$4,275,000	\$2,565,000	\$0	\$0	\$1,710,000	\$0	\$0
10	HOLMANS	2023	2024	SAVED	OPEN	2629	00	Rehab	Ventura County Line	Ventura - LA County	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: Upgrading Control points and crossings	\$1,477,000	\$1,477,000	\$0	\$0	\$0	\$0	\$0
11	ZAVALAL	2024	2024	SAVED	OPEN	2656	00	Rehab	Orange County Line	Orange	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: {6000 TF rail upgrade, 3 crossing rehabs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 crossing rail repairs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 crossing rail repairs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 crossing rail repairs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 crossing rail repairs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 crossing rail repairs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 crossing rail repairs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 crossing rail repairs, 3 crossing tie repairs, 3 crossing ballast repairs, 3 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PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
15	HOLMANS	2024	2024	SAVED	OPEN	2660	00	Rehab	ALL	All	n/a - n/a	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	\$0
16	HOLMANS	2024	2024	SAVED	OPEN	2661	00	Rehab	ALL	All	n/a - n/a	Worn	High	Non-Revenue Fleet	VEHICLES AND MAINTENANCE-OF-WAY (MOW) EQUIPMENT - REPLACEMENT & OVERHAUL	Vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment; Rehabilitation of MOW equipment. Under new Carb regulation, 50% of 2024-2026 model year vehicle purchased by public fleets must be zero emission vehicles (ZEV) Heavy - (1) Medium - (2) Light Duty - (22) Equipment - 0	\$2,820,000	\$1,339,500	\$558,360	\$313,020	\$406,080	\$203,040	\$0
17	HOLMANS	2024	2024	SAVED	OPEN	2663	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rotem HVAC Overhaul/Rebuild	•Life cycle increase •Remove systemic issue	\$3,650,000	\$1,733,750	\$722,700	\$405,150	\$525,600	\$262,800	\$0
18	HOLMANS	2024	2024	SAVED	OPEN	2664	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	BOMBARDIER RAILCAR REBUILD	Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Lifecycle extension to support the daily service. Rehabilitate long term dwell cars to increase availability. Overhaul as required by FTA. •Life cycle increase. •Upgrade old system for maintainability •Improve customer convenience •Air-quality solution - This is an ongoing program with funding to be requested in future budget year	\$35,000,000	\$16,625,000	\$6,930,000	\$3,885,000	\$5,040,000	\$2,520,000	\$0
19	ZAVALAL	2024	2024	SAVED	OPEN	2667	00	Rehab	Antelope Valley Line	Valley	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: [20,000ft of Rail; 10,000 Ties; 2 Road	\$8,595,000	\$8,595,000	\$0	\$0	\$0	\$0	\$0
20	ZAVALAL	2024	2024	SAVED	OPEN	2668	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura 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 work within the limits of the Simi Valley SCORE project that is unfunded due to cost increases for the total project. This project may be offset with an ongoing grant pursuit. If this is funded through a separate grant this project would be reduced down to \$1.5M and would replace 5000 Ties.	\$1,866,000	\$0	\$0	\$0	\$0	\$1,866,000	\$0
21	ZAVALAL	2024	2024	SAVED	OPEN	2669	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Design and Environmental Clearance for up to 3 culverts in Ventura County. Update Bridge load ratings for bridges in Ventura County.	\$856,000	\$0	\$0	\$0	\$0	\$856,000	\$0



PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
22	ZAVALAL	2024	2024	SAVED	OPEN	2670	00	Rehab	Ventura County Line	Ventura - VC County	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 SIGNALS: Crossing Upgrade.	\$992,000	\$0	\$0	\$0	\$0	\$992,000	\$0
23	ZAVALAL	2024	2024	SAVED	OPEN	2671	00	Rehab	Antelope Valley Line	Valley	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: Five required CP's (EL1A) upgrades and a crossing.	\$4,880,000	\$4,880,000	\$0	\$0	\$0	\$0	\$0
24	HOLMANS	2024	2024	SAVED	OPEN	2676	00	Rehab	ALL	River	0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast	\$2,000,000	\$950,000	\$396,000	\$222,000	\$288,000	\$144,000	\$0
25	HOLMANS	2024	2024	SAVED	OPEN	2677	00	Rehab	ALL	River	0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River 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: Upgrading signal/Control points	\$2,100,000	\$997,500	\$415,800	\$233,100	\$302,400	\$151,200	\$0
27	SHAHIDS	2024	2024	SAVED	OPEN	2682	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	CMF Facility Switch Gear and Fire Alarm panel	CMF Facility Switch Gear and Fire Alarm panel	\$1,300,000	\$617,500	\$257,400	\$144,300	\$187,200	\$93,600	\$0
28	SHAHIDS	2024	2024	SAVED	OPEN	2685	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	MOC Restroom Renovation	Renovate restroom in MOC.	\$900,000	\$427,500	\$178,200	\$99,900	\$129,600	\$64,800	\$0
29	SHAHIDS	2024	2024	SAVED	OPEN	2692	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	LAUS main water line replacement	The current piping is old, galvanized waterline with several leaking and rusted sections.	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	\$0
30	SHAHIDS	2024	2024	SAVED	OPEN	2693	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	Storm Water Oil Separator replacement	•Replace existing Storm Water Oil Separator with new system	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
31	CHAKLADARA	2024	2024	SAVED	OPEN	2702	00	Rehab	ALL	All	n/a - n/a	Worn	High	Information Technology	Rehab of Firewalls at 2 Locations	Rehabilitate Firewall Infrastructure at 2 locations. The scope includes replacing end of life Palo Alto Firewalls with Palo Alto Networks Model PA-1410, along with the software for Advanced Threat Protection, Wildfire, Advanced URL Filtering and Global Protect VPN software, and the related accessories such as optical transceivers, and cables. The costs also include cutover services to transition from the existing firewalls to the new firewalls.	\$256,000	\$121,600	\$50,688	\$28,416	\$36,864	\$18,432	\$0
32	SHAHIDS	2024	2024	SAVED	OPEN	2742	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	F125 Loco "Intermediate" Engine Overhaul	• Engine overhaul - 100% replacement About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.	\$6,435,000	\$3,056,625	\$1,274,130	\$714,285	\$926,640	\$463,320	\$0
33	SHAHIDS	2024	2024	SAVED	OPEN	2743	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	LDVR & Camera Replacement	Option order to replace camera and LDVR system for • Remaining 37 Rotem cab car, • All 15 MP36 and • All 40 F125.	\$1,700,000	\$807,500	\$336,600	\$188,700	\$244,800	\$122,400	\$0
34	SHAHIDS	2024	2024	SAVED	OPEN	2744	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	MP36 Loco Overhaul	•Engine (both HEP and Main) partial overhaul - replace as needed basis. •HVAC overhaul with R-407c freon replacement •Truck/Suspension overhaul •Exterior repaint •Coupler overhaul •General electrical and pneumatic overhaul.	\$3,600,000	\$1,710,000	\$712,800	\$399,600	\$518,400	\$259,200	\$0
35	HARRISONA	2024	2024	SAVED	OPEN	2802	00	Rehab	ALL	All	n/a - n/a	Worn	Low	Right of Way	Metrolink CAM Expenses for Fiscal 2024	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This amount changes each year.	\$1,675,000	\$795,625	\$331,650	\$185,925	\$241,200	\$120,600	\$0
TOTAL																	\$126,305,000	\$63,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0
PROJECT COUNT																	34						
SGR TOTAL																	\$126,305,000	\$63,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0
SGR COUNT																	34						



PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS						
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	
CAPITAL TOTAL																		\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL COUNT																		0						



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2616.00

PROJECT : ELECTRIC VEHICLES (EV) TO REPLACE CURRENT VEHICLES THAT HAVE REACHED END OF USEFUL LIFE

SCOPE	TYPE: SGR NON-MRP
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2 EV vehicle for Safety and 2 EV vehicles for Customer Relations team to replace vehicles that are well beyond useful life and require extensive repairs. Need non-FTA funding sources.

Mile Posts: n/a Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability

JUSTIFICATION	RANKING // PROJECT READINESS
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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 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: 13 Year(s) Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$62,500	\$62,500
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$46,875	\$46,875	\$46,875	\$46,875	\$187,500
ROW ACQUISITION	\$0								
MATERIAL	\$223,000			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$4,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$23,000								
TOTAL	\$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

FY24

HOLMANS PROJECT# 2618.00

PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 1.08 - 56.52									
				Division: San Gabriel County: LA / SB Asset Type: Track					
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					
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 SCRRA 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. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$285,000	\$285,000
DESIGN		\$142,000		2025	\$498,750	\$498,750	\$498,750	\$498,750	\$1,995,000
ENVIRONMENTAL		\$0		2026	\$427,500	\$427,500	\$427,500	\$427,500	\$1,710,000
ROW ACQUISITION		\$0		2027	\$427,500	\$427,500	\$427,500	\$427,500	\$1,710,000
MATERIAL		\$1,710,000		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$1,710,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$590,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$459,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$570,000							
CONTINGENCY		\$519,000							
TOTAL		\$5,700,000							
				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

FY24

HOLMANS PROJECT# 2619.00

PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 441.24 - 462.39									
				Division: Ventura - LA County County: LA Asset Type: Track					
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					
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 SCRRA 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. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$158,800	\$158,800
DESIGN	\$90,000			2025	\$277,900	\$277,900	\$277,900	\$277,900	\$1,111,600
ENVIRONMENTAL	\$0			2026	\$238,200	\$238,200	\$238,200	\$238,200	\$952,800
ROW ACQUISITION	\$0			2027	\$238,200	\$238,200	\$238,200	\$238,200	\$952,800
MATERIAL	\$953,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$953,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$318,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$255,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$318,000								
CONTINGENCY	\$289,000								
TOTAL	\$3,176,000								
				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

FY24

HOLMANS PROJECT# 2621.00

PROJECT : SHORT WAY SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 0.42 - 2.1									
				Division: SB Shortway County: SB Asset Type: Track					
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					
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.				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. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$12,750	\$12,750
DESIGN		\$6,000		2025	\$22,312	\$22,312	\$22,312	\$22,314	\$89,250
ENVIRONMENTAL		\$0		2026	\$19,125	\$19,125	\$19,125	\$19,125	\$76,500
ROW ACQUISITION		\$0		2027	\$19,125	\$19,125	\$19,125	\$19,125	\$76,500
MATERIAL		\$78,000		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$78,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$26,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$18,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$25,000							
CONTINGENCY		\$24,000							
TOTAL		\$255,000							
				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

FY24

HOLMANS PROJECT# 2622.00

PROJECT : PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS

SCOPE				TYPE: SGR MRP					
Additional Construction Phase funding for Citrus Retaining Wall & Drainage; Box Springs Drainage Details: Construction funds from prior years was an estimated cost for construction and changed upon completion of final design. 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 Mile Posts: 65 - 85.4 Division: San Jacinto (PVL) County: RV 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					
1				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
1									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0				2024	\$0	\$0	\$0	\$262,500	\$262,500
DESIGN \$467,000									
ENVIRONMENTAL \$525,000				2025	\$459,375	\$459,375	\$459,375	\$459,375	\$1,837,500
ROW ACQUISITION \$0									
MATERIAL \$0				2026	\$393,750	\$393,750	\$393,750	\$393,750	\$1,575,000
CONSTRUCTION \$2,625,000									
SPECIAL RAIL EQUIP \$0				2027	\$393,750	\$393,750	\$393,750	\$393,750	\$1,575,000
FLAGGING \$105,000									
BUS BRIDGES \$0				2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT \$0									
DBE/LABOR \$0				2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF \$420,000									
* SUPPORT STAFF \$0									
* CONSULTANT \$630,000									
CONTINGENCY \$478,000				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%					
TOTAL \$5,250,000									



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2623.00

PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 3.67 - 76.63									
				Division: Valley County: LA 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 s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA 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: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2624.00

PROJECT : SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 1.08 - 56.52									
				Division: San Gabriel County: LA / SB 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 s 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: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$64,800	\$64,800
DESIGN		\$115,000		2025	\$113,400	\$113,400	\$113,400	\$113,400	\$453,600
ENVIRONMENTAL		\$130,000		2026	\$97,200	\$97,200	\$97,200	\$97,200	\$388,800
ROW ACQUISITION		\$0		2027	\$97,200	\$97,200	\$97,200	\$97,200	\$388,800
MATERIAL		\$0		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$648,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$26,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$103,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$156,000							
CONTINGENCY		\$118,000							
TOTAL		\$1,296,000							
				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

FY24

HOLMANS PROJECT# 2625.00

PROJECT : VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 441.24 - 462.39									
				Division: Ventura - LA County County: LA 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 s 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									
RISK CREATED BY NON-IMPLEMENTATION If the program is not implemented in full, the remaining work that is beyond the Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$10,000	\$10,000
DESIGN	\$16,000			2025	\$17,500	\$17,500	\$17,500	\$17,500	\$70,000
ENVIRONMENTAL	\$20,000			2026	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
ROW ACQUISITION	\$0			2027	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$100,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$4,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$17,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$24,000								
CONTINGENCY	\$19,000			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%					
TOTAL	\$200,000								



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2628.00

PROJECT : SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP											
"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 Mile Posts: 1.08 - 56.52															
				Division: San Gabriel County: LA / SB Asset Type: Train Control											
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					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication 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 SCRRA staff and										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: 33 Year(s) Standard Lifespan: 20 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$213,750	\$213,750						
DESIGN	\$890,000			2025	\$374,062	\$374,062	\$374,062	\$374,064	\$1,496,250						
ENVIRONMENTAL	\$0			2026	\$320,625	\$320,625	\$320,625	\$320,625	\$1,282,500						
ROW ACQUISITION	\$0			2027	\$320,625	\$320,625	\$320,625	\$320,625	\$1,282,500						
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0						
CONSTRUCTION	\$2,138,000			2029	\$0	\$0	\$0	\$0	\$0						
SPECIAL RAIL EQUIP	\$0														
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0														
DBE/LABOR	\$0														
PROJECT MANAGEMENT															
* P.M STAFF	\$428,000														
* SUPPORT STAFF	\$0														
* CONSULTANT	\$430,000														
CONTINGENCY	\$389,000														
TOTAL	\$4,275,000														
				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

FY24

HOLMANS PROJECT# 2629.00

PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP											
"Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems															
Mile Posts: 441.24 - 462.39				Division: Ventura - LA County County: LA Asset Type: Train Control											
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					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication 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 SCRRA staff and										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: 33 Year(s) Standard Lifespan: 20 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$73,850	\$73,850						
DESIGN	\$300,000			2025	\$129,238	\$129,238	\$129,238	\$129,236	\$516,950						
ENVIRONMENTAL	\$0			2026	\$110,775	\$110,775	\$110,775	\$110,775	\$443,100						
ROW ACQUISITION	\$0			2027	\$110,775	\$110,775	\$110,775	\$110,775	\$443,100						
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0						
CONSTRUCTION	\$748,000			2029	\$0	\$0	\$0	\$0	\$0						
SPECIAL RAIL EQUIP	\$0														
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0														
DBE/LABOR	\$0														
PROJECT MANAGEMENT															
* P.M STAFF	\$146,000														
* SUPPORT STAFF	\$0														
* CONSULTANT	\$148,000														
CONTINGENCY	\$135,000														
TOTAL	\$1,477,000														
				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

FY24

ZAVALAL PROJECT# 2656.00

PROJECT : ORANGE SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 165.08 - 207.4									
				Division: Orange County: OC Asset Type: Track					
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					
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.				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. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$315,050	\$315,050
DESIGN		\$150,000		2025	\$551,338	\$551,338	\$551,338	\$551,336	\$2,205,350
ENVIRONMENTAL		\$0		2026	\$472,575	\$472,575	\$472,575	\$472,575	\$1,890,300
ROW ACQUISITION		\$0		2027	\$472,575	\$472,575	\$472,575	\$472,575	\$1,890,300
MATERIAL		\$1,891,000		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$1,891,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$660,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$504,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$632,000							
CONTINGENCY		\$573,000							
TOTAL		\$6,301,000							
				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

FY24

ZAVALLAL PROJECT# 2657.00

PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 165.08 - 207.4									
				Division: Orange County: OC 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 s 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: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$105,700	\$105,700
DESIGN		\$170,000		2025	\$184,975	\$184,975	\$184,975	\$184,975	\$739,900
ENVIRONMENTAL		\$212,000		2026	\$158,550	\$158,550	\$158,550	\$158,550	\$634,200
ROW ACQUISITION		\$0		2027	\$158,550	\$158,550	\$158,550	\$158,550	\$634,200
MATERIAL		\$0		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$1,057,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$60,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$168,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$254,000							
CONTINGENCY		\$193,000							
TOTAL		\$2,114,000							
				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

FY24

ZAVALLAL PROJECT# 2658.00

PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems									
Mile Posts: 165.08 - 207.4				Division: Orange County: OC Asset Type: Train Control					
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					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication 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 SCRRA staff and				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: 33 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$131,650	\$131,650
DESIGN	\$548,000			2025	\$230,388	\$230,388	\$230,388	\$230,386	\$921,550
ENVIRONMENTAL	\$0			2026	\$197,475	\$197,475	\$197,475	\$197,475	\$789,900
ROW ACQUISITION	\$0			2027	\$197,475	\$197,475	\$197,475	\$197,475	\$789,900
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,317,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$264,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$264,000								
CONTINGENCY	\$240,000								
TOTAL	\$2,633,000								
				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

FY24

HOLMANS PROJECT# 2659.00

PROJECT : SYSTEMWIDE TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
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 planning and data collection for condition assessments									
Mile Posts: n/a				Division: All County: ALL Asset Type: Track					
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					
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.				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. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$142,000			2025	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ENVIRONMENTAL	\$0			2026	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
ROW ACQUISITION	\$0			2027	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
MATERIAL	\$1,500,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,500,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$500,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$403,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$500,000								
CONTINGENCY	\$455,000			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%					
TOTAL	\$5,000,000								



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2660.00

PROJECT : SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems 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.

RANKING // PROJECT READINESS

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: 7 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

AMOUNTSTARTEND

CONTRACT PACKAGING\$0

DESIGN\$1,040,000

ENVIRONMENTAL\$0

ROW ACQUISITION\$0

MATERIAL\$0

CONSTRUCTION\$2,500,000

SPECIAL RAIL EQUIP\$0

FLAGGING\$0

BUS BRIDGES\$0

CLOSE OUT\$0

DBE/LABOR\$0

PROJECT MANAGEMENT

* P.M STAFF\$505,000

* SUPPORT STAFF\$0

* CONSULTANT\$500,000

CONTINGENCY\$455,000

TOTAL\$5,000,000

CASH FLOW

FY

Q1Q2Q3Q4TOTAL

2024\$0\$0\$0\$250,000\$250,000

2025\$437,500\$437,500\$437,500\$437,500\$1,750,000

2026\$375,000\$375,000\$375,000\$375,000\$1,500,000

2027\$375,000\$375,000\$375,000\$375,000\$1,500,000

2028\$0\$0\$0\$0\$0

2029\$0\$0\$0\$0\$0

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

FY24

HOLMANS PROJECT# 2663.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE				TYPE: SGR MRP					
•Life cycle increase •Remove systemic issue									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Systemic design issue identified in OEM HVAC Unit. Benefits are reduction in maintenance cost and increase reliability for added customer comfort. Improved passenger experience.									
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 fleets, Current Age: 34 Year(s) Standard Lifespan: 30 Year(s)									
BUDGET									
AMOUNT START END				CASH FLOW					
				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0				2024	\$0	\$0	\$0	\$182,500	\$182,500
DESIGN \$0									
ENVIRONMENTAL \$0				2025	\$319,375	\$319,375	\$319,375	\$319,375	\$1,277,500
ROW ACQUISITION \$0									
MATERIAL \$2,555,000				2026	\$273,750	\$273,750	\$273,750	\$273,750	\$1,095,000
CONSTRUCTION \$0									
SPECIAL RAIL EQUIP \$0				2027	\$273,750	\$273,750	\$273,750	\$273,750	\$1,095,000
FLAGGING \$0									
BUS BRIDGES \$0				2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT \$0									
DBE/LABOR \$0				2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF \$368,000									
* SUPPORT STAFF \$0									
* CONSULTANT \$395,000									
CONTINGENCY \$332,000				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%					
TOTAL \$3,650,000									



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2664.00

PROJECT : BOMBARDIER RAILCAR REBUILD

SCOPE TYPE: SGR | MRP |

Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Lifecycle extension to support the daily service. Rehabilitate long term dwell cars to increase availability. Overhaul as required by FTA.

- Life cycle increase.
 - Upgrade old system for maintainability
 - Improve customer convenience
- Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

Lifecycle extension to support service. Rehabilitation of long-term dwell and accident repair cars. Risk: Reduced production rate - down to 3 cars every 60 days instead of every 40 days.

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. Ages of particular
Current Age: 33 Year(s) Standard Lifespan: 30 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$1,750,000	\$1,750,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$3,062,500	\$3,062,500	\$3,062,500	\$3,062,500	\$12,250,000
ROW ACQUISITION	\$0								
MATERIAL	\$24,500,000			2026	\$2,625,000	\$2,625,000	\$2,625,000	\$2,625,000	\$10,500,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$2,625,000	\$2,625,000	\$2,625,000	\$2,625,000	\$10,500,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$3,518,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$3,800,000								
CONTINGENCY	\$3,182,000								
TOTAL	\$35,000,000								

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

FY24

ZAVALAL PROJECT# 2668.00

PROJECT : VENTURA (VC) SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 426.4 - 441.24									
				Division: Ventura - VC County County: VN Asset Type: Track					
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					
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 SCRRA 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. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$93,300	\$93,300
DESIGN	\$38,000			2025	\$163,275	\$163,275	\$163,275	\$163,275	\$653,100
ENVIRONMENTAL	\$0			2026	\$139,950	\$139,950	\$139,950	\$139,950	\$559,800
ROW ACQUISITION	\$0			2027	\$139,950	\$139,950	\$139,950	\$139,950	\$559,800
MATERIAL	\$575,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$560,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$187,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$151,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$185,000								
CONTINGENCY	\$170,000								
TOTAL	\$1,866,000								
				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

FY24

ZAVALLAL PROJECT# 2669.00

PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: 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 SCRRA 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: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$42,800	\$42,800
DESIGN		\$69,000		2025	\$74,900	\$74,900	\$74,900	\$74,900	\$299,600
ENVIRONMENTAL		\$85,000		2026	\$64,200	\$64,200	\$64,200	\$64,200	\$256,800
ROW ACQUISITION		\$0		2027	\$64,200	\$64,200	\$64,200	\$64,200	\$256,800
MATERIAL		\$0		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$428,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$24,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$69,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$103,000							
CONTINGENCY		\$78,000							
TOTAL		\$856,000							

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

FY24

ZAVALAL PROJECT# 2670.00

PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP						
Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems SIGNALS: Crossings Upgrade Mile Posts: 426.4 - 441.24										
				Division: Ventura - VC County County: VN Asset Type: Train Control						
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						
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				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: 123 Year(s) Standard Lifespan: 0 Year(s)										
BUDGET				CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$49,600	\$49,600	
DESIGN	\$199,000			2025	\$86,800	\$86,800	\$86,800	\$86,800	\$347,200	
ENVIRONMENTAL	\$0			2026	\$74,400	\$74,400	\$74,400	\$74,400	\$297,600	
ROW ACQUISITION	\$0			2027	\$74,400	\$74,400	\$74,400	\$74,400	\$297,600	
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$496,000			2029	\$0	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0									
FLAGGING	\$0									
BUS BRIDGES	\$0									
CLOSE OUT	\$0									
DBE/LABOR	\$0									
PROJECT MANAGEMENT										
* P.M STAFF	\$100,000									
* SUPPORT STAFF	\$0									
* CONSULTANT	\$106,000									
CONTINGENCY	\$91,000			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%						
TOTAL	\$992,000									



PROJECT PROPOSAL

FY24

ZAVALAL PROJECT# 2671.00

PROJECT : VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems									
Mile Posts: 3.67 - 76.63				Division: Valley County: LA Asset Type: Train Control					
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					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems, and 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 SCRRA staff and				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: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$244,000	\$244,000
DESIGN	\$976,000			2025	\$427,000	\$427,000	\$427,000	\$427,000	\$1,708,000
ENVIRONMENTAL	\$0			2026	\$366,000	\$366,000	\$366,000	\$366,000	\$1,464,000
ROW ACQUISITION	\$0			2027	\$366,000	\$366,000	\$366,000	\$366,000	\$1,464,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,480,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$490,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$490,000								
CONTINGENCY	\$444,000								
TOTAL	\$4,880,000								
				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

FY24

HOLMANS PROJECT# 2677.00

PROJECT : RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
River 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 Mile Posts: 0 - 485.20									
				Division: River County: ALL Asset Type: Train Control					
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					
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.				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. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$105,000	\$105,000
DESIGN	\$420,000			2025	\$183,750	\$183,750	\$183,750	\$183,750	\$735,000
ENVIRONMENTAL	\$0			2026	\$157,500	\$157,500	\$157,500	\$157,500	\$630,000
ROW ACQUISITION	\$0			2027	\$157,500	\$157,500	\$157,500	\$157,500	\$630,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,050,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$210,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$229,000								
CONTINGENCY	\$191,000								
TOTAL	\$2,100,000								
				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

FY24

SHAHIDS PROJECT# 2682.00

PROJECT : CMF FACILITY SWITCH GEAR AND FIRE ALARM PANEL

SCOPE				TYPE: SGR MRP											
CMF Facility Switch Gear and Fire Alarm panel															
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities											
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					
Rehab the safety critical components of switch gear and fire alarm system in CMF															
RISK CREATED BY NON-IMPLEMENTATION				1. Condition of Asset..... Worn 2. System Impact..... High											
Fire alarm system is over 30 years old with obsolete part that no longer are supported. Last time failure of a component caused CMF to be on a fire watch for two weeks. Current Age: 31 Year(s) Standard Lifespan: 0 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$65,000	\$65,000						
DESIGN	\$140,000														
ENVIRONMENTAL	\$0			2025	\$113,750	\$113,750	\$113,750	\$113,750	\$455,000						
ROW ACQUISITION	\$0														
MATERIAL	\$0			2026	\$97,500	\$97,500	\$97,500	\$97,500	\$390,000						
CONSTRUCTION	\$780,000														
SPECIAL RAIL EQUIP	\$0			2027	\$97,500	\$97,500	\$97,500	\$97,500	\$390,000						
FLAGGING	\$0														
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0						
CLOSE OUT	\$0														
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0						
PROJECT MANAGEMENT															
* P.M STAFF	\$131,000														
* SUPPORT STAFF	\$0														
* CONSULTANT	\$130,000														
CONTINGENCY	\$119,000			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%											
TOTAL	\$1,300,000														



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2685.00

PROJECT : MOC RESTROOM RENOVATION

SCOPE				TYPE: SGR MRP					
Renovate restroom in MOC.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities					
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					
Restrooms need both cosmetic and functional repairs. Nature of repairs are significant involving heavy re-work of existing facilities.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Every year we spend many hours clearing sewer lines at MOC due to condition.									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$45,000	\$45,000
DESIGN	\$90,000			2025	\$78,750	\$78,750	\$78,750	\$78,750	\$315,000
ENVIRONMENTAL	\$0			2026	\$67,500	\$67,500	\$67,500	\$67,500	\$270,000
ROW ACQUISITION	\$0			2027	\$67,500	\$67,500	\$67,500	\$67,500	\$270,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$540,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$90,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$98,000								
CONTINGENCY	\$82,000								
TOTAL	\$900,000								
				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

FY24

SHAHIDS PROJECT# 2692.00

PROJECT : LAUS MAIN WATER LINE REPLACEMENT

SCOPE				TYPE: SGR MRP											
The current piping is old, galvanized waterline with several leaking and rusted sections.															
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities											
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					
The current infrastructure is an old, galvanized pipe with several leaks and many pitted and rusted section.										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: 123 Year(s) Standard Lifespan: 0 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$12,500	\$12,500						
DESIGN	\$26,000														
ENVIRONMENTAL	\$0			2025	\$21,875	\$21,875	\$21,875	\$21,875	\$87,500						
ROW ACQUISITION	\$0														
MATERIAL	\$0			2026	\$18,750	\$18,750	\$18,750	\$18,750	\$75,000						
CONSTRUCTION	\$150,000														
SPECIAL RAIL EQUIP	\$0			2027	\$18,750	\$18,750	\$18,750	\$18,750	\$75,000						
FLAGGING	\$0														
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0						
CLOSE OUT	\$0														
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0						
PROJECT MANAGEMENT															
* P.M STAFF	\$25,000														
* SUPPORT STAFF	\$0														
* CONSULTANT	\$26,000														
CONTINGENCY	\$23,000			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%											
TOTAL	\$250,000														



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2693.00

PROJECT : STORM WATER OIL SEPARATOR REPLACEMENT

SCOPE				TYPE: SGR MRP											
•Replace existing Storm Water Oil Separator with new system															
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities											
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					
Oil Water separator is reaching end of its life and need replacement for maintaining reliable functionality.															
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: 123 Year(s) Standard Lifespan: 0 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$50,000	\$50,000						
DESIGN	\$100,000			2025	\$87,500	\$87,500	\$87,500	\$87,500	\$350,000						
ENVIRONMENTAL	\$0			2026	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000						
ROW ACQUISITION	\$0			2027	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000						
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0						
CONSTRUCTION	\$600,000			2029	\$0	\$0	\$0	\$0	\$0						
SPECIAL RAIL EQUIP	\$0														
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0														
DBE/LABOR	\$0														
PROJECT MANAGEMENT															
* P.M STAFF	\$99,000														
* SUPPORT STAFF	\$0														
* CONSULTANT	\$110,000														
CONTINGENCY	\$91,000			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%											
TOTAL	\$1,000,000														



PROJECT PROPOSAL

FY24

CHAKLADARA PROJECT# 2702.00

PROJECT : REHAB OF FIREWALLS AT 2 LOCATIONS

SCOPE				TYPE: SGR MRP					
Rehabilitate Firewall Infrastructure at 2 locations. The scope includes replacing end of life Palo Alto Firewalls with Palo Alto Networks Model PA-1410, along with the software for Advanced Threat Protection, Wildfire, Advanced URL Filtering and Global Protect VPN software, and the related accessories such as optical transceivers, and cables. The costs also include cutover services to transition from the existing firewalls to the new firewalls.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Information Technology					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Increase system utilization									
JUSTIFICATION				RANKING // PROJECT READINESS					
The Palo Alto Firewalls at 2 locations are over 4 years old and are nearing their end of life and will no longer be supported by the vendor. New, upgraded firewalls with better cybersecurity threat protection, URL filtering and more secure VPN software is needed to maintain the state of good repair for these assets.				1. Condition of Asset..... Worn 2. System Impact..... High The Firewalls are critical to protecting the other infrastructure assets from a cyberattack. If compromised, the agency could lose access and use to several systems, tarnish its reputation, and/or impair its business.					
RISK CREATED BY NON-IMPLEMENTATION									
Firewalls are the first line of defense from cyberattacks. They guard the perimeters of the agency and prevent hackers from launching cyberattacks and compromising the									
Current Age: 5 Year(s) Standard Lifespan: 5 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$12,800	\$12,800
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2025	\$22,400	\$22,400	\$22,400	\$22,400	\$89,600
MATERIAL	\$185,000								
CONSTRUCTION	\$0			2026	\$19,200	\$19,200	\$19,200	\$19,200	\$76,800
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2027	\$19,200	\$19,200	\$19,200	\$19,200	\$76,800
CLOSE OUT	\$26,000								
DBE/LABOR	\$0			2028	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000			2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$7,000								
* CONSULTANT	\$0								
CONTINGENCY	\$24,000			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%					
TOTAL	\$256,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2742.00

PROJECT : F125 LOCO "INTERMEDIATE" ENGINE OVERHAUL

SCOPE				TYPE: SGR MRP					
<div>• Engine overhaul - 100% replacement</div> <div>About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.</div> <div>Mile Posts: n/a</div> <div>Division: All County: ALL Asset Type: Rolling Stock</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
<div>To maintain Tier 4 emissions ""intermediate"" engine overhaul is required at approx. 4 years of service. About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.</div>				<div>1. Condition of Asset..... Worn</div> <div>2. System Impact..... High</div>					
RISK CREATED BY NON-IMPLEMENTATION									
<div>If engines aren't overhauled, there could be a risk to service and warranty.</div> <div>Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)</div>									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$321,750	\$321,750
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$563,062	\$563,062	\$563,062	\$563,064	\$2,252,250
ROW ACQUISITION	\$0								
MATERIAL	\$4,950,000			2026	\$482,625	\$482,625	\$482,625	\$482,625	\$1,930,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$482,625	\$482,625	\$482,625	\$482,625	\$1,930,500
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$495,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$405,000								
CONTINGENCY	\$585,000								
TOTAL	\$6,435,000								
				<div>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%</div>					



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2744.00

PROJECT : MP36 LOCO OVERHAUL

SCOPE				TYPE: SGR MRP											
<div>•Engine (both HEP and Main) partial overhaul - replace as needed basis.</div> <div>•HVAC overhaul with R-407c freon replacement</div> <div>•Truck/Suspension overhaul</div> <div>•Exterior repaint</div> <div>•Coupler overhaul</div> <div>Mile Posts: n/a</div>				Division: All County: ALL Asset Type: Rolling Stock											
OBJECTIVES				RISKS CAUSING PROJECT DELAY											
<div>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div>															
JUSTIFICATION										RANKING // PROJECT READINESS					
This overhaul of legacy fleet is needed for bridging time to purchase new locomotives.															
RISK CREATED BY NON-IMPLEMENTATION															
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$180,000	\$180,000						
DESIGN	\$0														
ENVIRONMENTAL	\$0														
ROW ACQUISITION	\$0			2025	\$315,000	\$315,000	\$315,000	\$315,000	\$1,260,000						
MATERIAL	\$2,520,000														
CONSTRUCTION	\$0														
SPECIAL RAIL EQUIP	\$0			2026	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000						
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0			2027	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000						
DBE/LABOR	\$0														
PROJECT MANAGEMENT															
* P.M STAFF	\$362,000			2028	\$0	\$0	\$0	\$0	\$0						
* SUPPORT STAFF	\$0														
* CONSULTANT	\$390,000														
CONTINGENCY	\$328,000			2029	\$0	\$0	\$0	\$0	\$0						
TOTAL	\$3,600,000														
					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%										

FY24 PROPOSED CAPITAL PROGRAM CASHFLOW
as of 03.20.23

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 State of Good Repair	\$63.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$126.3M
	CASH OUTLAY						
2023-24	\$3.2M	\$1.3M	\$0.7M	\$0.8M	\$0.4M	\$0.0M	\$6.3M
2024-25	\$22.2M	\$8.9M	\$4.7M	\$5.3M	\$3.1M	\$0.0M	\$44.2M
2025-26	\$19.0M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$37.9M
2026-27	\$19.0M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$37.9M
Totals	\$63.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$126.3M

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 New Capital	\$9.9M	\$4.1M	\$2.3M	\$3.0M	\$1.5M	\$0.0M	\$20.9M
	CASH OUTLAY						
2023-24	\$0.5M	\$0.2M	\$0.1M	\$0.2M	\$0.1M	\$0.0M	\$1.0M
2024-25	\$3.5M	\$1.4M	\$0.8M	\$1.1M	\$0.5M	\$0.0M	\$7.3M
2025-26	\$3.0M	\$1.2M	\$0.7M	\$0.9M	\$0.5M	\$0.0M	\$6.3M
2026-27	\$3.0M	\$1.2M	\$0.7M	\$0.9M	\$0.5M	\$0.0M	\$6.3M
Totals	\$9.9M	\$4.1M	\$2.3M	\$3.0M	\$1.5M	\$0.0M	\$20.9M

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 Capital Program	\$73.3M	\$29.7M	\$15.7M	\$18.1M	\$10.5M	\$0.0M	\$147.2M
	CASH OUTLAY						
2023-24	\$3.7M	\$1.5M	\$0.8M	\$0.9M	\$0.5M	\$0.0M	\$7.4M
2024-25	\$25.6M	\$10.4M	\$5.5M	\$6.3M	\$3.7M	\$0.0M	\$51.5M
2025-26	\$22.0M	\$8.9M	\$4.7M	\$5.4M	\$3.1M	\$0.0M	\$44.1M
2026-27	\$22.0M	\$8.9M	\$4.7M	\$5.4M	\$3.1M	\$0.0M	\$44.1M
Totals	\$73.3M	\$29.7M	\$15.7M	\$18.1M	\$10.5M	\$0.0M	\$147.2M

Proposed FY2023-24 (FY24) Budget – Request to Transmi t

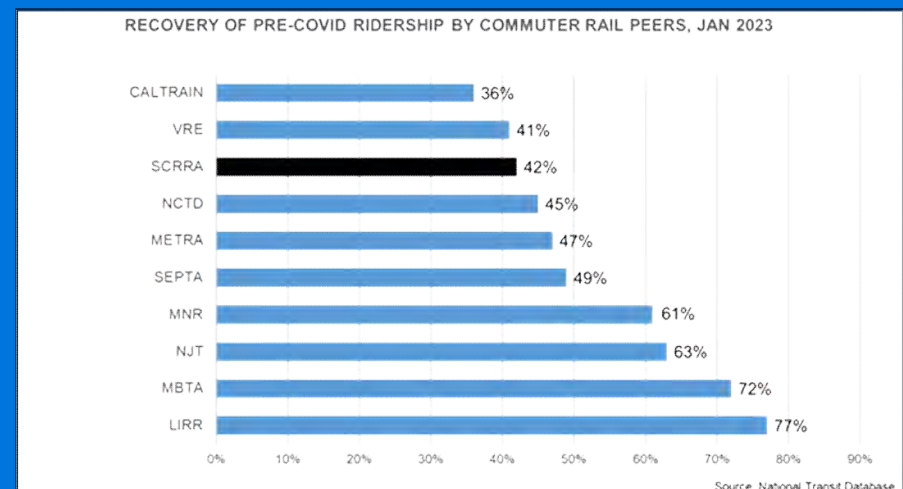
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Transit Industry Ridership Woes

- BART ridership recovery at ~37%, projects they will not reach 70% of pre-COVID ridership for 10 years.
- METRA ridership fell 97% with COVID "Stay At Home Orders". Recovered 47% pre-COVID weekday ridership.
- SEPTA ridership recovery at ~49%.
- MBTA ridership recovery at ~72%.
- CALTRAIN ridership recovery at ~36%.



Financial Challenges Ahead

- Regional / Commuter ridership continues to lag pre-COVID numbers.
 - Lower Ridership = Lower Revenue.
- Communications technology has enabled more workers to perform their daily jobs from home or other remote locations.
- Demand for peak period commuting is evolving.
- Metrolink Federal Relief funds have been exhausted in FY23.
- Majority of the Operational costs are fixed.
- Financial Challenges are placing a Burden on Member Agencies.
- Metrolink's, like other transit agencies, fiscal cliff is looming.

A man in a blue Metrolink uniform shirt and dark pants stands next to a train. He is holding a red bag. The Metrolink logo is visible in the bottom left corner of the image.

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FY24 Budget Assumptions

Service Level:

- Current Service Level
- Full Codeshare (Pending Rail-2-Rail Agreement with LOSSAN)
- Arrow Service is a Separate Budget

Revenue: (Revenue Constraints)

- Revenue / Ridership based on Sperry Capital / KPMG Low Forecast Scenario
- No Fare Increases
- New Fare Promotions

Expenses:

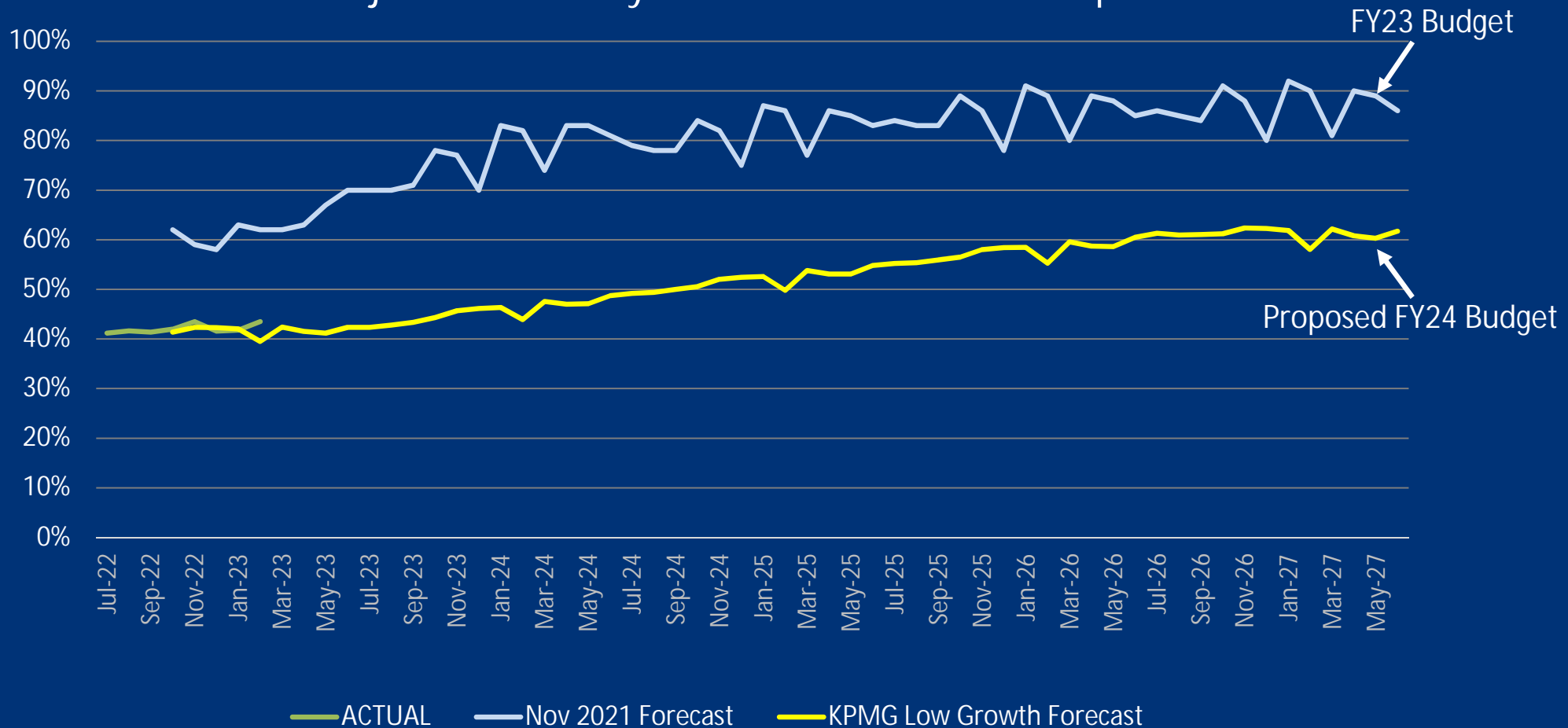
- Contractor Increases only as Mandated by Agreements
- No New FTE Headcount
- 5.0% Merit Pool
- No COLA

Reporting:

- Monthly
- Formal Mid-Year Budget Review
- Arrow Service Monthly Budget & Revenue / Ridership

Revenue/Ridership Recovery Scenarios (KPMG/Sperry Dec 2022)

Projected Recovery of Pre-Pandemic Ridership



Proposed FY24 Operations Budget

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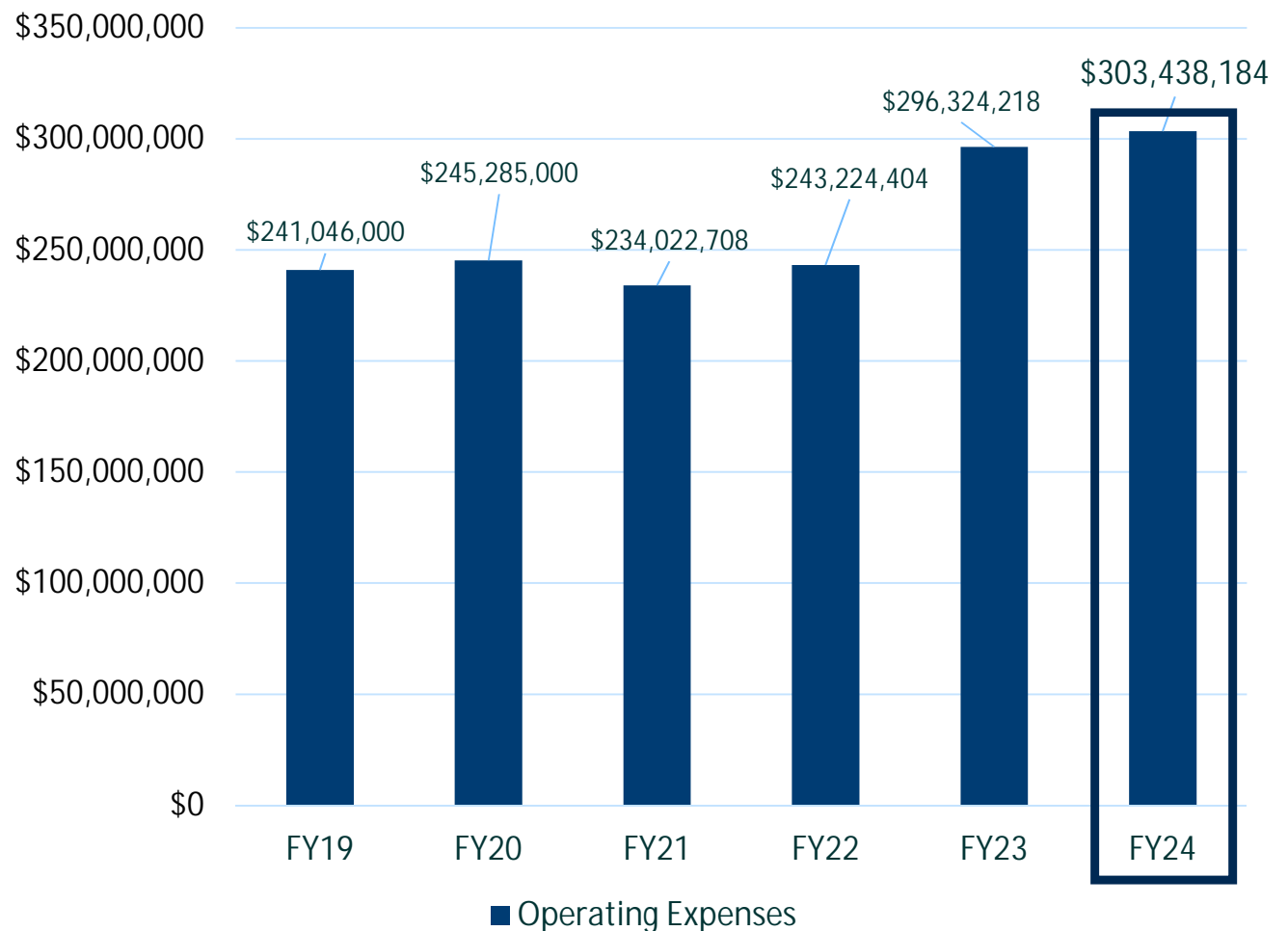


Proposed FY24 Operating Budget Overview

- Operating Revenue - \$52.8M
 - Decrease from FY23 of \$13.7M or 20.7%
- Total Expenses - \$303.4M
 - Increase from FY23 of \$7.1M or 2.4%
- Member Agency Support - \$250.7M
 - Increase from FY23 of \$20.9M or 9.1%
- Working Capital - \$50.0M
 - New request to address Cashflow Challenges



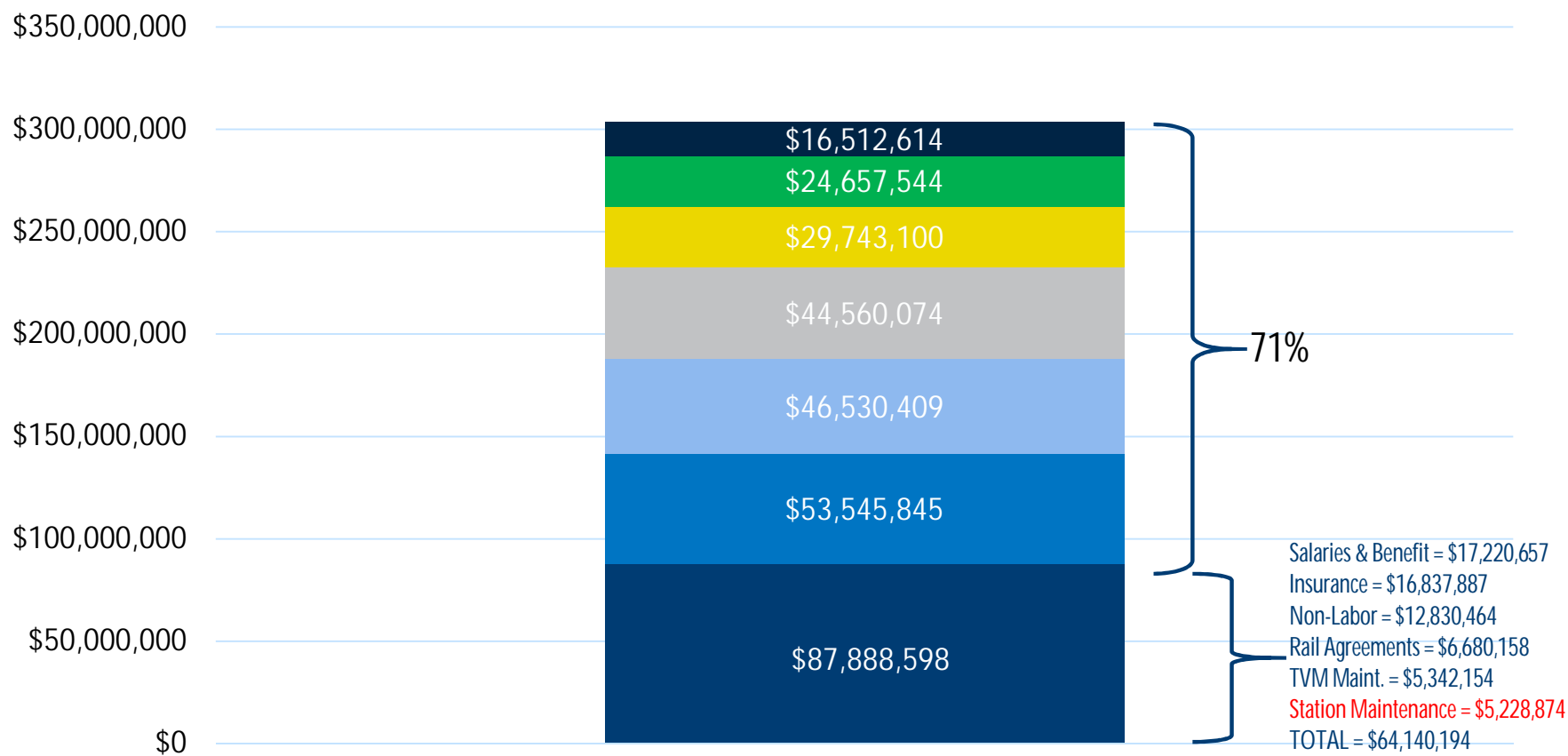
Operating Expenses FY19 – FY24



Notes:

- FY19, FY20, FY21, & FY22 Actuals
- FY23 & FY24 Budgets not Actuals

Top Drivers of \$303.4M Operating Expenses - FY24



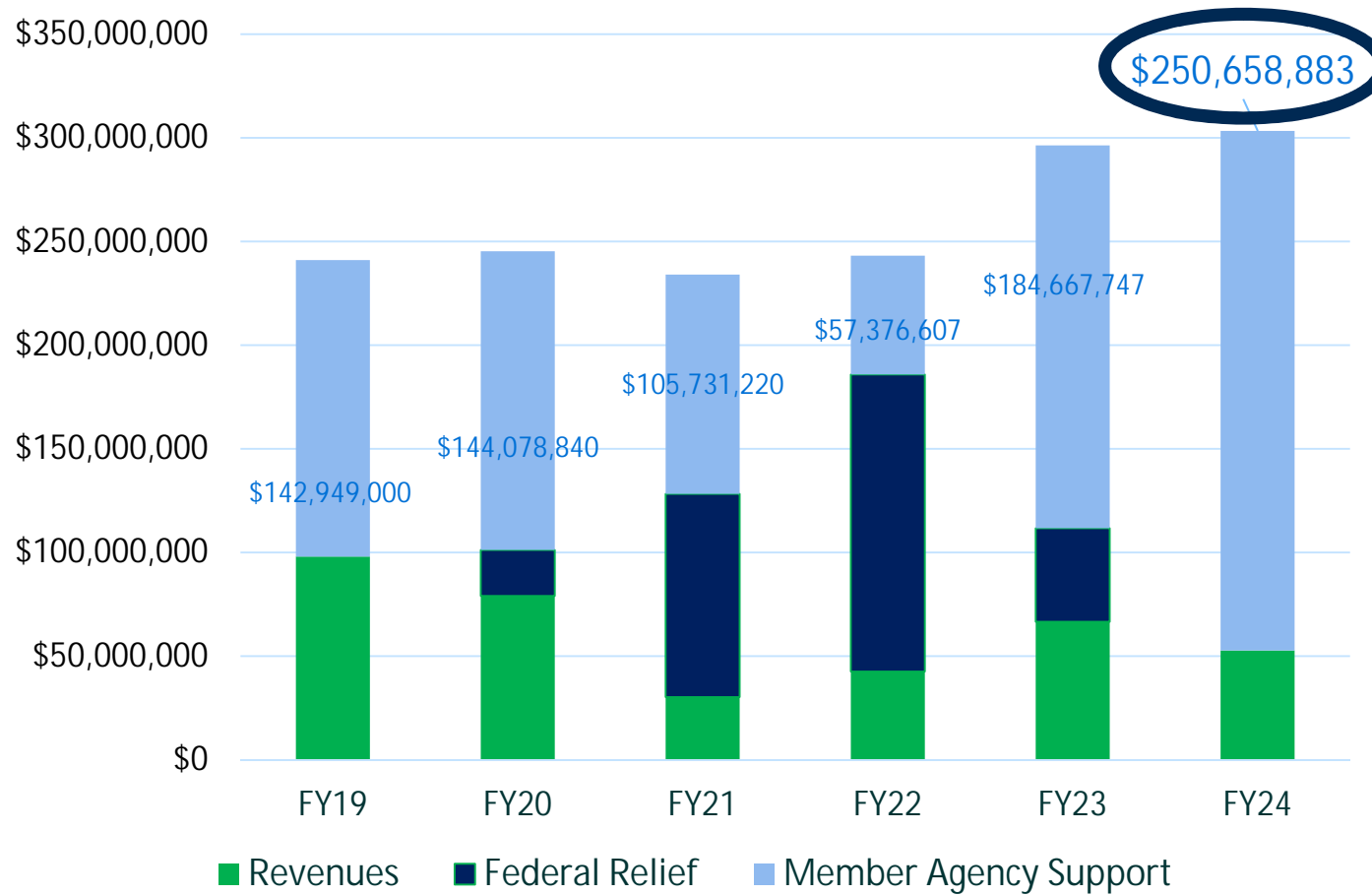
FY24

■ Others
 ■ MoW - Line Segments
 ■ Train Operations
 ■ Equipment Maint.
 ■ Fuel
 ■ Overhead
 ■ Security

Note:

- MoW – Line Segments = Tracks & Signals and Structures
- Station Maintenance increase driven by CAM Union Station annual increase

Operating Expenses Funding Sources FY19 – FY24

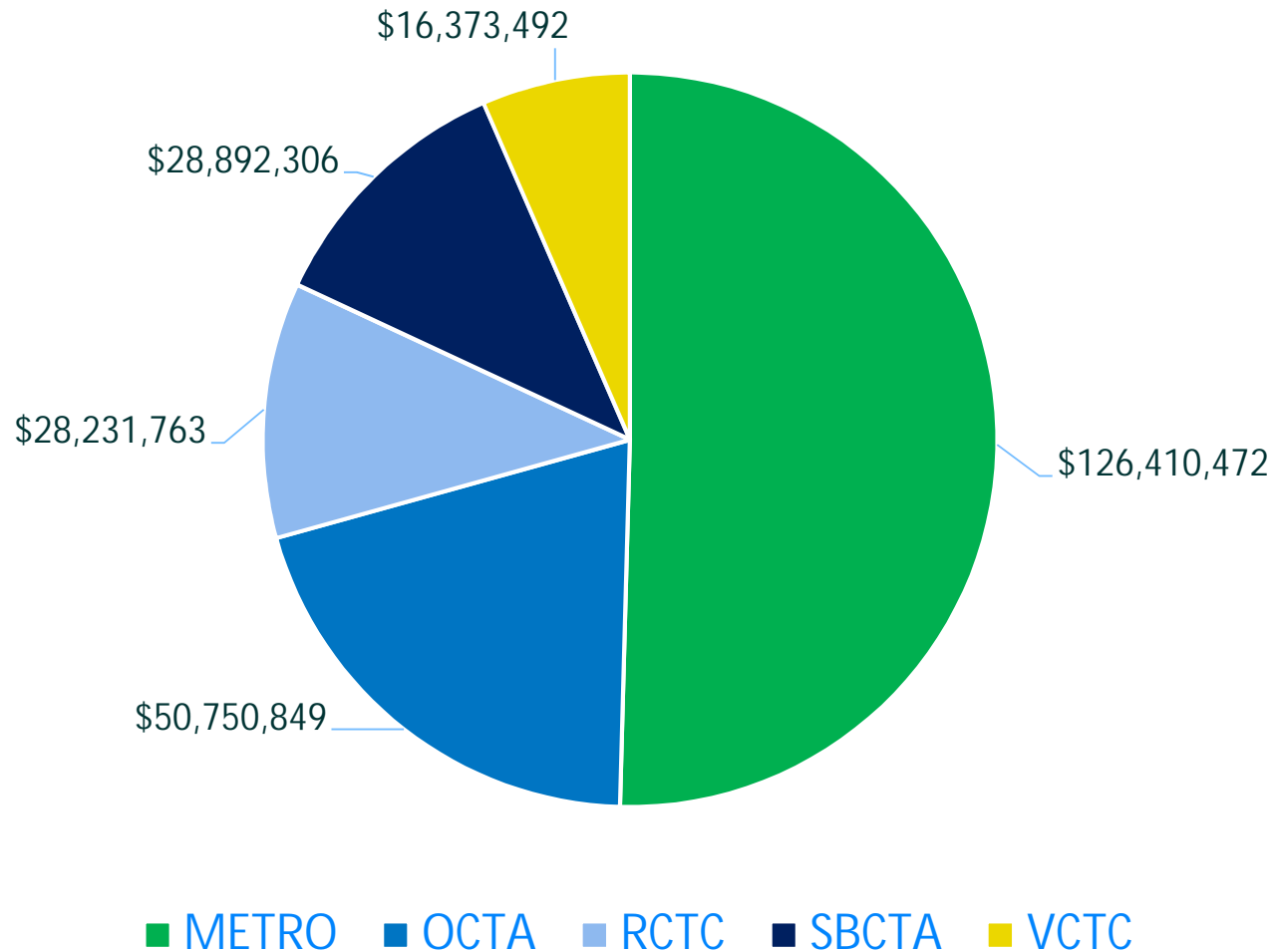


Notes:

- FY19, FY20, FY21, & FY22 Actuals
- FY23 & FY24 Budgets not Actuals

Proposed FY24 Operating Support Required by Member Agency

Support Required by Member Agency (\$250.7M)



Notes:

- Total does **not** include “Working Capital” request

Proposed FY24 Capital Budget

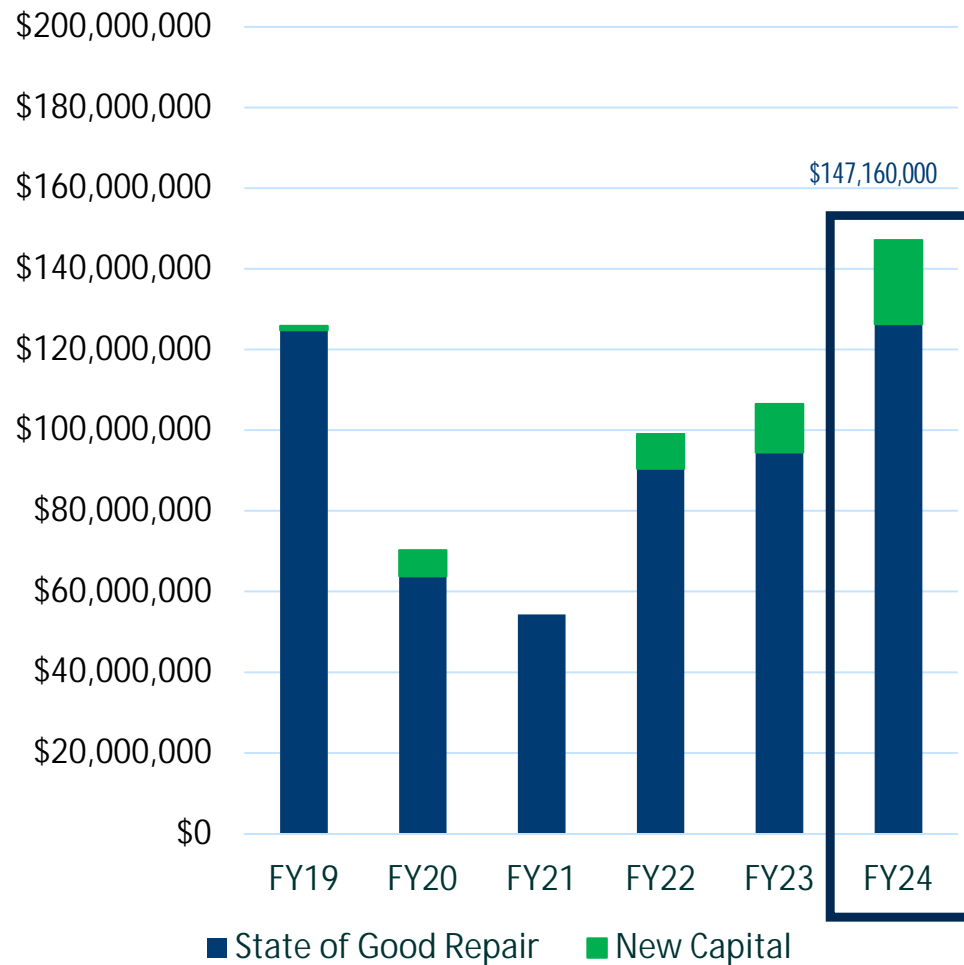
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Proposed FY24 Capital Program Overview

- State of Good Repair - \$126.3M
 - Increase from FY23 of \$31.9M or 33.7%
- New Capital - \$20.9M
 - Increase from FY23 of \$8.8M or 72.7%

Capital Programs are Critical Components of System Safety

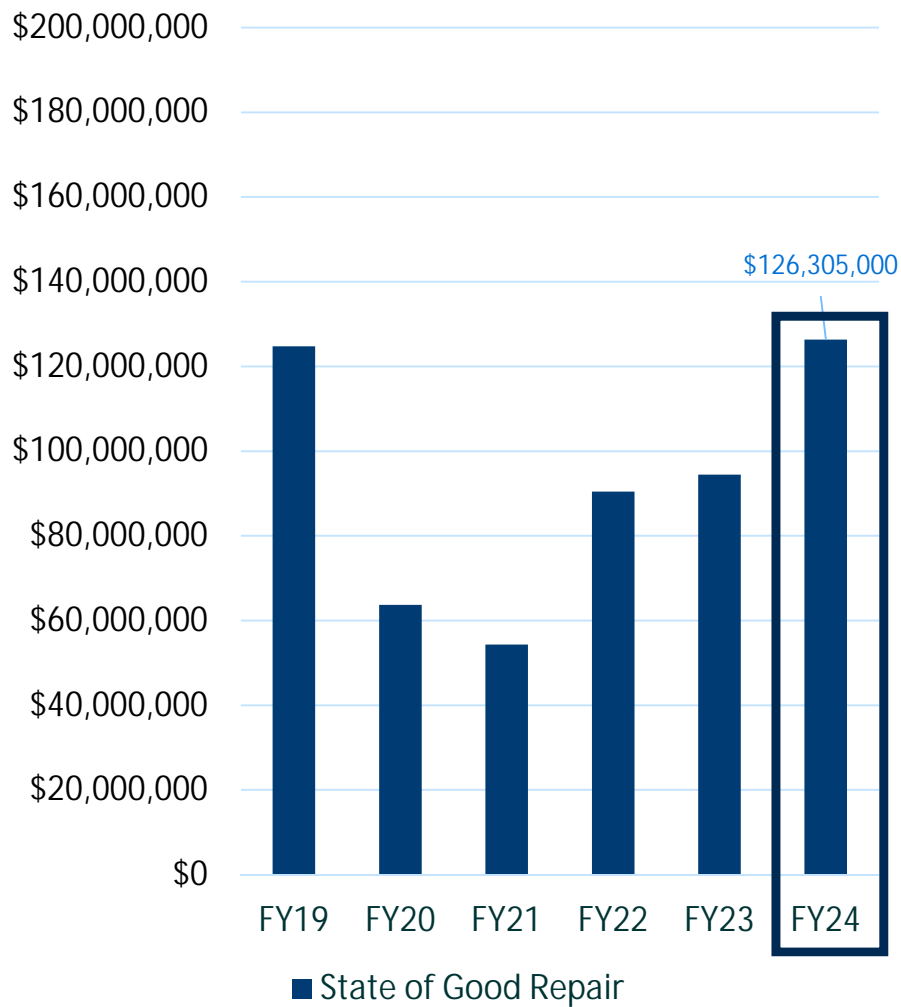


Note: FY23 data does not include New Capital Tier 4 Locomotive Purchase

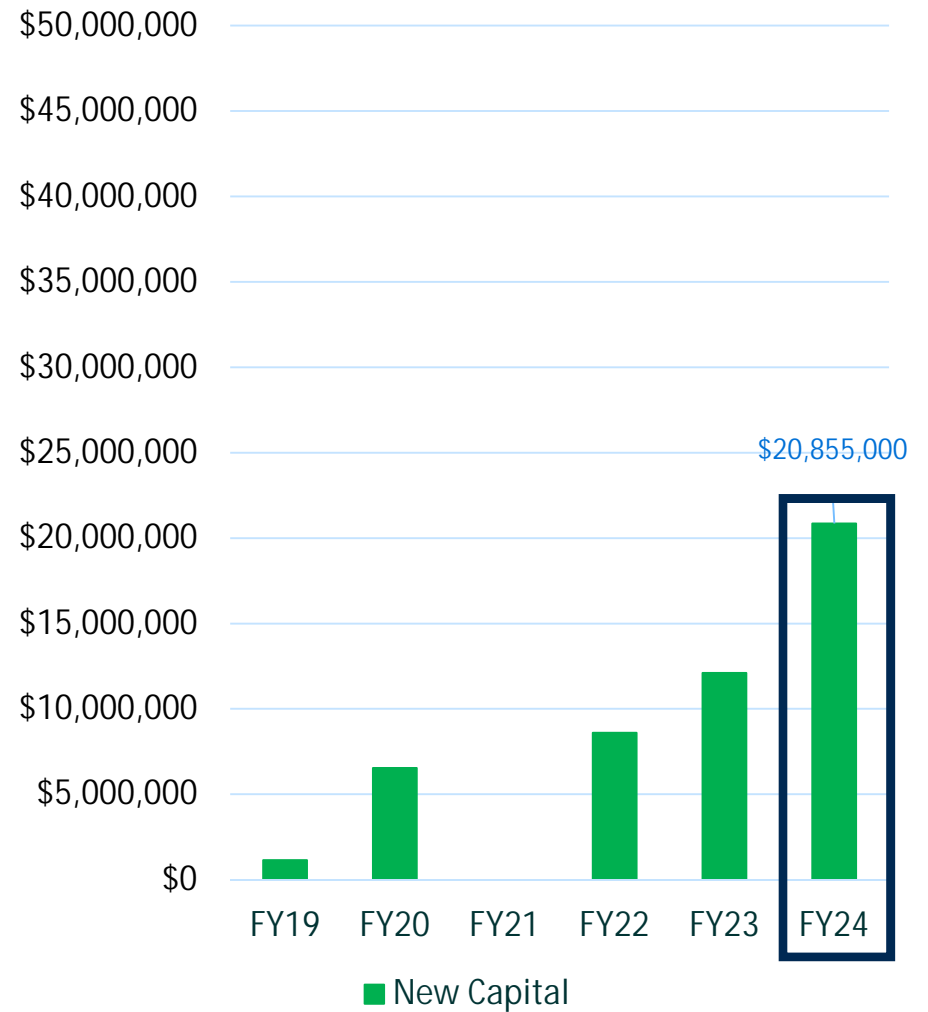


Proposed FY24 Capital Budget

State of Good Repair



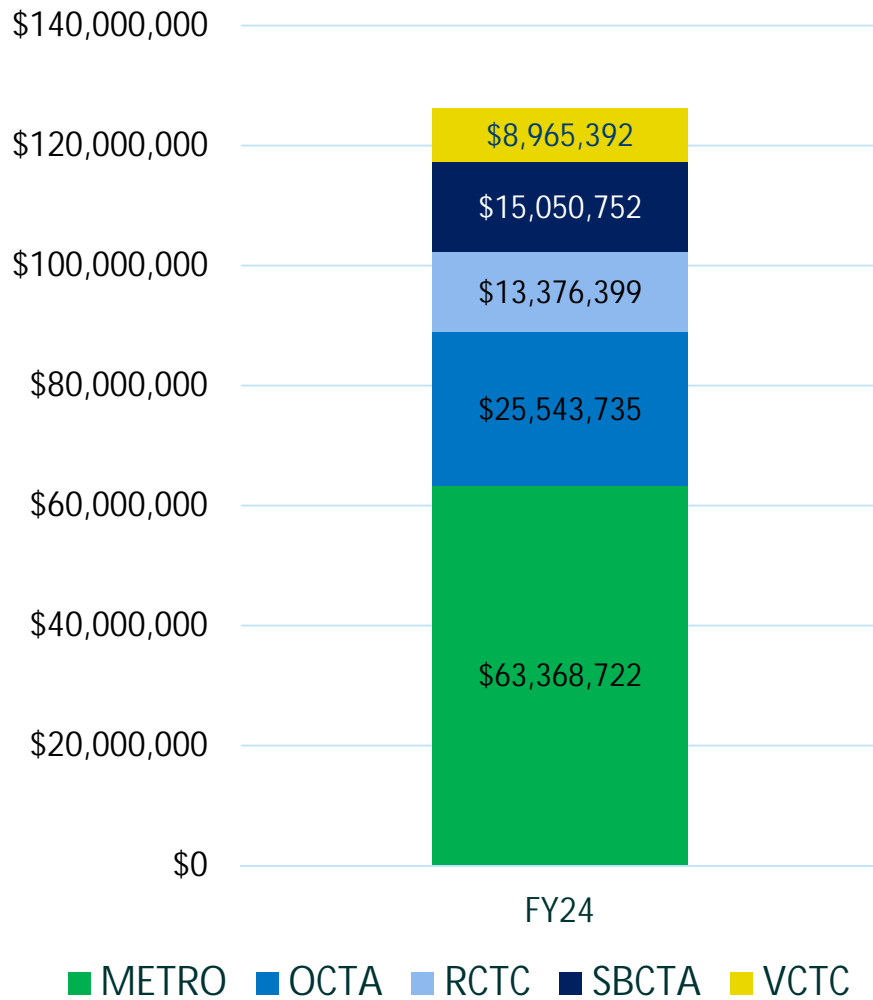
New Capital



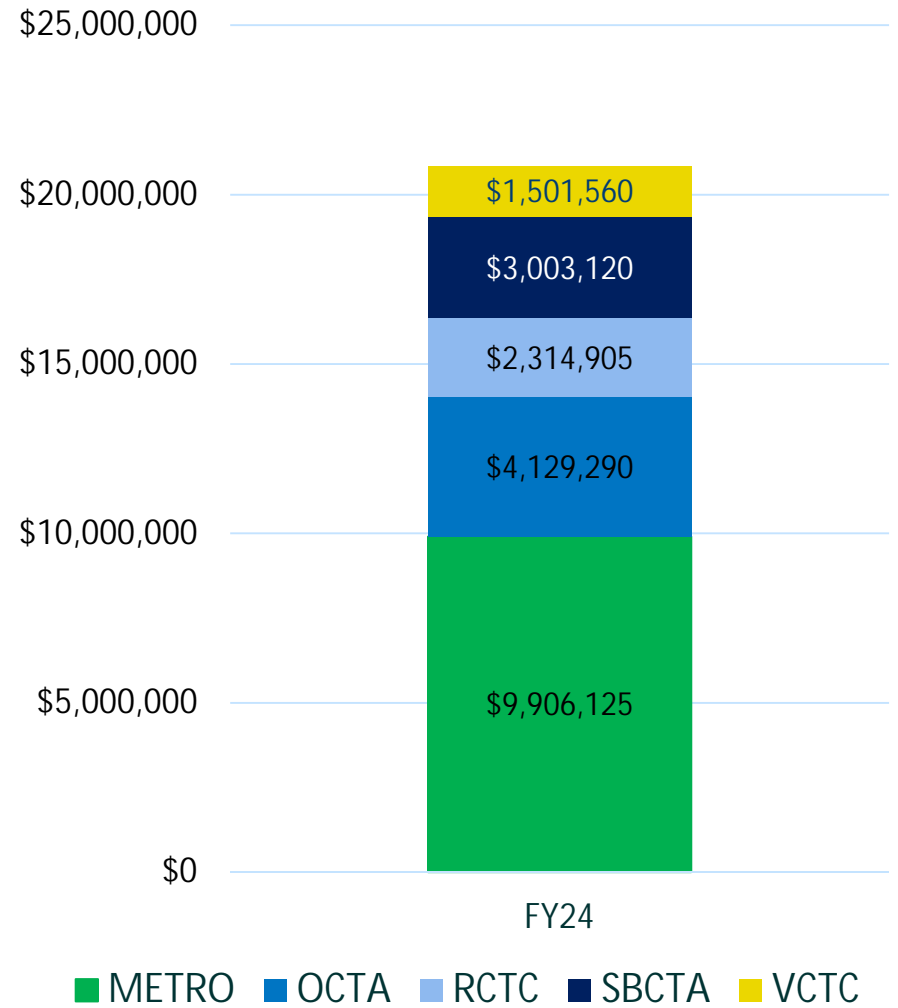
Note: FY23 data does not include New Capital Tier 4 Rolling Stock Purchase

FY24 Capital Budget Funding by Member Agency

State of Good Repair



New Capital



Summary



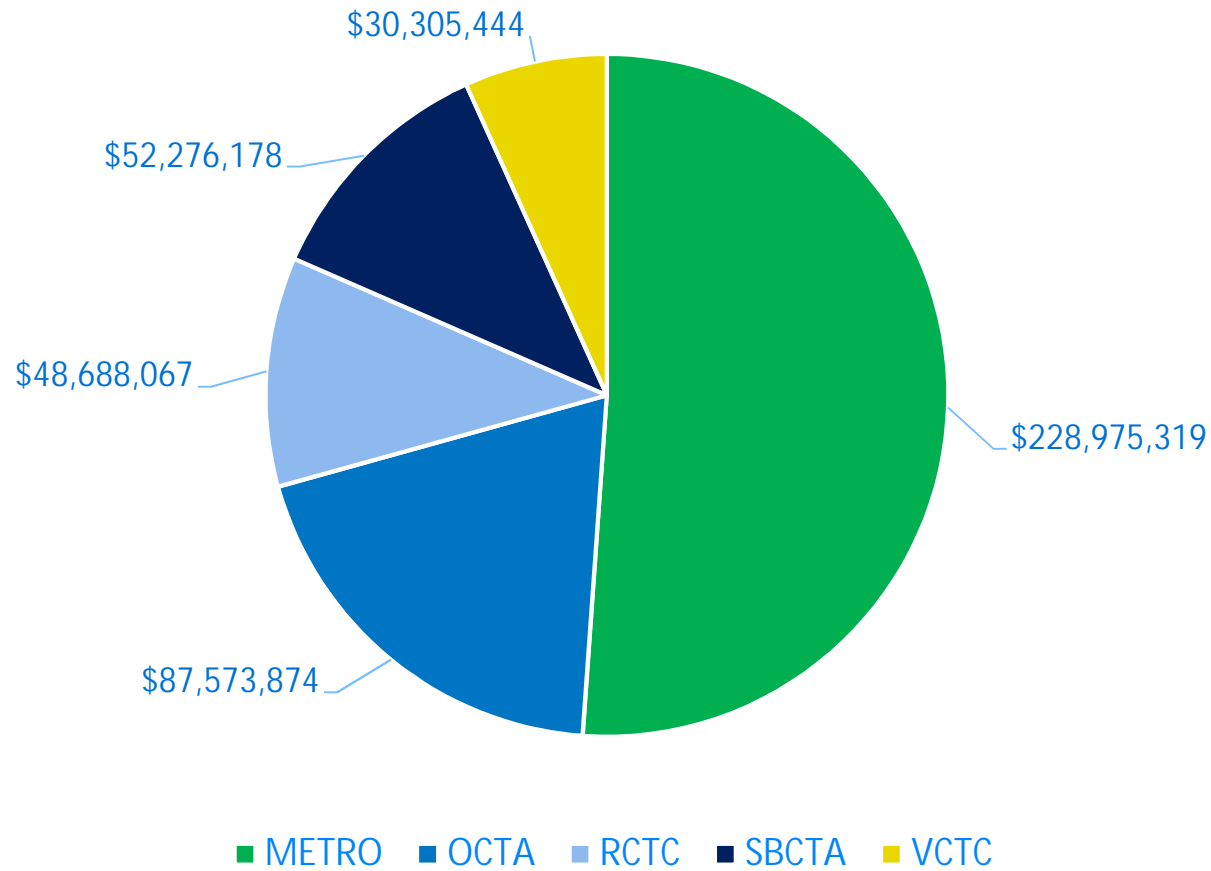
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FY24 Budget Summary

Summary of Support by Member Agency

Proposed FY24 Budget Summary (\$447.8M)



- Total Proposed FY24 Budget with Working Capital

FY24 Budget Summary

Summary of Support by Member Agency

FY24 Proposed Budget (Current)

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 250,658,882	\$ 126,410,472	\$ 50,750,849	\$ 28,231,763	\$ 28,892,306	\$ 16,373,492
Total Capital Support	\$ 147,160,000	\$ 73,274,847	\$ 29,673,025	\$ 15,691,304	\$ 18,053,872	\$ 10,466,952
SUB-TOTAL =	\$ 397,818,882	\$ 199,685,319	\$ 80,423,874	\$ 43,923,067	\$ 46,946,178	\$ 26,840,444
Working Capital Request	\$ 50,000,000	\$ 29,290,000	\$ 7,150,000	\$ 4,765,000	\$ 5,330,000	\$ 3,465,000
TOTAL =	\$ 447,818,882	\$ 228,975,319	\$ 87,573,874	\$ 48,688,067	\$ 52,276,178	\$ 30,305,444

FY23 Amended Budget

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 229,800,737	\$ 117,951,427	\$ 45,988,164	\$ 25,890,809	\$ 25,224,743	\$ 14,745,594
Total Capital Support	\$ 106,545,000	\$ 47,958,000	\$ 29,531,440	\$ 9,688,080	\$ 12,568,320	\$ 6,284,160
Working Capital Request	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL =	\$ 336,345,737	\$ 165,909,427	\$ 75,519,604	\$ 35,578,889	\$ 37,793,063	\$ 21,029,754

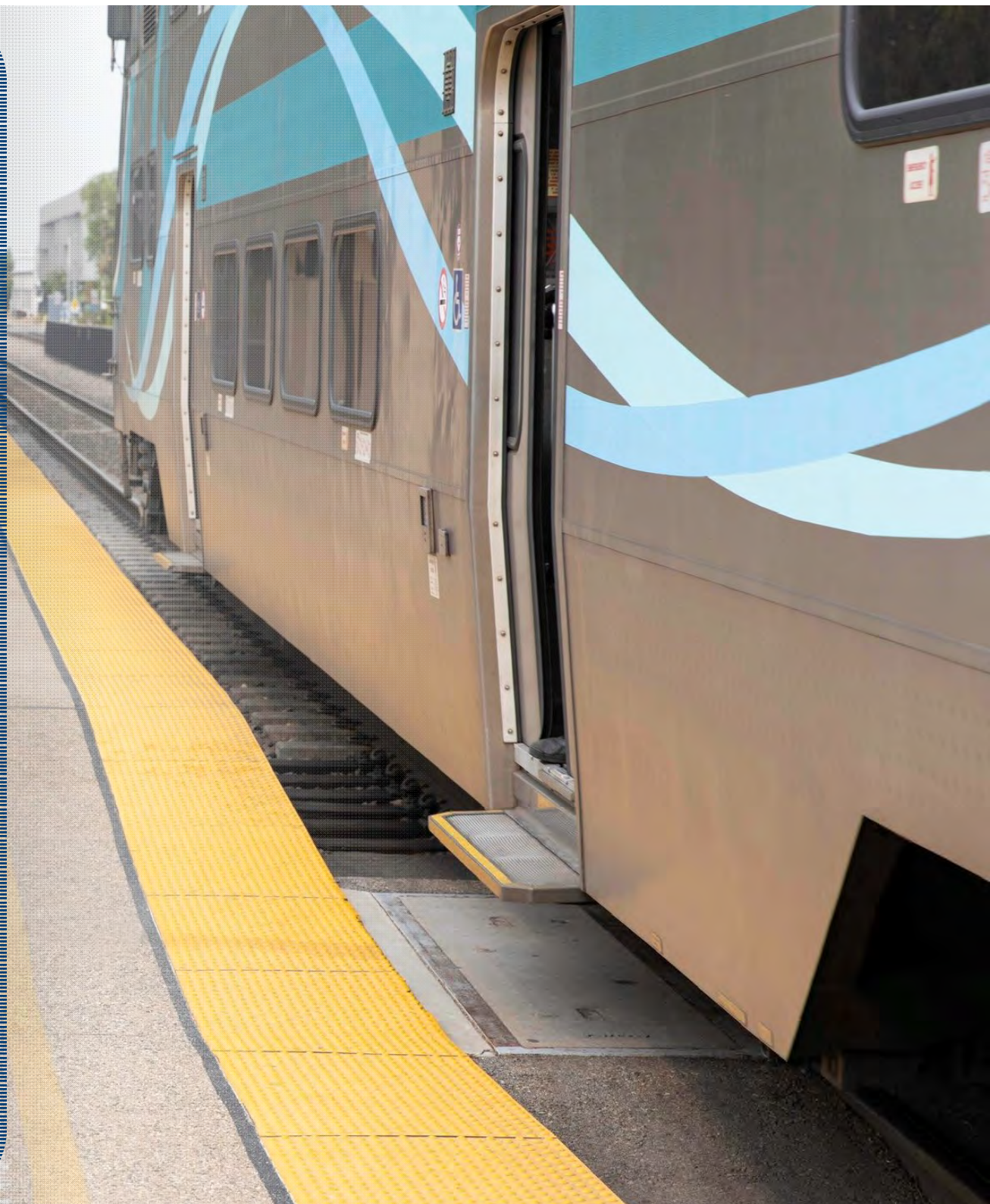
Variance

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total w/o Working Capital	\$ 61,473,145	\$ 33,775,892	\$ 4,904,270	\$ 8,344,178	\$ 9,153,115	\$ 5,810,690
variance	18.3%	20.4%	6.5%	23.5%	24.2%	27.6%
Total w/ Working Capital	\$ 111,473,145	\$ 63,065,892	\$ 12,054,270	\$ 13,109,178	\$ 14,483,115	\$ 9,275,690
variance	33.1%	38.0%	16.0%	36.8%	38.3%	44.1%

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Back Up

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FY24 Operating Budget Summary of Support by Member Agency

FY24 Proposed Budget (CURRENT)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	28,214,617	12,138,405	4,116,866	6,855,364	1,454,046	52,779,298
Total Expenses	154,625,089	62,889,254	32,348,629	35,747,670	17,827,538	303,438,180
FY24 Member Agency Support (Loss)	(126,410,472)	(50,750,849)	(28,231,763)	(28,892,306)	(16,373,492)	(250,658,882)

FY23 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	33,640,404	16,195,954	5,872,140	9,013,543	1,801,441	66,523,481
Total Expenses	151,591,831	62,184,118	31,762,948	34,238,286	16,547,034	296,324,218
FY23 Member Agency Support (Loss)	(117,951,427)	(45,988,164)	(25,890,809)	(25,224,743)	(14,745,594)	(229,800,737)

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenues	(5,425,787)	(4,057,549)	(1,755,274)	(2,158,179)	(347,395)	(13,744,183)
variance	-16.1%	-25.1%	-29.9%	-23.9%	-19.3%	-20.7%
Expenses	3,033,258	705,136	585,681	1,509,384	1,280,504	7,113,962
variance	2.0%	1.1%	1.8%	4.4%	7.7%	2.4%
Member Agency Support (increase) / decrease	(8,459,045)	(4,762,685)	(2,340,954)	(3,667,563)	(1,627,898)	(20,858,145)
variance	-7.2%	-10.4%	-9.0%	-14.5%	-11.0%	-9.1%

FY24 Operating Budget

Summary of Member Agency Support by Line

FY24 Proposed Budget (CURRENT)

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	15,677,747	4,018,862	10,285,337	2,798,005	10,627,540	4,926,708	4,445,098	52,779,297
Total Expenses	69,833,421	38,871,891	60,245,890	24,071,887	44,645,408	35,314,956	30,454,727	303,438,180
FY24 Member Agency Support (Loss)	(54,155,674)	(34,853,029)	(49,960,553)	(21,273,882)	(34,017,868)	(30,388,248)	(26,009,629)	(250,658,883)

FY23 Amended Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	19,508,547	4,934,705	12,286,922	3,201,774	12,728,840	7,919,490	5,943,203	66,523,481
Total Expenses	66,439,127	37,378,986	59,156,166	23,717,633	44,676,744	35,279,114	29,676,450	296,324,218
FY23 Member Agency Support (Loss)	(46,930,580)	(32,444,281)	(46,869,244)	(20,515,859)	(31,947,904)	(27,359,623)	(23,733,247)	(229,800,737)

Year-Over-Year Variance

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenues variance	(3,830,800) -19.6%	(915,843) -18.6%	(2,001,585) -16.3%	(403,769) -12.6%	(2,101,300) -16.5%	(2,992,782) -37.8%	(1,498,105) -25.2%	(13,744,184) -20.7%
Expenses variance	3,394,294 5.1%	1,492,905 4.0%	1,089,724 1.8%	354,254 1.5%	(31,336) -0.1%	35,842 0.1%	778,277 2.6%	7,113,962 2.4%
Member Agency Support (increase) / decrease variance	(7,225,094) -15.4%	(2,408,748) -7.4%	(3,091,309) -6.6%	(758,023) -3.7%	(2,069,964) -6.5%	(3,028,625) -11.1%	(2,276,382) -9.6%	(20,858,146) -9.1%

A woman with blonde hair, wearing a black face mask, a black backpack, and purple athletic wear, stands on a train platform. She is holding a purple rolling suitcase. The platform has a yellow tactile paving strip along the edge. A Metrolink train with a grey and blue livery is stopped at the platform, with its door open. In the background, another person is walking on the platform, and the station structure is visible.

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Thank
you