



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

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metrolinktrains.com

May 16, 2017

SENT VIA EMAIL

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
Darren Kettle, *Executive Director, VCTC*
Anne Mayer, *Executive Director, RCTC*
Phil Washington, *Chief Executive Officer, Metro*
Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Arthur T. Leahy, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Revised Preliminary FY2018 Budget

On May 1, 2017, we transmitted to each of you a Preliminary FY 2017-18 (FY18) SCRRA Budget for Operations and Rehabilitation/New Capital. This was later revised on May 4, 2017 to include the proposed R2R Increase from LOSSAN as directed by our Board of Directors on April 21, 2017.

At the May 12, 2017, Board Meeting, the Directors voted to include two more items in the FY18 Preliminary Budget. These two items are a one-year Pilot Sunday Service on the Holidays, net cost of \$72k, and a few critical IT Projects designed to enhance customer communication and operational efficiency totaling \$350k.

The attached Revised Preliminary FY18 Budget and accompanying attachments reflects those two additional items. The Budget Summary, Operating Revenues and Operating Expenditure sections have all been revised for this adjustment as well.

Budget Priorities for FY18

The FY18 Preliminary Budget as proposed reflects priorities consistent with the “back to basics” approach outlined in the Strategic Plan, adopted in March 2016. The budget provides funding in alignment with the Authority’s strategic goals and includes the following priorities for the upcoming fiscal year:

- Continued emphasis on safe operations, with the full implementation of Positive Train Control (PTC) as the centerpiece of our efforts.
- Improved reliability and on-time performance, by putting Tier 4 locomotives into service and

providing funding necessary for required equipment maintenance, consistent with the Fleet Management Plan.

- Enhanced customer experience, by implementing upgrades to the mobile ticketing application and a modernized ticket vending system.
- Investment in existing assets to maintain a state of good repair, by funding critical rehabilitation projects and improving processes to accelerate project delivery.
- Ongoing workforce development, by training and engaging employees.

Overall Summary

The FY18 Preliminary Budget as proposed includes new budgetary authority of \$337.9 million. The Preliminary Budget consists of Operating Budget authority of \$243.0 million, a decrease of 0.3% as compared to the FY17 Adopted Budget. New capital authority totals \$94.9 million, \$89.6 million for Rehabilitation Projects and \$5.3 million for New Capital Projects. Carryover of New Capital Projects approved in prior years is \$264.4 million, and carryover of Rehabilitation Projects approved in prior years is \$52.5 million.

Revised Preliminary Operating Budget for FY18

| ((\$000s)) | TOTAL FY17-18 | Metro Share | OCTA Share | RCTC Share | SBCTA Share | VCTC Share |
|--|------------------|------------------|-----------------|-----------------|-----------------|-----------------|
| Revenues | | | | | | |
| Gross Farebox | \$85,159 | \$42,031 | \$22,453 | \$7,759 | \$10,512 | 2,404 |
| Dispatching | 2,125 | 1,130 | 684 | 6 | 55 | 250 |
| Other Operating | 12 | 6 | 3 | 1 | 2 | - |
| Maintenance-of-Way | 13,350 | 8,052 | 2,531 | 667 | 1,556 | 544 |
| Total Revenues FY18 Budget | \$100,646 | \$51,219 | \$25,671 | \$8,433 | \$12,124 | \$3,199 |
| Expenses | | | | | | |
| Train Operations & Services | \$143,486 | \$72,153 | \$33,859 | \$15,860 | \$15,429 | 6,185 |
| Maintenance-of-Way | 41,607 | 22,046 | 8,446 | 3,200 | 5,458 | 2,458 |
| Administration & Services | 40,289 | 19,261 | 7,314 | 5,736 | 4,172 | 3,806 |
| Insurance | 17,663 | 9,418 | 4,290 | 1,342 | 2,026 | 586 |
| Total Expense FY18 Budget | \$243,045 | \$122,877 | \$53,910 | \$26,139 | \$27,084 | \$13,035 |
| Total FY18 Budget Subsidy by Member | \$142,399 | \$71,659 | \$28,239 | \$17,705 | \$14,960 | \$9,836 |
| FY 2016-17 Budget Subsidy by Member | \$141,989 | \$71,998 | \$28,294 | \$17,345 | \$14,841 | \$9,511 |
| Over/(Under) Last Year Budget | 410 | (340) | (56) | 361 | 119 | 325 |
| Percent of Change | 0.3% | (0.5%) | (0.2%) | 2.1% | 0.8% | 3.4% |

Numbers may not foot due to rounding.

Major Assumptions for FY18 Preliminary Operating Budget

- No fare increase.
- A slight increase (0.7%) of Farebox Revenues.
- Reflects the implementation of a Fuel Hedging Program purchase fuel for efficiently and stabilize the fuel budget from year to year.
- Reflects the reduction of 2.0 FTE positions.
- Reflects a 2.0% Cost of Living Adjustment, and a 3.0% Pool for Performance Based Merit Adjustment.
- Reflects the final portion of \$3.0m for the reservation of the insurance deductible related to the Oxnard incident.
- Assumes the operation of a total of 2.8 million revenue service miles through the operation of 172 weekday trains and 90 weekend trains.
- Adds Sunday Service on Holidays
- No incremental regular services were requested for FY18.

All operational budget description below refers to attached detailed Attachments A through D.

Operating Revenues

Operating revenues include farebox, dispatching revenues, maintenance-of-way revenues, interest, other minor miscellaneous revenues, which are estimated to total \$100.6 million for FY18, a decrease of \$1.2 million or 1.2% compared to the FY17 Adopted Budget.

Farebox Revenues, the largest operating revenue of the budget, are projected to increase \$0.6 million or 0.7% compared to the FY17 Adopted Budget to a total of \$85.2 million.

Dispatching and Maintenance of Way (MOW) revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The FY18 Preliminary Revenue projection estimates a decrease of 18.0% in Dispatch Revenues from the FY17 Adopted Budget to a total of \$2.1 million. This decrease is primarily the result of lower on time bonuses from Amtrak based on lower on time performance as a result of scheduled track closures or non-running Amtrak trains on weekends. This reduces the number of trains and the number of train miles which reduces the calculation for Amtrak Intercity revenues. The FY18 proposed MOW Revenues are projected to decrease 8.8% to \$13.4 million. Reduced rail freight traffic for the largest segment of our MOW Revenue (Saugus-UPRR) translates to a reduction of our revenue which is calculated based on 'car miles'. We are currently in negotiation with Union Pacific to review this and other reciprocal agreements with that Freight Line. Our goal with both Union Pacific and the other Freight Rail Roads is to receive an amount for Maintenance of Way commensurate with our current costs, and more reflective of the additional wear on our system for the heavier loads carried by the transport of freight.

Operating Expenditures

Train Operations, Maintenance-of-Way (MOW), Administration, and Insurance

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY18 Revised Preliminary Budget for expenditures related to Train Operations is \$143.5 million.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY18 budgeted amount for expenditures related to MOW is \$41.6 million.

The FY18 Preliminary Budget for expenditures related to Administration & Services is \$40.3 million and Insurance/Claims \$17.7 million.

Overall, the total FY18 preliminary budgeted expenditures have decreased from the FY17 Adopted Budget by \$0.8m or 0.3%. The components of this change are as described below.

- Total Train operations have decreased by \$1.2 million. The primary reasons for the \$1.2 million decrease are: Amtrak increase \$0.3m (Holiday service); Fuel costs have reduced by \$3.1m due to a combination of Fuel hedging and lower diesel prices; Equipment maintenance is down \$0.9m, a combination of an increase of \$2.5m in the Bombardier equipment Maintenance agreement (which increased in this year to provide an agreement for a lower (3.5%) increase fixed for the next eight year and a decrease of \$2.7m in material issues for rolling stock repairs and a decrease in Other Mechanical Services of \$0.7m; offset by increases in Sheriffs of \$0.3m and increases in Guards of \$0.8m. (Guards are up as a result of a very low bid for 1st year services in a multi-year agreement. The bid is still the lowest overall); Utilities/Leases increase of \$0.5m; Amtrak Transfers have increased by \$0.8m as a result of a transfer price increase by LOSSAN.
- Maintenance of Way has increased by \$2.0 million. The primary reasons for the increase are Track maintenance, up \$0.4m; Signal/Communications maintenance \$1.2m (as a result of the necessity to focus recent rehabilitation efforts on Track and Structures); Overhead allocation \$0.5m; Labor & fringe \$0.6m; all other categories total increase of \$0.8m offset by decrease in Extraordinary Maintenance \$0.4m, PTC \$1.1M.
- Administration and Services have increased by \$3.6 million. The primary reasons for the increase include \$2.0m in the Ops Non Labor Category as a result of a PTC WABTEC license maintenance fee. (The original contract which was negotiated to include maintenance and was included in Capital, has now expired. In FY18, this becomes an operating cost for the Authority.) Indirect Administrative Expense as a result of \$0.4 in IT projects. Operations Professional Services increased by \$1.3m due to the combination of a consultant to monitor the new Bombardier Contract, \$0.6m and CFR training to comply with FRA regulations \$0.3m, and a consultant to establish a ticket sales system at retail stores, \$0.4m.
- Total Insurance expense increased by \$0.9m. The primary reason for the increase is the incremental increase of \$1.0m to provide a reserve for insurance deductible related to the Oxnard Incident, offset by an insurance premium decrease of \$0.1m.

The attachments as listed below provide additional detail on the FY18 Preliminary Operating Budget as described.

- Attachment A: Presents a summary of the Revenues, Expenses and Subsidy proposed for FY18. This attachment also shows a comparison to the FY17 Adopted Budget.
- Attachment B: Presents the Historical Detailed Annual Operating Budget by Cost Component. The attachment provides Actual expense for FY14, FY15 & FY16, Adopted Budget for FY17 and Preliminary Budget for FY18, with a variance comparison between FY17 Adopted Budget and FY18 Preliminary Budget.
- Attachment C: Presents the Detailed FY18 Preliminary Annual Operating Budget by Cost Component by Member Agency.
- Attachment D: Presents an analysis of the elements of change (as described above) between the FY17 Adopted Budget and the FY18 Preliminary Budget.
- Attachment E (NEW): Presents the Net Local Subsidy by Member at full dollar amount with comparisons to prior years. This was a request from Members who require full dollar amounts for the construction of their Board requests.

Capital Budget

Carryforward from prior years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as “Carryovers” because their uncompleted balance moves forward to the following year. Projects authorized in prior years but “carried over” total \$52.5 million for Rehabilitation and \$264.4 million for New Capital. They are shown in detail on Attachments O and P respectively.

Preliminary Capital Rehabilitation Request for FY18

| FY18 Rehab Project Allocation by Funding Source (Includes Other Funding Sources) | | | | | | | (000s) |
|---|------------------|-------------------|-----------------|-----------------|-----------------|------------------|------------------|
| Asset / Funding Source | Metro | OCTA | RCTC | SBCTA | VCTC | Other | Total |
| Business Systems | \$ 864 | \$ 360 | \$ 202 | \$ 262 | \$ 131 | | \$ 1,819 |
| Communications | \$ 303 | \$ 170 | \$ 61 | \$ 84 | \$ 57 | | \$ 675 |
| Facilities | \$ 1,140 | \$ 79 | \$ 44 | \$ 58 | \$ 29 | | \$ 1,349 |
| Grade Crossing | \$ 6,501 | \$ 666 | \$ 59 | \$ 1,286 | \$ 930 | | \$ 9,442 |
| Non-Revenue Fleet | \$ 552 | \$ 230 | \$ 129 | \$ 167 | \$ 84 | | \$ 1,163 |
| Rolling Stock | \$ 7,342 | \$ 3,060 | \$ 1,716 | \$ 2,226 | \$ 1,113 | \$ 26,144 | \$ 41,600 |
| Signals | \$ 6,049 | \$ 1,015 | \$ 569 | \$ 943 | \$ 883 | | \$ 9,460 |
| Structures | \$ 4,089 | \$ 1,225 | | | | | \$ 5,314 |
| Track | \$ 12,939 | \$ 539 | \$ 302 | \$ 2,248 | \$ 1,896 | \$ 812 | \$ 18,736 |
| Total All-Share | \$ 12,977 | \$ 5,409 | \$ 3,033 | \$ 3,934 | \$ 1,967 | \$ 26,144 | \$ 53,464 |
| Total Line-Specific | \$ 26,802 | \$ 1,936 | \$ 50 | \$ 3,340 | \$ 3,155 | \$ 812 | \$ 36,095 |
| Proposed Rotem Repayments | \$ 5,409 | \$ (6,059) | | \$ 650 | | | \$ - |
| Grand Total | \$ 45,189 | \$ 1,286 | \$ 3,083 | \$ 7,924 | \$ 5,122 | \$ 26,956 | \$ 89,559 |

The Capital Rehabilitation authorization request for FY18 was identified as necessary investments to maintain a state of good repair. These projects total \$89.6 million and are represented in summary in Attachment F, and in detail in Attachment G.

Additional Capital Rehabilitation projects shown for FY19 and FY20 cover many other projects critical to the safe operation of the railroad. Over a number of years, a significant backlog of deferred maintenance has accrued, creating the large numbers shown in the FY19 Rehabilitation Project Listing (Attachment K) and FY20 Rehabilitation (Attachment L) project listing.

Preliminary New Capital Request for FY18

| FY18 Capital Project Allocation by Funding Source | | | | | | (000s) | |
|--|-----------------|-----------------|---------------|---------------|---------------|--------------|-----------------|
| Asset / Funding Source | Metro | OCTA | RCTC | SBCTA | VCTC | Other | Total |
| Business Systems | \$ 99 | \$ 41 | \$ 23 | \$ 30 | \$ 15 | | \$ 208 |
| Track | \$ 950 | \$ 396 | \$ 222 | \$ 288 | \$ 144 | | \$ 2,000 |
| PTC Systems | \$ 1,458 | \$ 608 | \$ 341 | \$ 442 | \$ 221 | | \$ 3,070 |
| Total All-Share | \$ 2,507 | \$ 1,045 | \$ 586 | \$ 760 | \$ 380 | | \$ 5,278 |
| Grand Total | \$ 2,507 | \$ 1,045 | \$ 586 | \$ 760 | \$ 380 | | \$ 5,278 |

The New Capital authorization request for FY18 was identified as necessary for safe and efficient rail operations. These projects total \$5.3 million and are represented in summary in Attachment F, and in detail in Attachment H.

New Capital projects in FY19 and FY20 are shown on Attachments M and N.

The attachments as listed below provide additional detail on the FY18 Preliminary Capital Budget request.

- Attachment F (NEW): Presents a new Project Request Summary Dashboard displaying a summary of requests by asset type, funding by type and by Member Agency, a visual depiction of the Request Refinement Process, and a map showing the effected lines.
- Attachment G: Presents the Detailed FY18 Preliminary Rehabilitation Request, listing each project by Sub Division, showing condition, system impact, asset type, with a description and requested funding by Member Agency.
- Attachment H: Presents the Detailed FY18 Preliminary New Capital Request listing each Project and requested funding by Member Agency.
- Attachment O: Presents the Detailed listing of projects of Rehabilitation projects authorized in previous years which are still in process, and thus Carried Forward.
- Attachment P: Presents the Detailed listing of projects of New Capital projects authorized in previous years which are still in process, and thus Carried Forward.

Operating and Capital Budget Projections for FY19 and FY20

The FY18 Preliminary Budget will be transmitted to Member Agencies for consideration. The FY19 and FY20 projected budgets are included in this report for informational purposes only. The FY19 and FY20 Projected Operating Budgets are based upon known contractual changes in combination


with a projected inflation factor (3%) applied to all other costs. FY19 and FY20 Capital Projects are based on specific projects, identified, but beyond our capacity to initiate in FY18. Attachments for FY19 and FY20 Projections are as listed below:

- Attachment I: Presents the Detailed FY19 Forecasted Annual Operating Budget by Cost Component.
- Attachment J: Presents the Detailed FY20 Forecasted Annual Operating Budget by Cost Component.
- Attachment K: Presents the Detailed FY19 Forecasted Rehabilitation Project Listing.
- Attachment L: Presents the Detailed FY20 Forecasted Rehabilitation Project Listing
- Attachment M: Presents the Detailed FY19 Forecasted New Capital Project Listing
- Attachment N: Presents the Detailed FY20 Forecasted New Capital Project Listing

Next Steps

- May/June: Staff present to Member Agencies Committee and Boards as requested
- June: FY18 Proposed Budget to SCRRA Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY18 Preliminary Budget. SCRRA staff remain available to address any questions or concerns you have as we anticipate adoption of the budget by the SCRRA Board of Directors in June 2017. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0269. You may also contact Ronnie Campbell, Chief Financial Officer at 213-452-0285.



PROJECT PROPOSALS FOR FY2018 REHABILITATION BUDGET - TIER A

Attachment G

| PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC ⁽²⁾ | OTHER ⁽¹⁾ |
|-----------|-------------|-----------|--------|----------------|---|----------|-------|----------|------|-------|---------------------|----------------------|
| 1231 | Olive | Marginal | High | Communications | Wayside Communication System Replacment Parts - Olive | \$75,000 | | \$75,000 | | | | |
| | Olive Total | | | | | \$75,000 | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$0 |

| | | | | | | | | | | | | |
|------|----------------------------------|----------|------|----------------|--|---------------------|---------------------|--------------------|-----------------|--------------------|------------|------------------|
| 1229 | Orange | Marginal | High | Communications | Wayside Communication System Replacement Parts - Orange | \$75,000 | | \$75,000 | | | | |
| 1115 | Orange | Worn | High | Structures | Orange Sub Struct | \$1,225,000 | | \$1,225,000 | | | | |
| 334 | Orange | Worn | High | Grade Crossing | Grade Crossing Rehab - Rehab 2 Locations per Year - Orange Sub | \$560,560 | | \$560,560 | | | | |
| | Orange Total | | | | | \$1,860,560 | \$0 | \$1,860,560 | \$0 | \$0 | \$0 | \$0 |
| 1164 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - SG Sub | \$548,600 | \$329,160 | | | \$219,440 | | |
| 1217 | San Gabriel 60 / 40 | Worn | High | Track | San Gabriel Track Rehabilitation | \$2,110,250 | \$1,266,150 | | | \$844,100 | | |
| 1287 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the San Gabriel Subdivision in Los Angeles County | \$1,965,220 | \$1,179,132 | | | \$786,088 | | |
| 1235 | San Gabriel 60 / 40 | Marginal | High | Communications | Wayside Communication System Replacement Parts - San Gabriel - LA County | \$100,000 | \$60,000 | | | \$40,000 | | |
| 1233 | San Gabriel 60 / 40 | Marginal | High | Communications | Wayside Communication System Replacement Parts - San Gabriel - SB County | \$75,000 | \$45,000 | | | \$30,000 | | |
| 308 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Grade Crossing Rehab - SG Sub | \$509,600 | \$305,760 | | | \$203,840 | | |
| 178 | San Gabriel 60 / 40 | Worn | High | Track | Replacement of the turnouts on the San Gabriel Subdivision in San Bernardino County (see note 1) | \$2,341,900 | \$878,940 | | | \$585,960 | | \$844,000 |
| 317 | San Gabriel 60 / 40 | Worn | High | Signals | Rehab Worn or Defective Cables - SG Sub | \$511,940 | \$307,164 | | | \$204,776 | | |
| 162 | San Gabriel 60 / 40 | Worn | High | Track | Replacement of the turnouts on the San Gabriel Subdivision in Los Angeles County | \$1,000,324 | \$600,194 | | | \$400,130 | | |
| | San Gabriel 60 / 40 Total | | | | | \$9,162,834 | \$4,971,500 | \$0 | \$0 | \$3,314,334 | \$0 | \$844,000 |
| 1228 | San Jacinto (PVL) | Marginal | High | Communications | Wayside Communication System Replacement Parts - PVL | \$50,000 | | | \$50,000 | | | |
| | San Jacinto (PVL) Total | | | | | \$50,000 | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 |
| 319 | Valley | Worn | High | Signals | Signal System Rehab - Rehab Logic Controlllers and Supporting Equipment - Valley Sub | \$1,131,460 | \$1,131,460 | | | | | |
| 1216 | Valley | Worn | High | Track | Valley Track Rehabilitation | \$4,065,250 | \$4,065,250 | | | | | |
| 1162 | Valley | Worn | High | Signals | Signal System Rehab - Replace EL1A Logic Controller at CP Harold | \$335,940 | \$335,940 | | | | | |
| 1276 | Valley | Worn | High | Structures | Valley Sub Structctures (bridge 25.71 & 8 culverts) | \$3,638,713 | \$3,638,713 | | | | | |
| 1288 | Valley | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the Valley Subdivision in Los Angeles County | \$1,048,700 | \$1,048,700 | | | | | |
| 352 | Valley | Worn | High | Signals | Rehab Worn or Defective Cables - Valley Sub | \$511,940 | \$511,940 | | | | | |
| 1055 | Valley | Marginal | High | Facilities | Replace Expand Lancaster Crew Base | \$950,000 | \$950,000 | | | | | |
| 1240 | Valley | Marginal | High | Communications | Wayside Communication System Replacement Parts - Valley | \$100,000 | \$100,000 | | | | | |
| 1161 | Valley | Worn | High | Signals | Replace Temporary AC Power Feed with Permanent Solar System - Valley Sub | \$307,560 | \$307,560 | | | | | |
| 1163 | Valley | Worn | High | Signals | Signal System Rehab - Replace Track Turnout and Power Switch at CP Harold | \$505,560 | \$505,560 | | | | | |
| 318 | Valley | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - Valley Sub | \$557,480 | \$557,480 | | | | | |
| | Valley Total | | | | | \$13,152,603 | \$13,152,603 | \$0 | \$0 | \$0 | \$0 | \$0 |



PROJECT PROPOSALS FOR FY2018 REHABILITATION BUDGET - TIER A

Attachment G

| PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC ⁽²⁾ | OTHER ⁽¹⁾ |
|--------------------|-----------------------------------|-----------|--------|-------------------|---|--------------|-------------|-------------|-------------|-------------|---------------------|----------------------|
| 1099 | Valley, Ventura - LA County | Worn | High | Track | Station Pedestrian Crossing Rehab | \$250,800 | \$250,800 | | | | | |
| | Valley, Ventura - LA County Total | | | | | \$250,800 | \$250,800 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 305 | Ventura - LA County | Worn | High | Grade Crossing | Grade Crossing Rehab 2 Locations per Year | \$531,800 | \$531,800 | | | | | |
| 1218 | Ventura - LA County | Worn | High | Track | Ventura (LA) Track Rehabilitation | \$1,535,250 | \$1,535,250 | | | | | |
| 1278 | Ventura - LA County | Worn | Low | Structures | Ventura Sub (LA CO) Struct | \$450,360 | \$450,360 | | | | | |
| 1160 | Ventura - LA County | Worn | High | Signals | Rehab Signal and Grade Crossing Cables - Ven Sub | \$513,480 | \$513,480 | | | | | |
| 1283 | Ventura - LA County | Worn | High | Track | Ventura (LA) Tie Rehabilitation | \$3,010,440 | \$3,010,440 | | | | | |
| 1244 | Ventura - LA County | Marginal | High | Communications | Wayside Communication System Replacement Parts - Ventura - LA County | \$50,000 | \$50,000 | | | | | |
| 164 | Ventura - LA County | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the Ventura Subdivision in Los Angeles County | \$2,296,800 | \$2,296,800 | | | | | |
| | Ventura - LA County Total | | | | | \$8,388,130 | \$8,388,130 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 1159 | Ventura - VC County | Worn | High | Signals | Rehab Signal and Grade Crossing Cables - Ven Sub | \$513,480 | | | | | \$513,480 | |
| 212 | Ventura - VC County | Marginal | High | Track | Replace Ties Arroyo Simi Bridges - Ventura Sub VN Cty - FY17 | \$1,025,750 | | | | | \$1,025,750 | |
| 1282 | Ventura - VC County | Worn | High | Track | Ventura (VC) Tie Rehabilitation | \$674,000 | | | | | \$674,000 | |
| 1246 | Ventura - VC County | Marginal | High | Communications | Wayside Communication System Replacement Parts - Ventura - Ventura County | \$50,000 | | | | | \$50,000 | |
| 307 | Ventura - VC County | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - Ven Sub | \$548,600 | | | | | \$548,600 | |
| 165 | Ventura - VC County | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the Ventura Subdivision in Ventura County | \$342,980 | | | | | \$342,980 | |
| | Ventura - VC County Total | | | | | \$3,154,810 | \$0 | \$0 | \$0 | \$0 | \$3,154,810 | \$0 |
| 1274 | All | Worn | High | Business Systems | Perform State of Good Repair Engineering, Track Measurements, and Prioritization to support and populate the annual SOGR/Rehab/TAM Program. | \$750,000 | \$356,250 | \$148,500 | \$83,250 | \$108,000 | \$54,000 | |
| 247 | All | Worn | High | Track | Rail Grinding Systemwide | \$840,400 | \$399,190 | \$166,399 | \$93,284 | \$121,018 | \$60,509 | |
| 1223 | All | Worn | High | Signals | SCRRA Production Backoffice Systems Upgrades and Testing Support | \$597,500 | \$283,813 | \$118,305 | \$66,323 | \$86,040 | \$43,020 | |
| 485 | All | Worn | High | Non-Revenue Fleet | MOW VEHICLE REPLACEMENT | \$1,163,100 | \$552,473 | \$230,294 | \$129,104 | \$167,486 | \$83,743 | |
| 1058 | All | Worn | High | Facilities | Replace Car shop Jacks at CMF | \$279,620 | \$132,820 | \$55,365 | \$31,038 | \$40,265 | \$20,133 | |
| 1039 | All | Worn | Low | Facilities | REPLACE PUBLIC ADDRESS SYSTEM | \$119,700 | \$56,858 | \$23,701 | \$13,287 | \$17,237 | \$8,618 | |
| 1222 | All | Worn | High | Signals | Backoffice Hardware & Software Replacement (DOC & MOC) | \$1,130,000 | \$536,750 | \$223,740 | \$125,430 | \$162,720 | \$81,360 | |
| 1247 | All | Worn | High | Rolling Stock | PTC On-Board Software updates, hardware repairs PTC on-board equipment Systems on 57 cab cars and 52 locomotives. | \$1,100,000 | \$522,500 | \$217,800 | \$122,100 | \$158,400 | \$79,200 | |
| 1221 | All | Worn | High | Signals | SCRRA Positive Train Control Lab Systems Support and Testing | \$947,500 | \$450,063 | \$187,605 | \$105,173 | \$136,440 | \$68,220 | |
| 254 ⁽³⁾ | All | Marginal | High | Rolling Stock | Bombardier (Sentinel) passenger rail cars Midlife Overhaul on 28 cars (see note 3) | \$40,500,000 | \$6,819,206 | \$2,842,532 | \$1,593,541 | \$2,067,296 | \$1,033,648 | \$26,143,776 |
| 1041 | All | Marginal | High | Business Systems | Trapeze Maintenance Management System Software Upgrade | \$992,775 | \$471,568 | \$196,569 | \$110,198 | \$142,960 | \$71,480 | |
| 1091 | All | Worn | High | Business Systems | Condition Based Maintenance Tools, PC and Analysis Software | \$76,125 | \$36,159 | \$15,073 | \$8,450 | \$10,962 | \$5,481 | |

| PROJECT PROPOSALS FOR FY2018 REHABILITATION BUDGET - TIER A | | | | | | | | | | | | Attachment G |
|---|-------------|-----------|--------|----------------|---|--------------|--------------|---------------|-------------|-------------|---------------------|----------------------|
| PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC ⁽²⁾ | OTHER ⁽¹⁾ |
| | All Total | | | | | \$48,496,720 | \$10,617,648 | \$4,425,883 | \$2,481,177 | \$3,218,824 | \$1,609,412 | \$26,143,776 |
| 1155 | River | Worn | High | Signals | Replace Worn Electric Switch Lock at 140.80 West Bank | \$100,600 | \$47,785 | \$19,919 | \$11,167 | \$14,486 | \$7,243 | |
| 312 | River | Worn | High | Signals | Phase 1 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines | \$1,000,000 | \$475,000 | \$198,000 | \$111,000 | \$144,000 | \$72,000 | |
| 1167 | River | Worn | High | Signals | Signal System Rehab - Replace EL1A Logic Controller at CP Capital | \$335,940 | \$159,572 | \$66,516 | \$37,289 | \$48,375 | \$24,188 | |
| 1285 | River | Worn | High | Track | LA Union Station Track Rehabilitation | \$1,882,000 | \$893,950 | \$372,636 | \$208,902 | \$271,008 | \$135,504 | |
| 311 | River | Worn | High | Signals | Signal System Rehab - River Sub | \$1,017,030 | \$483,089 | \$201,372 | \$112,890 | \$146,452 | \$73,226 | |
| 1237 | River | Marginal | High | Communications | Wayside Communication System Replacement Parts - River | \$100,000 | \$47,500 | \$19,800 | \$11,100 | \$14,400 | \$7,200 | |
| 310 | River | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 grade crossings - River Sub | \$531,800 | \$252,605 | \$105,296 | \$59,030 | \$76,579 | \$38,290 | |
| | River Total | | | | | \$4,967,370 | \$2,359,501 | \$983,539 | \$551,378 | \$715,301 | \$357,651 | \$0 |
| | | | | | TOTAL ALL-SHARE | \$53,464,090 | \$12,977,149 | \$5,409,422 | \$3,032,555 | \$3,934,125 | \$1,967,063 | \$26,143,776 |
| | | | | | TOTAL LINE-SPECIFIC | \$36,094,737 | \$26,763,033 | \$1,935,560 | \$50,000 | \$3,314,334 | \$3,154,810 | \$844,000 |
| | | | | | TIER A TOTAL | \$89,558,827 | \$39,740,183 | \$7,344,982 | \$3,082,555 | \$7,248,459 | \$5,121,873 | \$26,987,776 |
| | | | | | Proposed Rotem Repayments ⁽⁴⁾ | \$0 | \$5,409,422 | (\$6,059,016) | \$0 | \$649,594 | \$0 | \$0 |
| | | | | | NEW TIER A TOTAL | \$89,558,827 | \$45,149,605 | \$1,285,966 | \$3,082,555 | \$7,898,053 | \$5,121,873 | \$26,987,776 |

BUDGET & FUNDING NOTES:

- (1) San Gabriel sub turnout replacement project # 178 contains \$812K of State TCRP funds that SCRRA plans to apply for. If the funds are not awarded, LA Metro's funding requirement increases by \$487,200 and SBCTA's funding requirement increases by \$324,800.
- (2) VCTC is likely to have approximately \$2.5M available for FY 2018 Rehabilitation projects. If that is the case, \$2.6M will have be be cut from VCTC's share of the budget.
- (3) Other funds for Project # 254 (Bombardier Sentinel Car Overhaul) consist of \$20.2M of Prop 1A, \$4.77M of PTMISEA funds and \$1.163M of insurance settlement funds.
- (4) Systemwide projects are needed for the Rotem repayments to take place. OCTA's share of Systemwide projects proposed to be paid by LA Metro under the Rotem Settlement MOU.
- (5) \$200,000 in funds have been identified on existing FTA grant 5309 for OCTA

Summary of the Revenues, Expenses, and Subsidy

| (\$000s) | TOTAL FY17-18 | Metro Share | OCTA Share | RCTC Share | SBCTA Share | VCTC Share |
|--|------------------|------------------|-----------------|-----------------|-----------------|-----------------|
| Revenues | | | | | | |
| Gross Farebox | \$85,159 | \$42,031 | \$22,453 | \$7,759 | \$10,512 | 2,404 |
| Dispatching | 2,125 | 1,130 | 684 | 6 | 55 | 250 |
| Other Operating | 12 | 6 | 3 | 1 | 2 | - |
| Maintenance-of-Way | 13,350 | 8,052 | 2,531 | 667 | 1,556 | 544 |
| Total Revenues FY18 Budget | \$100,646 | \$51,219 | \$25,671 | \$8,433 | \$12,124 | \$3,199 |
| Expenses | | | | | | |
| Train Operations & Services | \$143,486 | \$72,153 | \$33,859 | \$15,860 | \$15,429 | 6,185 |
| Maintenance-of-Way | 41,607 | 22,046 | 8,446 | 3,200 | 5,458 | 2,458 |
| Administration & Services | 40,289 | 19,261 | 7,314 | 5,736 | 4,172 | 3,806 |
| Insurance | 17,663 | 9,418 | 4,290 | 1,342 | 2,026 | 586 |
| Total Expense FY18 Budget | \$243,045 | \$122,877 | \$53,910 | \$26,139 | \$27,084 | \$13,035 |
| Total FY18 Budget Subsidy by Member | \$142,399 | \$71,659 | \$28,239 | \$17,705 | \$14,960 | \$9,836 |
| FY 2016-17 Budget Subsidy by Member | \$141,989 | \$71,998 | \$28,294 | \$17,345 | \$14,841 | \$9,511 |
| Over/(Under) Last Year Budget | 410 | (340) | (56) | 361 | 119 | 325 |
| Percent of Change | 0.3% | (0.5%) | (0.2%) | 2.1% | 0.8% | 3.4% |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017-18 REVISED PRELIMINARY BUDGET

Attachment B

Comparative Annual Operating Budget
by Cost Component by Year

| (\$000s) | FY 13-14 | FY 14-15 | FY 15-16 | FY 16-17 | FY 17-18 Preliminary Budget | FY16-17 Budget vs FY17-18 Budget | |
|---|----------------|----------------|----------------|----------------|-----------------------------------|-------------------------------------|----------------|
| | Actual | Actual | Actual | Budget | | Change | % |
| Operating Revenue | | | | | | | |
| Farebox Revenue | 85,673 | 83,134 | 83,652 | 83,556 | 83,897 | 341 | 0.4% |
| Metro Fare Reduction Subsidy | | | 873 | 1,025 | 1,262 | 236 | 23.0% |
| Subtotal-Pro Forma FareBox | 85,673 | 83,134 | 84,524 | 84,582 | 85,159 | 577 | 0.7% |
| Dispatching | 2,480 | 2,493 | 2,120 | 2,590 | 2,125 | (465) | (18.0%) |
| Other Revenues | 319 | 372 | 429 | 12 | 12 | - | 0.0% |
| MOW Revenues | 12,922 | 13,207 | 12,434 | 14,641 | 13,350 | (1,291) | (8.8%) |
| Subtotal Operating Revenue | 101,394 | 99,207 | 99,507 | 101,825 | 100,646 | (1,179) | (1.2%) |
| Operating Expenses | | | | | | | |
| <u>Operations & Services</u> | | | | | | | |
| Train Operations | 37,043 | 40,569 | 41,887 | 43,942 | 44,642 | 701 | 1.6% |
| Equipment Maintenance | 28,542 | 32,649 | 33,751 | 37,581 | 36,691 | (890) | (2.4%) |
| Fuel | 26,161 | 24,454 | 17,381 | 22,772 | 19,656 | (3,116) | (13.7%) |
| Non-Scheduled Rolling Stock Repairs | 2 | 2 | 136 | 100 | 100 | - | 0.0% |
| Operating Facilities Maintenance | 1,056 | 1,120 | 1,149 | 1,418 | 1,652 | 234 | 16.5% |
| Other Operating Train Services | 264 | 293 | 239 | 496 | 470 | (26) | (5.3%) |
| Rolling Stock Lease | - | 105 | 638 | 370 | 151 | (219) | (59.2%) |
| Security - Sheriff | 4,482 | 5,136 | 4,912 | 5,511 | 5,845 | 334 | 6.1% |
| Security - Guards | 2,170 | 1,591 | 1,685 | 2,000 | 2,837 | 837 | 41.9% |
| Supplemental Additional Security | 763 | 81 | - | 690 | 690 | - | 0.0% |
| Public Safety Program | 157 | 177 | 217 | 320 | 277 | (44) | (13.6%) |
| Passenger Relations | 1,622 | 1,639 | 1,748 | 2,069 | 1,795 | (274) | (13.2%) |
| TVM Maintenance/Revenue Collection | 5,343 | 5,984 | 6,554 | 7,495 | 7,510 | 15 | 0.2% |
| Marketing | 949 | 949 | 1,137 | 1,220 | 1,364 | 144 | 11.8% |
| Media & External Communications | 226 | 234 | 343 | 396 | 443 | 47 | 11.9% |
| Utilities/Leases | 3,180 | 2,622 | 2,046 | 2,778 | 3,289 | 512 | 18.4% |
| Transfers to Other Operators | 6,469 | 7,081 | 6,488 | 6,577 | 6,592 | 14 | 0.2% |
| Amtrak Transfers | 917 | 800 | 1,287 | 1,400 | 2,177 | 777 | 55.5% |
| Station Maintenance | 1,190 | 1,121 | 1,418 | 1,640 | 1,687 | 47 | 2.9% |
| Rail Agreements | 4,992 | 4,997 | 5,207 | 5,379 | 5,366 | (12) | (0.2%) |
| Subtotal Operations & Services | 125,528 | 131,602 | 128,223 | 144,153 | 143,234 | (919) | (0.6%) |
| <u>Maintenance-of-Way</u> | | | | | | | |
| MoW - Line Segments | 28,152 | 33,043 | 37,936 | 38,102 | 40,606 | 2,504 | 6.6% |
| MoW - Extraordinary Maintenance | 1,322 | 1,235 | 1,518 | 1,490 | 1,001 | (489) | (32.8%) |
| Subtotal Maintenance-of-Way | 29,475 | 34,278 | 39,453 | 39,592 | 41,607 | 2,015 | 5.1% |
| <u>Administration & Services</u> | | | | | | | |
| Ops Salaries & Fringe Benefits | 11,127 | 11,535 | 12,892 | 14,019 | 13,961 | (59) | (0.4%) |
| Ops Non-Labor Expenses | 3,424 | 3,651 | 5,322 | 5,384 | 7,374 | 1,990 | 37.0% |
| Indirect Administrative Expenses | 12,679 | 11,791 | 12,417 | 15,507 | 15,870 | 364 | 2.3% |
| Ops Professional Services | 464 | 969 | 2,019 | 1,816 | 3,084 | 1,268 | 69.9% |
| Subtotal Admin & Services | 27,694 | 27,946 | 32,651 | 36,726 | 40,289 | 3,563 | 9.7% |
| Contingency (Non-Train Ops) | 21 | 14 | 47 | 502 | 252 | (250) | (49.8%) |
| Total Operating Expenses | 182,718 | 193,839 | 200,374 | 220,973 | 225,382 | 4,409 | 2.0% |

Insurance Expense/(Revenue)

| | | | | | | | |
|----------------------------------|-----------------|------------------|------------------|------------------|------------------|----------------|-------------|
| Liability/Property/Auto | 14,252 | 12,597 | 11,634 | 12,588 | 12,475 | (113) | (0.9%) |
| Claims / SI | 1,457 | 1,884 | 3,876 | 3,000 | 4,000 | 1,000 | 33.3% |
| Claims Administration | 743 | 1,145 | 421 | 1,198 | 1,187 | (11) | (0.9%) |
| PLPD Revenue | (178) | (1) | (22) | - | - | - | N/A |
| Net Insurance Expense | 16,273 | 15,625 | 15,909 | 16,787 | 17,663 | 876 | 5.2% |
| Total Expense Before BNSF | 198,991 | 209,464 | 216,283 | 237,760 | 243,045 | 5,285 | 2.2% |
| Loss Before BNSF | (97,598) | (110,257) | (116,776) | (135,934) | (142,399) | (6,465) | 4.8% |

Member Subsidies

| | | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|--------------|-------------|
| Operations | 83,052 | 92,252 | 109,003 | 119,148 | 124,736 | 5,589 | 4.7% |
| Insurance | 17,302 | 17,678 | 18,079 | 16,787 | 17,663 | 876 | 5.2% |
| Member Subsidies - Normal Ops | 100,354 | 109,930 | 127,082 | 135,934 | 142,399 | 6,465 | 4.8% |
| Surplus / (Deficit) Before BNSF | 2,757 | (328) | 10,306 | - | - | - | N/A |

| (\$000s) | | | | | | FY16-17 Budget vs FY17-18 | |
|----------|----------|----------|----------|----------|----------------------|---------------------------|---|
| | FY 13-14 | FY 14-15 | FY 15-16 | FY 16-17 | FY 17-18 Preliminary | Budget | |
| | Actual | Actual | Actual | Budget | Budget | Change | % |

BNSF LEASED LOCOMOTIVE COSTS

| | | | | | | | |
|---|---|---|---------------|--------------|---|----------------|-----------------|
| Lease cost Inc. ship | - | - | 4,449 | 2,525 | - | (2,525) | (100.0%) |
| Major Component Parts | - | - | 720 | - | - | - | N/A |
| Labor for Maintenance | - | - | 2,597 | 900 | - | (900) | (100.0%) |
| Additional Fuel | - | - | 1,341 | 1,230 | - | (1,230) | (100.0%) |
| Wheel truing, Software Mods, Brakes | - | - | 37 | - | - | - | N/A |
| Temp Facility Mods | - | - | 136 | - | - | - | N/A |
| PTC Costs | - | - | 1,116 | 1,399 | - | (1,399) | (100.0%) |
| Contingency | - | - | - | - | - | - | N/A |
| Total BNSF Lease Loco Expenses | - | - | 10,397 | 6,055 | - | (6,055) | (100.0%) |
| Member Subsidies - BNSF Lease | - | - | 11,545 | 6,055 | - | (6,055) | (100.0%) |
| Surplus / (Deficit) - BNSF Lease | - | - | 1,148 | - | - | - | N/A |

| | | | | | | | |
|-----------------------|----------------|----------------|----------------|----------------|----------------|--------------|---------------|
| Total Expenses | 198,991 | 209,464 | 226,680 | 243,814 | 243,045 | (769) | (0.3%) |
|-----------------------|----------------|----------------|----------------|----------------|----------------|--------------|---------------|

| | | | | | | | |
|-----------------------------|-----------------|------------------|------------------|------------------|------------------|--------------|-------------|
| Net Loss | (97,598) | (110,257) | (127,173) | (141,989) | (142,399) | (410) | 0.3% |
| All Member Subsidies | 100,354 | 109,930 | 138,627 | 141,989 | 142,399 | 410 | 0.3% |
| Surplus / (Deficit) | 2,757 | (328) | 11,454 | - | - | - | N/A |

Numbers may not foot due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017-2018 REVISED PRELIMINARY BUDGET

ATTACHMENT C

FY18 Annual Operating Budget
by Cost Component By Member Agency

| (\$000s) | Total FY17-18 | Metro | OCTA | RCTC | SBCTA | VCTC |
|---|------------------|-----------------|-----------------|-----------------|-----------------|----------------|
| Operating Revenue | | | | | | |
| Farebox Revenue | 83,897 | 40,769 | 22,453 | 7,759 | 10,512 | 2,404 |
| Metro Fare Reduction Subsidy | 1,262 | 1,262 | - | - | - | - |
| Subtotal-Pro Forma FareBox | 85,159 | 42,031 | 22,453 | 7,759 | 10,512 | 2,404 |
| Dispatching | 2,125 | 1,130 | 684 | 6 | 55 | 250 |
| Other Revenues | 12 | 6 | 3 | 1 | 2 | |
| MOW Revenues | 13,350 | 8,052 | 2,531 | 667 | 1,556 | 544 |
| Subtotal Operating Revenue | 100,646 | 51,219 | 25,671 | 8,433 | 12,124 | 3,199 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 44,642 | 23,764 | 10,028 | 4,546 | 4,683 | 1,622 |
| Equipment Maintenance | 36,691 | 18,385 | 8,591 | 3,799 | 4,300 | 1,616 |
| Fuel | 19,656 | 10,094 | 4,951 | 1,960 | 2,020 | 631 |
| Non-Scheduled Rolling Stock Repairs | 100 | 53 | 24 | 8 | 11 | 3 |
| Operating Facilities Maintenance | 1,652 | 881 | 401 | 126 | 189 | 55 |
| Other Operating Train Services | 470 | 222 | 81 | 70 | 48 | 49 |
| Rolling Stock Lease | 151 | 72 | 30 | 17 | 22 | 11 |
| Security - Sheriff | 5,845 | 3,098 | 1,180 | 843 | 601 | 122 |
| Security - Guards | 2,837 | 1,338 | 489 | 424 | 290 | 296 |
| Supplemental Additional Security | 690 | 341 | 182 | 63 | 85 | 19 |
| Public Safety Program | 277 | 130 | 48 | 41 | 28 | 29 |
| Passenger Relations | 1,795 | 899 | 461 | 146 | 230 | 58 |
| TVM Maintenance/Revenue Collection | 7,510 | 3,129 | 1,650 | 1,252 | 1,024 | 454 |
| Marketing | 1,364 | 703 | 330 | 109 | 176 | 45 |
| Media & External Communications | 443 | 209 | 76 | 66 | 45 | 46 |
| Utilities/Leases | 3,289 | 1,551 | 567 | 492 | 336 | 343 |
| Transfers to Other Operators | 6,592 | 3,535 | 1,577 | 521 | 731 | 228 |
| Amtrak Transfers | 2,177 | 694 | 1,375 | - | - | 108 |
| Station Maintenance | 1,687 | 1,036 | 240 | 108 | 226 | 78 |
| Rail Agreements | 5,366 | 1,902 | 1,533 | 1,231 | 356 | 344 |
| Subtotal Operations & Services | 143,234 | 72,034 | 33,816 | 15,823 | 15,403 | 6,159 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 40,606 | 21,458 | 8,317 | 3,103 | 5,350 | 2,378 |
| MoW - Extraordinary Maintenance | 1,001 | 587 | 129 | 97 | 108 | 80 |
| Subtotal Maintenance-of-Way | 41,607 | 22,046 | 8,446 | 3,200 | 5,458 | 2,458 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 13,961 | 6,581 | 2,417 | 2,082 | 1,428 | 1,452 |
| Ops Non-Labor Expenses | 7,374 | 3,745 | 1,630 | 818 | 806 | 375 |
| Indirect Administrative Expenses | 15,870 | 7,481 | 2,736 | 2,374 | 1,622 | 1,657 |
| Ops Professional Services | 3,084 | 1,454 | 532 | 461 | 315 | 322 |
| Subtotal Admin & Services | 40,289 | 19,261 | 7,314 | 5,736 | 4,172 | 3,806 |
| <u>Contingency (Non-Train Ops)</u> | 252 | 119 | 43 | 38 | 26 | 26 |
| Total Operating Expenses | 225,382 | 113,460 | 49,620 | 24,796 | 25,058 | 12,448 |
| Insurance Expense/(Revenue) | | | | | | |
| Liability/Property/Auto | 12,475 | 6,652 | 3,030 | 948 | 1,431 | 414 |
| Claims / SI | 4,000 | 2,133 | 972 | 304 | 459 | 133 |
| Claims Administration | 1,187 | 633 | 288 | 90 | 136 | 39 |
| PLPD Revenue | - | - | - | - | - | - |
| Net Insurance Expense | 17,663 | 9,418 | 4,290 | 1,342 | 2,026 | 586 |
| Total Expense Before BNSF | 243,045 | 122,877 | 53,910 | 26,139 | 27,084 | 13,035 |
| Loss Before BNSF | (142,399) | (71,659) | (28,239) | (17,705) | (14,960) | (9,836) |

FY18 Annual Operating Budget
by Cost Component By Member Agency

| (\$000s) | Total FY17-18 | Metro | OCTA | RCTC | SBCTA | VCTC |
|--|----------------|---------------|---------------|---------------|---------------|--------------|
| Member Subsidies | | | | | | |
| Operations | 124,736 | 62,241 | 23,949 | 16,363 | 12,934 | 9,250 |
| Insurance | 17,663 | 9,418 | 4,290 | 1,342 | 2,026 | 586 |
| Member Subsidies - Normal Ops | 142,399 | 71,659 | 28,239 | 17,705 | 14,960 | 9,836 |
| Surplus / (Deficit) Before BNSF | - | - | - | - | - | - |

| | | | | | | |
|----------------------|----------------|----------------|---------------|---------------|---------------|---------------|
| TOTAL EXPENSE | 243,045 | 122,877 | 53,910 | 26,139 | 27,084 | 13,035 |
|----------------------|----------------|----------------|---------------|---------------|---------------|---------------|

| | | | | | | |
|-------------------------------|------------------|-----------------|-----------------|-----------------|-----------------|----------------|
| Net Loss | (142,399) | (71,659) | (28,239) | (17,705) | (14,960) | (9,836) |
| Total Member Subsidies | 142,399 | 71,659 | 28,239 | 17,705 | 14,960 | 9,836 |
| Surplus / (Deficit) | - | - | - | - | - | - |

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017-18 PRELIMINARY BUDGET**

Attachment D

Change Drivers

FY17 Adopted Budget vs. FY18 REVISED Preliminary Budget

(millions')

| | | | |
|--|-----------|---------------------|---------------|
| FY 2017 Amended Adopted Budget | \$ | 243.8 | |
| FY 2018 Preliminary Budget | \$ | <u>243.0</u> | |
| Total Operational Expense Budget Increase | \$ | <u>(0.8)</u> | (0.3%) |

CHANGE DRIVERS:

| | | |
|--|----|--------------|
| Parts for Rolling Stock Repair | \$ | (2.7) |
| Fuel | \$ | (3.1) |
| Big Five Train Operations | \$ | 2.8 |
| Guards | \$ | 0.8 |
| Big Five MOW | \$ | 1.5 |
| WABTEC License | \$ | 2.0 |
| IT Projects | \$ | 0.4 |
| Contract & FRA Training Require | \$ | 0.9 |
| Retail Ticket Consult | \$ | 0.4 |
| Insurance Deductible (Oxnard incident) | \$ | 1.0 |
| BNSF decrease | \$ | (6.1) |
| Position reduction | \$ | (0.3) |
| 2% COLA/ 3% Merit (Operations only) | \$ | 0.8 |
| LOSSAN Increase | \$ | <u>0.8</u> |
| | \$ | <u>(0.8)</u> |

Numbers may not foot due to rounding.

Net Local Subsidy by Member Agency

| | Total Net Local Subsidy | Metro Share | OCTA share | RCTC Share | SBCTA Share | VCTC Share |
|--------------|-------------------------|--------------|--------------|--------------|--------------|-------------|
| FY 15 ACTUAL | \$110,257,381 | \$59,029,731 | \$22,251,609 | \$9,387,630 | \$11,605,317 | \$7,983,094 |
| FY16 ACTUAL | \$127,172,992 | \$66,468,865 | \$24,974,739 | \$13,799,263 | \$13,057,846 | \$8,872,279 |
| FY17 BUDGET | \$141,989,009 | \$71,998,203 | \$28,294,475 | \$17,344,511 | \$14,840,903 | \$9,510,917 |
| FY18 BUDGET | \$142,399,000 | \$71,658,558 | \$28,238,881 | \$17,705,400 | \$14,959,772 | \$9,836,207 |

YEAR OVER YEAR CHANGE

| | Total Net Local Subsidy | Metro Share | OCTA share | RCTC Share | SBCTA Share | VCTC Share |
|--------------|-------------------------|-------------|-------------|-------------|-------------|------------|
| FY15 vs FY16 | | | | | | |
| \$ Increase | \$16,915,611 | \$7,439,134 | \$2,723,130 | \$4,411,633 | \$1,452,529 | \$889,185 |
| % Increase | 15.3% | 12.6% | 12.2% | 47.0% | 12.5% | 11.1% |
| FY16 vs FY17 | | | | | | |
| \$ Increase | \$14,816,017 | \$5,529,338 | \$3,319,736 | \$3,545,248 | \$1,783,057 | \$638,638 |
| % Increase | 11.7% | 8.3% | 13.3% | 25.7% | 13.7% | 7.2% |
| FY17 vs FY18 | | | | | | |
| \$ Increase | \$409,809 | (\$339,645) | (\$55,594) | \$360,888 | \$118,869 | \$325,291 |
| % Increase | 0.3% | (0.5%) | (0.2%) | 2.1% | 0.8% | 3.4% |

Analysis of 17 vs 18 variance:

(millions')

| | | | |
|---------|--|----|-------|
| Revenue | Decrease in Revenue (Primarily Saugus MOW Revenue from UPRR) | \$ | 1.5 |
| | Increase -Sunday Service on Holidays | \$ | (0.3) |
| Expense | Parts for Rolling Stock Repair | \$ | (2.7) |
| | Fuel | \$ | (3.1) |
| | Big Five Train Operations | \$ | 2.8 |
| | Guards | \$ | 0.8 |
| | Big Five MOW | \$ | 1.5 |
| | WABTEC License | \$ | 2.0 |
| | IT Projects | \$ | 0.4 |
| | Contract & FRA Training Require | \$ | 0.9 |
| | Retail Ticket Consult | \$ | 0.4 |
| | Insurance Deductible (Oxnard incident) | \$ | 1.0 |
| | BNSF decrease | \$ | (6.1) |
| | Position reduction | \$ | (0.3) |
| | 2% COLA/ 3% Merit (Operations only) | \$ | 0.8 |
| | LOSSAN Increase | \$ | 0.8 |
| | | \$ | 0.4 |

SCRR FY18 Project Request Summary

Project Request Refinement Process

The FY18 Project Request initially began as an Unconstrained list of needed projects. This list was constrained by selecting critical projects that must be included in the FY18 Project Request by primarily focusing on Safety, Rail Operations and Regulatory Requirements. This document provides an overview of the Constrained list of projects and Member Agency shares. The Project Request List attachment has further details.

Unconstrained Project Request Totals

- 114 Rehab Projects at \$197,694,504
- 4 Capital Projects at \$15,976,400

\$213,670,904

Constrained Project Request Totals

- 49 FY18 Rehab Projects at \$38,196,753
- 9 FY17 Intended Rehab Projects at \$51,362,074
- 2 FY18 Capital Projects at \$3,277,900
- 1 FY17 Intended Capital Project at \$2,000,000 (Phase 1 only)

\$94,836,727

Adjusted Project Request Totals

(Less Alternate Funding Sources)

- 57 FY17+FY18 Rehab Projects at \$62,603,051
- 3 FY17+FY18 Capital Projects at \$5,277,900

\$67,880,951

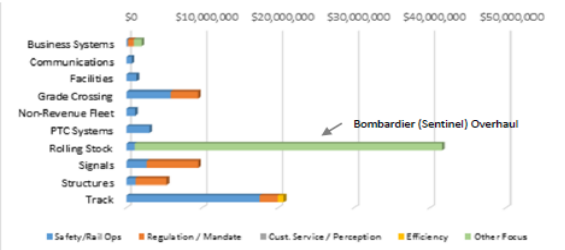
Other Funding Sources

- \$26,143,776 Sentinel Rehab Project
 - \$20,207M Prop 1A (1:1 matching funds required)
 - Note: Prop 1A funds are in danger of becoming unavailable if this project does not proceed in the near term
- \$4,774M PTMISEA
- \$1,162,776M Insurance Settlement
- \$812,000 San Gabriel Turnout Project
- \$812,000 of State TCRR funds
- If funds are not awarded LACMTA's funding requirement increases by \$487,200 and SBCTA's funding requirement increases by \$324,800

| FY2018 Rehab Projects | | | | | |
|-------------------------------------|------------------------|---------------------|------------------------|-----------------------------------|---------------------------------------|
| Asset Type | # of Critical Projects | Intended FY17 | Estimated FY18 Funding | Adjust. for Other Funding Sources | Adjusted Project FY18 Funds Requested |
| Business Systems | 3 | - | \$1,818,900 | | \$1,818,900 |
| Communications | 9 | - | \$675,000 | | \$675,000 |
| Facilities | 3 | - | \$1,349,320 | | \$1,349,320 |
| Grade Crossing (FY17) | 4 | \$5,653,700 | | | \$5,653,700 |
| Grade Crossing (new) | 7 | - | \$3,788,440 | | \$3,788,440 |
| Non-Revenue Fleet | 1 | - | \$1,163,100 | | \$1,163,100 |
| Rolling Stock (FY17) | 1 | \$40,500,000 | | (\$26,143,776) | \$14,356,224 |
| Rolling Stock (new) | 1 | - | \$1,100,000 | | \$1,100,000 |
| Signals | 15 | - | \$9,459,930 | | \$9,459,930 |
| Structures | 4 | - | \$5,314,073 | | \$5,314,073 |
| Track (FY17) | 4 | \$5,208,374 | | (\$812,000) | \$4,396,374 |
| Track (new) | 7 | - | \$13,527,990 | | \$13,527,990 |
| Totals | 58 (49 new) | \$51,362,074 | \$38,196,753 | | |
| Total FY18 Rehab (FY17+FY18) | | | \$89,558,827 | (\$26,955,776) | \$62,603,051 |

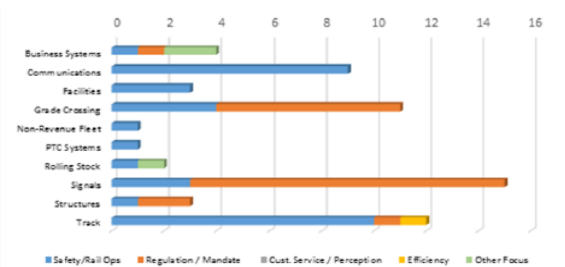
| FY2018 Capital Projects | | | | | |
|---------------------------------------|------------------------|--------------------|------------------------|-----------------------------------|---------------------------------------|
| Asset Type | # of Critical Projects | Intended from FY17 | Estimated FY18 Funding | Adjust. for Other Funding Sources | Adjusted Project FY18 Funds Requested |
| Business Systems | 1 | | \$207,900 | | \$207,900 |
| PTC Systems | 1 | | \$3,070,000 | | \$3,070,000 |
| Track (FY17 – Phase 1 only) | 1 | \$2,000,000 | | | \$2,000,000 |
| Totals | 3 (2 new) | \$2,000,000 | \$3,277,900 | | \$5,277,900 |
| Total FY18 Capital (FY17+FY18) | | | \$5,277,900 | \$0 | \$5,277,900 |
| Grand Total | | | \$94,836,727 | (\$26,955,776) | \$67,880,951 |

FY18 Project Rehab & Capital Funding by Primary Area of Focus (Unadjusted FY18 plus FY17 Intended)



Other includes: Reduce Expenses or Mitigation of Major Future Cost Increases, Improved Working Conditions, etc.

FY18 Project Rehab & Capital Projects by Primary Area of Focus (Unadjusted FY18 plus FY17 Intended)



Other includes: Reduce Expenses or Mitigation of Major Future Cost Increases, Improved Working Conditions, etc.

FY18 Rehab Project Allocation by Funding Source (includes Other Funding Sources)

| Asset / Funding Source | Los Angeles County Transportation Authority (LACMTA) | Orange County Transportation Authority (OCTA) | Riverside County Transportation Commission (RCTC) | San Bernardino Associated Governments (SANBAG) | Ventura County Transportation Commission (VCTC) | Other Funding Sources | Totals |
|----------------------------|--|---|---|--|---|-----------------------|---------------------|
| Business Systems | \$863,978 | \$360,142 | \$201,898 | \$261,922 | \$130,961 | | \$1,818,900 |
| Communications | \$302,500 | \$169,800 | \$61,100 | \$84,400 | \$57,200 | | \$675,000 |
| Facilities | \$1,139,677 | \$79,065 | \$44,325 | \$57,502 | \$28,751 | | \$1,349,320 |
| Grade Crossing | \$6,501,437 | \$665,856 | \$59,030 | \$1,285,947 | \$929,870 | | \$9,442,140 |
| Non-Revenue Fleet | \$552,473 | \$230,294 | \$129,104 | \$167,486 | \$83,743 | | \$1,163,100 |
| Rolling Stock | \$7,341,706 | \$3,060,332 | \$1,715,641 | \$2,225,696 | \$1,112,848 | \$26,143,776 | \$41,600,000 |
| Signals | \$6,049,175 | \$1,015,457 | \$569,271 | \$943,290 | \$882,737 | | \$9,459,930 |
| Structures | \$4,089,073 | \$1,225,000 | | | | | \$5,314,073 |
| Track | \$12,939,164 | \$539,035 | \$302,186 | \$2,248,215 | \$1,895,763 | \$812,000 | \$18,736,364 |
| Total All-Share | \$12,977,149 | \$5,409,422 | \$3,032,555 | \$3,934,125 | \$1,967,063 | \$26,143,776 | \$53,464,090 |
| Total Line-Specific | \$26,802,033 | \$1,935,560 | \$50,000 | \$3,340,334 | \$3,154,810 | \$812,000 | \$36,094,737 |
| Proposed Rotem Repayments | \$5,409,422 | (\$6,059,016) | | \$649,594 | | | \$0 |
| Grand Total | \$45,188,605 | \$1,285,966 | \$3,082,555 | \$7,924,053 | \$5,121,873 | \$26,955,776 | \$89,558,827 |

FY18 Capital Project Allocation by Funding Source

| Asset / Funding Source | Los Angeles County Transportation Authority (LACMTA) | Orange County Transportation Authority (OCTA) | Riverside County Transportation Commission (RCTC) | San Bernardino Associated Governments (SANBAG) | Ventura County Transportation Commission (VCTC) | Totals |
|------------------------|--|---|---|--|---|--------------------|
| Business Systems | \$98,753 | \$41,164 | \$23,077 | \$29,938 | \$14,969 | \$207,900 |
| Track | \$950,000 | \$396,000 | \$222,000 | \$288,000 | \$144,000 | \$2,000,000 |
| PTC Systems | \$1,458,250 | \$607,860 | \$340,770 | \$442,080 | \$221,040 | \$3,070,000 |
| Total All-Share | \$2,507,003 | \$1,045,024 | \$585,847 | \$760,018 | \$380,009 | \$5,277,900 |
| Grand Total | \$2,507,003 | \$1,045,024 | \$585,847 | \$760,018 | \$380,009 | \$5,277,900 |



FY18 Project Request Dashboard as of April 7, 2017

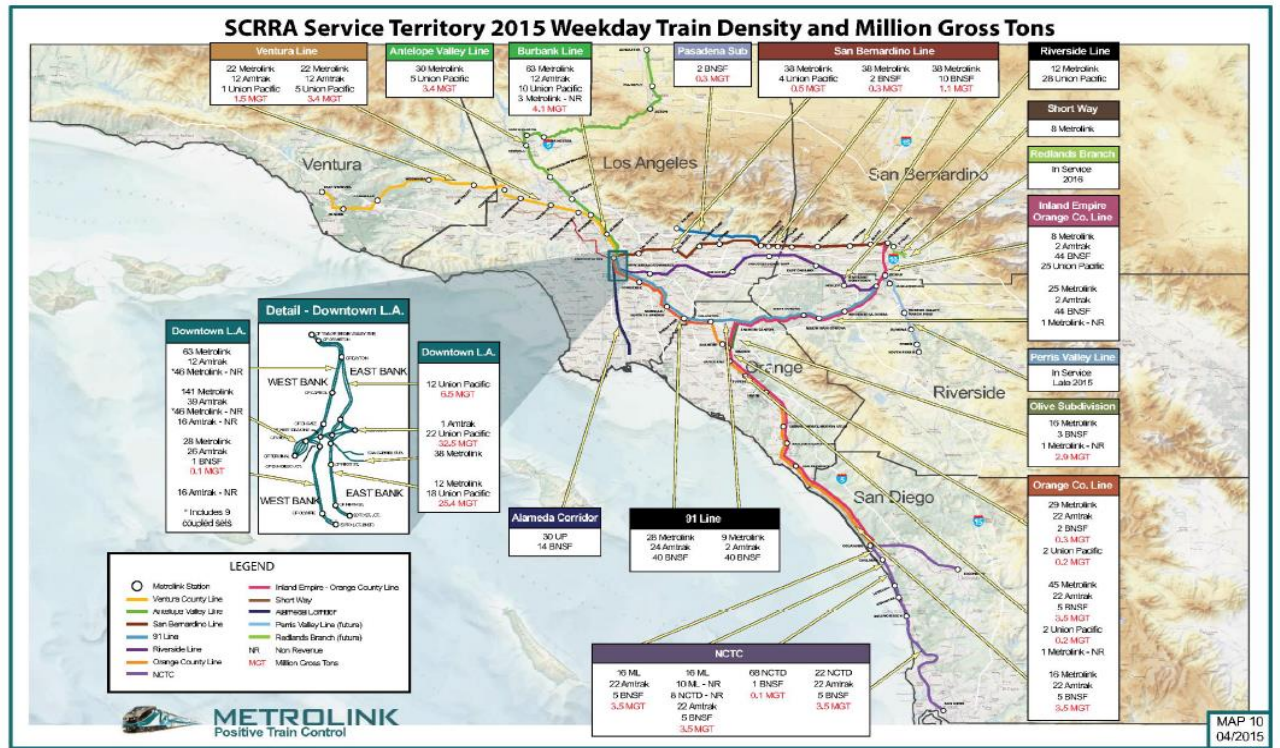
Funding Trends

Rehabilitation and Capital Funding per Fiscal Year
FY2011 to FY2017
(\$ millions)



Standard Project Allocations

| Sub Division List | LACMTA | OCTA | RCTC | SBCTA | VTCT |
|-------------------------|---------|---------|---------|---------|---------|
| All | 47.50% | 19.80% | 11.10% | 14.40% | 7.20% |
| Montalvo | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% |
| Olive | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% |
| Orange | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% |
| Other | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Pasadena | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Redlands | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% |
| Rialto | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% |
| River | 47.50% | 19.80% | 11.10% | 14.40% | 7.20% |
| River Sub - East Bank | 47.50% | 19.80% | 11.10% | 14.40% | 7.20% |
| River Sub - West Bank | 47.50% | 19.80% | 11.10% | 14.40% | 7.20% |
| Riverside | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% |
| San Gabriel - LA County | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| San Gabriel - SB County | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% |
| San Gabriel 60 / 40 | 60.00% | 0.00% | 0.00% | 40.00% | 0.00% |
| San Jacinto (PVL) | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% |
| SB Shortway | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% |
| Valley | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Ventura - LA County | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Ventura - VC County | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% |



FY18 Rehab Projects by Subdivision (includes Other Funding Sources)

| Asset | Allocated Across All Counties (includes San Bernardino) | Olive | Orange | Orange County Total | Riverside County including San Jacinto (PVL) | San Gabriel 60 / 40 | Antelope Valley | Antelope Valley/Ventura Line within LA County | Ventura Line within LA County | Los Angeles County Total | Ventura County Total | Grand Total |
|-----------------------------|---|-----------------|--------------------|---------------------|--|---------------------|---------------------|---|-------------------------------|--------------------------|----------------------|---------------------|
| Business Systems | \$1,818,900 | | | | | | | | | | | \$1,818,900 |
| Communications | \$100,000 | \$75,000 | \$75,000 | \$150,000 | \$50,000 | \$175,000 | \$100,000 | | \$50,000 | \$325,000 | \$50,000 | \$675,000 |
| Facilities | \$399,320 | | | | | | \$950,000 | | | \$950,000 | | \$1,349,320 |
| Grade Crossing | \$531,800 | | \$560,560 | \$560,560 | | \$3,023,420 | \$1,606,180 | | \$2,828,600 | \$7,458,200 | \$891,580 | \$9,442,140 |
| Non-Revenue Fleet | \$1,163,100 | | | | | | | | | | | \$1,163,100 |
| Rolling Stock* | \$41,600,000 | | | | | | | | | | | \$41,600,000 |
| Signals | \$5,128,570 | | | | | \$511,940 | \$2,792,460 | | \$513,480 | \$3,817,880 | \$513,480 | \$9,459,930 |
| Structures | \$2,722,400 | | \$1,225,000 | \$1,225,000 | | | \$3,638,713 | | \$450,360 | \$4,089,073 | | \$5,314,073 |
| Track* | \$53,464,090 | | | | | \$5,452,474 | \$4,065,250 | \$250,800 | \$4,545,690 | \$14,314,214 | \$1,699,750 | \$18,736,364 |
| Total by Subdivision | \$53,464,090 | \$75,000 | \$1,860,560 | \$1,935,560 | \$50,000 | \$9,162,834 | \$13,152,603 | \$250,800 | \$8,388,130 | \$30,954,367 | \$3,154,810 | \$89,558,827 |

*Other Funding Sources included in the subdivision allocation for Rolling Stock and Track

Numbers may not foot due to rounding.



PROJECT PROPOSALS FOR FY2018 REHABILITATION BUDGET - TIER A

Attachment G

| PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC ⁽²⁾ | OTHER ⁽¹⁾ |
|-----------|----------------------------------|-----------|--------|----------------|--|--------------------|--------------------|--------------------|-----------------|--------------------|---------------------|----------------------|
| 1231 | Olive | Marginal | High | Communications | Wayside Communication System Replacement Parts - Olive | \$75,000 | | \$75,000 | | | | |
| | Olive Total | | | | | \$75,000 | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$0 |
| 1229 | Orange | Marginal | High | Communications | Wayside Communication System Replacement Parts - Orange | \$75,000 | | \$75,000 | | | | |
| 1115 | Orange | Worn | High | Structures | Orange Sub Struct | \$1,225,000 | | \$1,225,000 | | | | |
| 334 | Orange | Worn | High | Grade Crossing | Grade Crossing Rehab - Rehab 2 Locations per Year - Orange Sub | \$560,560 | | \$560,560 | | | | |
| | Orange Total | | | | | \$1,860,560 | \$0 | \$1,860,560 | \$0 | \$0 | \$0 | \$0 |
| 1164 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - SG Sub | \$548,600 | \$329,160 | | | \$219,440 | | |
| 1217 | San Gabriel 60 / 40 | Worn | High | Track | San Gabriel Track Rehabilitation | \$2,110,250 | \$1,266,150 | | | \$844,100 | | |
| 1287 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the San Gabriel Subdivision in Los Angeles County | \$1,965,220 | \$1,179,132 | | | \$786,088 | | |
| 1235 | San Gabriel 60 / 40 | Marginal | High | Communications | Wayside Communication System Replacement Parts - San Gabriel - LA County | \$100,000 | \$60,000 | | | \$40,000 | | |
| 1233 | San Gabriel 60 / 40 | Marginal | High | Communications | Wayside Communication System Replacement Parts - San Gabriel - SB County | \$75,000 | \$45,000 | | | \$30,000 | | |
| 308 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Grade Crossing Rehab - SG Sub | \$509,600 | \$305,760 | | | \$203,840 | | |
| 178 | San Gabriel 60 / 40 | Worn | High | Track | Replacement of the turnouts on the San Gabriel Subdivision in San Bernardino County (see note 1) | \$2,341,900 | \$878,940 | | | \$585,960 | | \$844,000 |
| 317 | San Gabriel 60 / 40 | Worn | High | Signals | Rehab Worn or Defective Cables - SG Sub | \$511,940 | \$307,164 | | | \$204,776 | | |
| 162 | San Gabriel 60 / 40 | Worn | High | Track | Replacement of the turnouts on the San Gabriel Subdivision in Los Angeles County | \$1,000,324 | \$600,194 | | | \$400,130 | | |
| | San Gabriel 60 / 40 Total | | | | | \$9,162,834 | \$4,971,500 | \$0 | \$0 | \$3,314,334 | \$0 | \$844,000 |
| 1228 | San Jacinto (PVL) | Marginal | High | Communications | Wayside Communication System Replacement Parts - PVL | \$50,000 | | | \$50,000 | | | |
| | San Jacinto (PVL) Total | | | | | \$50,000 | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 |
| 319 | Valley | Worn | High | Signals | Signal System Rehab - Rehab Logic Controllers and Supporting Equipment - Valley Sub | \$1,131,460 | \$1,131,460 | | | | | |
| 1216 | Valley | Worn | High | Track | Valley Track Rehabilitation | \$4,065,250 | \$4,065,250 | | | | | |
| 1162 | Valley | Worn | High | Signals | Signal System Rehab - Replace EL1A Logic Controller at CP Harold | \$335,940 | \$335,940 | | | | | |
| 1276 | Valley | Worn | High | Structures | Valley Sub Structures (bridge 25.71 & 8 culverts) | \$3,638,713 | \$3,638,713 | | | | | |
| 1288 | Valley | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the Valley Subdivision in Los Angeles County | \$1,048,700 | \$1,048,700 | | | | | |
| 352 | Valley | Worn | High | Signals | Rehab Worn or Defective Cables - Valley Sub | \$511,940 | \$511,940 | | | | | |
| 1055 | Valley | Marginal | High | Facilities | Replace Expand Lancaster Crew Base | \$950,000 | \$950,000 | | | | | |
| 1240 | Valley | Marginal | High | Communications | Wayside Communication System Replacement Parts - Valley | \$100,000 | \$100,000 | | | | | |
| 1161 | Valley | Worn | High | Signals | Replace Temporary AC Power Feed with Permanent Solar System - Valley Sub | \$307,560 | \$307,560 | | | | | |
| 1163 | Valley | Worn | High | Signals | Signal System Rehab - Replace Track Turnout and Power Switch at CP Harold | \$505,560 | \$505,560 | | | | | |
| 318 | Valley | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - Valley Sub | \$557,480 | \$557,480 | | | | | |



PROJECT PROPOSALS FOR FY2018 REHABILITATION BUDGET - TIER A

Attachment G

| PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC ⁽²⁾ | OTHER ⁽¹⁾ |
|--------------------|--|-----------|--------|-------------------|---|---------------------|---------------------|-------------|-------------|-------------|---------------------|----------------------|
| | Valley Total | | | | | \$13,152,603 | \$13,152,603 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 1099 | Valley, Ventura - LA County | Worn | High | Track | Station Pedestrian Crossing Rehab | \$250,800 | \$250,800 | | | | | |
| | Valley, Ventura - LA County Total | | | | | \$250,800 | \$250,800 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 305 | Ventura - LA County | Worn | High | Grade Crossing | Grade Crossing Rehab 2 Locations per Year | \$531,800 | \$531,800 | | | | | |
| 1218 | Ventura - LA County | Worn | High | Track | Ventura (LA) Track Rehabilitation | \$1,535,250 | \$1,535,250 | | | | | |
| 1278 | Ventura - LA County | Worn | Low | Structures | Ventura Sub (LA CO) Struct | \$450,360 | \$450,360 | | | | | |
| 1160 | Ventura - LA County | Worn | High | Signals | Rehab Signal and Grade Crossing Cables - Ven Sub | \$513,480 | \$513,480 | | | | | |
| 1283 | Ventura - LA County | Worn | High | Track | Ventura (LA) Tie Rehabilitation | \$3,010,440 | \$3,010,440 | | | | | |
| 1244 | Ventura - LA County | Marginal | High | Communications | Wayside Communication System Replacement Parts - Ventura - LA County | \$50,000 | \$50,000 | | | | | |
| 164 | Ventura - LA County | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the Ventura Subdivision in Los Angeles County | \$2,296,800 | \$2,296,800 | | | | | |
| | Ventura - LA County Total | | | | | \$8,388,130 | \$8,388,130 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 1159 | Ventura - VC County | Worn | High | Signals | Rehab Signal and Grade Crossing Cables - Ven Sub | \$513,480 | | | | | \$513,480 | |
| 212 | Ventura - VC County | Marginal | High | Track | Replace Ties Arroyo Simi Bridges - Ventura Sub VN Cty - FY17 | \$1,025,750 | | | | | \$1,025,750 | |
| 1282 | Ventura - VC County | Worn | High | Track | Ventura (VC) Tie Rehabilitation | \$674,000 | | | | | \$674,000 | |
| 1246 | Ventura - VC County | Marginal | High | Communications | Wayside Communication System Replacement Parts - Ventura - Ventura County | \$50,000 | | | | | \$50,000 | |
| 307 | Ventura - VC County | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - Ven Sub | \$548,600 | | | | | \$548,600 | |
| 165 | Ventura - VC County | Worn | High | Grade Crossing | Rehabilitation of grade crossings on the Ventura Subdivision in Ventura County | \$342,980 | | | | | \$342,980 | |
| | Ventura - VC County Total | | | | | \$3,154,810 | \$0 | \$0 | \$0 | \$0 | \$3,154,810 | \$0 |
| 1274 | All | Worn | High | Business Systems | Perform State of Good Repair Engineering, Track Measurements, and Prioritization to support and populate the annual SQGR/Rehab/TAM Program. | \$750,000 | \$356,250 | \$148,500 | \$83,250 | \$108,000 | \$54,000 | |
| 247 | All | Worn | High | Track | Rail Grinding Systemwide | \$840,400 | \$399,190 | \$166,399 | \$93,284 | \$121,018 | \$60,509 | |
| 1223 | All | Worn | High | Signals | SCRRA Production Backoffice Systems Upgrades and Testing Support | \$597,500 | \$283,813 | \$118,305 | \$66,323 | \$86,040 | \$43,020 | |
| 485 | All | Worn | High | Non-Revenue Fleet | MOW VEHICLE REPLACEMENT | \$1,163,100 | \$552,473 | \$230,294 | \$129,104 | \$167,486 | \$83,743 | |
| 1058 | All | Worn | High | Facilities | Replace Car shop Jacks at CMF | \$279,620 | \$132,820 | \$55,365 | \$31,038 | \$40,265 | \$20,133 | |
| 1039 | All | Worn | Low | Facilities | REPLACE PUBLIC ADDRESS SYSTEM | \$119,700 | \$56,858 | \$23,701 | \$13,287 | \$17,237 | \$8,618 | |
| 1222 | All | Worn | High | Signals | Backoffice Hardware & Software Replacement (DOC & MOC) | \$1,130,000 | \$536,750 | \$223,740 | \$125,430 | \$162,720 | \$81,360 | |
| 1247 | All | Worn | High | Rolling Stock | PTC On-Board Software updates, hardware repairs PTC on-board equipment Systems on 57 cab cars and 52 locomotives. | \$1,100,000 | \$522,500 | \$217,800 | \$122,100 | \$158,400 | \$79,200 | |
| 1221 | All | Worn | High | Signals | SCRRA Positive Train Control Lab Systems Support and Testing | \$947,500 | \$450,063 | \$187,605 | \$105,173 | \$136,440 | \$68,220 | |
| 254 ⁽³⁾ | All | Marginal | High | Rolling Stock | Bombardier (Sentinel) passenger rail cars Midlife Overhaul on 28 cars (see note 3) | \$40,500,000 | \$6,819,206 | \$2,842,532 | \$1,593,541 | \$2,067,296 | \$1,033,648 | \$26,143,776 |



PROJECT PROPOSALS FOR FY2018 REHABILITATION BUDGET - TIER A

Attachment G

| PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC ⁽²⁾ | OTHER ⁽¹⁾ |
|-----------|--------------------|-----------|--------|------------------|---|---------------------|---------------------|----------------------|--------------------|--------------------|---------------------|----------------------|
| 1041 | All | Marginal | High | Business Systems | Trapeze Maintenance Management System Software Upgrade | \$992,775 | \$471,568 | \$196,569 | \$110,198 | \$142,960 | \$71,480 | |
| 1091 | All | Worn | High | Business Systems | Condition Based Maintenance Tools, PC and Analysis Software | \$76,125 | \$36,159 | \$15,073 | \$8,450 | \$10,962 | \$5,481 | |
| | All Total | | | | | \$48,496,720 | \$10,617,648 | \$4,425,883 | \$2,481,177 | \$3,218,824 | \$1,609,412 | \$26,143,776 |
| 1155 | River | Worn | High | Signals | Replace Worn Electric Switch Lock at 140.80 West Bank | \$100,600 | \$47,785 | \$19,919 | \$11,167 | \$14,486 | \$7,243 | |
| 312 | River | Worn | High | Signals | Phase 1 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines | \$1,000,000 | \$475,000 | \$198,000 | \$111,000 | \$144,000 | \$72,000 | |
| 1167 | River | Worn | High | Signals | Signal System Rehab - Replace EL1A Logic Controller at CP Capital | \$335,940 | \$159,572 | \$66,516 | \$37,289 | \$48,375 | \$24,188 | |
| 1285 | River | Worn | High | Track | LA Union Station Track Rehabilitation | \$1,882,000 | \$893,950 | \$372,636 | \$208,902 | \$271,008 | \$135,504 | |
| 311 | River | Worn | High | Signals | Signal System Rehab - River Sub | \$1,017,030 | \$483,089 | \$201,372 | \$112,890 | \$146,452 | \$73,226 | |
| 1237 | River | Marginal | High | Communications | Wayside Communication System Replacement Parts - River | \$100,000 | \$47,500 | \$19,800 | \$11,100 | \$14,400 | \$7,200 | |
| 310 | River | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 grade crossings - River Sub | \$531,800 | \$252,605 | \$105,296 | \$59,030 | \$76,579 | \$38,290 | |
| | River Total | | | | | \$4,967,370 | \$2,359,501 | \$983,539 | \$551,378 | \$715,301 | \$357,651 | \$0 |
| | | | | | TOTAL ALL-SHARE | \$53,464,090 | \$12,977,149 | \$5,409,422 | \$3,032,555 | \$3,934,125 | \$1,967,063 | \$26,143,776 |
| | | | | | TOTAL LINE-SPECIFIC | \$36,094,737 | \$26,763,033 | \$1,935,560 | \$50,000 | \$3,314,334 | \$3,154,810 | \$844,000 |
| | | | | | TIER A TOTAL | \$89,558,827 | \$39,740,183 | \$7,344,982 | \$3,082,555 | \$7,248,459 | \$5,121,873 | \$26,987,776 |
| | | | | | Proposed Rotem Repayments ⁽⁴⁾ | \$0 | \$5,409,422 | (\$6,059,016) | \$0 | \$649,594 | \$0 | \$0 |
| | | | | | NEW TIER A TOTAL | \$89,558,827 | \$45,149,605 | \$1,285,966 | \$3,082,555 | \$7,898,053 | \$5,121,873 | \$26,987,776 |

BUDGET & FUNDING NOTES:

- (1) San Gabriel sub turnout replacement project # 178 contains \$812K of State TCRP funds that SCRRRA plans to apply for. If the funds are not awarded, LA Metro's funding requirement increases by \$487,200 and SBCTA's funding requirement increases by \$324,800.
- (2) VCTC is likely to have approximately \$2.5M available for FY 2018 Rehabilitation projects. If that is the case, \$2.6M will have be cut from VCTC's share of the budget.
- (3) Other funds for Project # 254 (Bombardier Sentinel Car Overhaul) consist of \$20.2M of Prop 1A, \$4.77M of PTMISEA funds and \$1.163M of insurance settlement funds.
- (4) Systemwide projects are needed for the Rotem repayments to take place. OCTA's share of Systemwide projects proposed to be paid by LA Metro under the Rotem Settlement MOU.
- (5) \$200,000 in funds have been identified on existing FTA grant 5309 for OCTA

**PROJECT PROPOSALS FOR FY2018 CAPITAL BUDGET - TIER A****Attachment H**

| RANK | PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SANBAG | VCTC | OTHER |
|-------|-----------|-------------|-----------|--------|------------------|--|-------------|-------------|-------------|-----------|-----------|-----------|-------|
| 1 | 1119 | All | n/a | n/a | Business Systems | Laptop and Server Upgrade | \$207,900 | \$98,753 | \$41,164 | \$23,077 | \$29,938 | \$14,969 | |
| 2 | 219A | All | n/a | n/a | Track | Central Maintenance Facility West Entrance Phase A - focused on Design, Engineering, & putting together contract documents of the CMF West Entrance Project with estimated cost is \$2M and would last 4 quarters (1 year) | \$2,000,000 | \$950,000 | \$396,000 | \$222,000 | \$288,000 | \$144,000 | |
| 3 | 1238 | All | n/a | n/a | PTC Systems | Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade | \$3,070,000 | \$1,458,250 | \$607,860 | \$340,770 | \$442,080 | \$221,040 | |
| TOTAL | | | | | | | \$5,277,900 | \$2,507,003 | \$1,045,024 | \$585,847 | \$760,018 | \$380,009 | \$0 |

BUDGET & FUNDING NOTES:

(1) Project 219A - Central Maintenance Facility West Entrance - is the first of two phases. Phase A focuses on design and engineering, while Phase B focuses on Construction. Phase B is anticipated for FY19 at approximately \$9.6M

FY19 Forecast Operating Budget
by Cost Component By Member Agency

| (\$000s) | Total FY18-19 | Metro | OCTA | RCTC | SBCTA | VCTC |
|---|------------------|-----------------|-----------------|-----------------|-----------------|----------------|
| Operating Revenue | | | | | | |
| Farebox Revenue | 83,897 | 40,769 | 22,453 | 7,759 | 10,512 | 2,404 |
| Metro Fare Reduction Subsidy | 1,262 | 1,262 | - | - | - | - |
| Subtotal-Pro Forma FareBox | 85,159 | 42,031 | 22,453 | 7,759 | 10,512 | 2,404 |
| Dispatching | 2,128 | 1,130 | 685 | 6 | 57 | 250 |
| Other Revenues | 12 | 6 | 3 | 1 | 1 | 0 |
| MOW Revenues | 13,431 | 8,120 | 2,537 | 670 | 1,560 | 544 |
| Subtotal Operating Revenue | 100,730 | 51,287 | 25,678 | 8,436 | 12,130 | 3,199 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 46,097 | 24,559 | 10,331 | 4,679 | 4,842 | 1,685 |
| Equipment Maintenance | 37,530 | 18,449 | 8,637 | 4,476 | 4,334 | 1,633 |
| Fuel | 18,751 | 9,579 | 4,794 | 1,878 | 1,912 | 588 |
| Non-Scheduled Rolling Stock Repairs | 100 | 52 | 24 | 10 | 11 | 3 |
| Operating Facilities Maintenance | 1,690 | 879 | 401 | 166 | 190 | 55 |
| Other Operating Train Services | 482 | 227 | 83 | 72 | 49 | 50 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security - Sheriff | 6,040 | 3,150 | 1,206 | 943 | 614 | 126 |
| Security - Guards | 2,889 | 1,362 | 498 | 432 | 295 | 302 |
| Supplemental Additional Security | 690 | 341 | 182 | 63 | 85 | 19 |
| Public Safety Program | 275 | 130 | 47 | 41 | 28 | 29 |
| Passenger Relations | 1,740 | 871 | 451 | 151 | 213 | 53 |
| TVM Maintenance/Revenue Collection | 6,019 | 2,508 | 1,322 | 1,003 | 821 | 364 |
| Marketing | 1,085 | 556 | 263 | 96 | 134 | 35 |
| Media & External Communications | 408 | 192 | 70 | 61 | 42 | 43 |
| Utilities/Leases | 3,309 | 1,560 | 570 | 495 | 338 | 345 |
| Transfers to Other Operators | 6,789 | 3,641 | 1,624 | 536 | 753 | 235 |
| Amtrak Transfers | 2,219 | 707 | 1,402 | - | - | 110 |
| Station Maintenance | 1,720 | 1,046 | 248 | 115 | 230 | 81 |
| Rail Agreements | 5,466 | 1,926 | 1,579 | 1,257 | 358 | 347 |
| Subtotal Operations & Services | 143,300 | 71,736 | 33,735 | 16,475 | 15,251 | 6,102 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 42,177 | 22,291 | 8,651 | 3,245 | 5,527 | 2,463 |
| MoW - Extraordinary Maintenance | 1,044 | 612 | 134 | 101 | 113 | 84 |
| Subtotal Maintenance-of-Way | 43,221 | 22,903 | 8,785 | 3,346 | 5,640 | 2,546 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 14,541 | 6,855 | 2,517 | 2,169 | 1,487 | 1,513 |
| Ops Non-Labor Expenses | 7,658 | 3,895 | 1,701 | 844 | 839 | 380 |
| Indirect Administrative Expenses | 15,807 | 7,452 | 2,725 | 2,365 | 1,616 | 1,650 |
| Ops Professional Services | 2,689 | 1,268 | 464 | 402 | 275 | 281 |
| Subtotal Admin & Services | 40,695 | 19,469 | 7,407 | 5,779 | 4,216 | 3,824 |
| <u>Contingency (Non-Train Ops)</u> | 252 | 119 | 43 | 38 | 26 | 26 |
| Total Operating Expenses | 227,468 | 114,227 | 49,971 | 25,638 | 25,133 | 12,499 |
| Insurance Expense/(Revenue) | | | | | | |
| Liability/Property/Auto | 13,099 | 6,809 | 3,110 | 1,284 | 1,471 | 426 |
| Claims / SI | 1,050 | 546 | 249 | 103 | 118 | 34 |
| Claims Administration | 1,191 | 619 | 283 | 117 | 134 | 39 |
| PLPD Revenue | - | - | - | - | - | - |
| Net Insurance Expense | 15,341 | 7,974 | 3,642 | 1,503 | 1,723 | 499 |
| Total Expenses | 242,808 | 122,201 | 53,613 | 27,142 | 26,856 | 12,997 |
| Total Loss | (142,079) | (70,914) | (27,935) | (18,706) | (14,726) | (9,799) |
| Member Subsidies | | | | | | |
| Operations | 126,738 | 62,940 | 24,293 | 17,202 | 13,003 | 9,300 |
| Insurance | 15,341 | 7,974 | 3,642 | 1,503 | 1,723 | 499 |
| Member Subsidies | 142,079 | 70,914 | 27,935 | 18,706 | 14,726 | 9,799 |
| Surplus / (Deficit) | - | - | - | - | - | - |

FY20 Forecast Operating Budget
by Cost Component By Member Agency

| (\$000s) | Total FY19-20 | Metro | OCTA | RCTC | SBCTA | VCTC |
|---|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Operating Revenue | | | | | | |
| Farebox Revenue | 83,897 | 40,769 | 22,453 | 7,759 | 10,512 | 2,404 |
| Metro Fare Reduction Subsidy | 1,262 | 1,262 | - | - | - | - |
| Subtotal-Pro Forma FareBox | 85,159 | 42,031 | 22,453 | 7,759 | 10,512 | 2,404 |
| Dispatching | 2,128 | 1,130 | 685 | 6 | 57 | 250 |
| Other Revenues | 12 | 6 | 3 | 1 | 1 | 0 |
| MOW Revenues | 13,431 | 8,120 | 2,537 | 670 | 1,560 | 544 |
| Subtotal Operating Revenue | 100,730 | 51,287 | 25,678 | 8,436 | 12,130 | 3,199 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 47,600 | 25,382 | 10,644 | 4,817 | 5,006 | 1,750 |
| Equipment Maintenance | 38,847 | 19,120 | 8,942 | 4,619 | 4,474 | 1,692 |
| Fuel | 19,361 | 9,894 | 4,946 | 1,939 | 1,975 | 608 |
| Non-Scheduled Rolling Stock Repairs | 100 | 52 | 24 | 10 | 11 | 3 |
| Operating Facilities Maintenance | 1,530 | 796 | 364 | 150 | 171 | 50 |
| Other Operating Train Services | 495 | 233 | 85 | 74 | 51 | 52 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security - Sheriff | 6,241 | 3,257 | 1,255 | 962 | 635 | 132 |
| Security - Guards | 2,942 | 1,387 | 507 | 440 | 301 | 307 |
| Supplemental Additional Security | 690 | 341 | 182 | 63 | 85 | 19 |
| Public Safety Program | 275 | 130 | 47 | 41 | 28 | 29 |
| Passenger Relations | 1,746 | 826 | 492 | 167 | 203 | 57 |
| TVM Maintenance/Revenue Collection | 6,264 | 2,610 | 1,376 | 1,044 | 854 | 379 |
| Marketing | 1,085 | 523 | 291 | 107 | 126 | 39 |
| Media & External Communications | 408 | 192 | 70 | 61 | 42 | 43 |
| Utilities/Leases | 3,329 | 1,569 | 574 | 498 | 340 | 348 |
| Transfers to Other Operators | 6,993 | 3,751 | 1,673 | 552 | 776 | 242 |
| Amtrak Transfers | 2,262 | 721 | 1,429 | - | - | 112 |
| Station Maintenance | 1,800 | 1,096 | 259 | 119 | 241 | 85 |
| Rail Agreements | 5,569 | 1,950 | 1,626 | 1,283 | 361 | 349 |
| Subtotal Operations & Services | 147,536 | 73,829 | 34,786 | 16,945 | 15,681 | 6,295 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 44,071 | 23,309 | 9,017 | 3,408 | 5,759 | 2,577 |
| MoW - Extraordinary Maintenance | 1,090 | 639 | 140 | 106 | 117 | 87 |
| Subtotal Maintenance-of-Way | 45,160 | 23,948 | 9,157 | 3,514 | 5,877 | 2,664 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 15,277 | 7,202 | 2,645 | 2,279 | 1,563 | 1,589 |
| Ops Non-Labor Expenses | 7,888 | 4,014 | 1,753 | 867 | 864 | 390 |
| Indirect Administrative Expenses | 16,273 | 7,671 | 2,805 | 2,434 | 1,663 | 1,699 |
| Ops Professional Services | 2,694 | 1,270 | 464 | 403 | 275 | 281 |
| Subtotal Admin & Services | 42,132 | 20,156 | 7,668 | 5,983 | 4,365 | 3,959 |
| Contingency (Non-Train Ops) | 252 | 119 | 43 | 38 | 26 | 26 |
| Total Operating Expenses | 235,080 | 118,052 | 51,655 | 26,480 | 25,949 | 12,944 |
| Insurance Expense/(Revenue) | | | | | | |
| Liability/Property/Auto | 13,885 | 7,224 | 3,299 | 1,358 | 1,552 | 451 |
| Claims / SI | 1,113 | 579 | 264 | 109 | 124 | 36 |
| Claims Administration | 1,197 | 623 | 285 | 117 | 134 | 39 |
| PLPD Revenue | - | - | - | - | - | - |
| Net Insurance Expense | 16,196 | 8,427 | 3,848 | 1,584 | 1,811 | 526 |
| Total Expenses | 251,276 | 126,479 | 55,503 | 28,064 | 27,759 | 13,470 |
| Total Loss | (150,546) | (75,192) | (29,825) | (19,628) | (15,629) | (10,271) |
| Member Subsidies | | | | | | |
| Operations | 134,350 | 66,765 | 25,977 | 18,044 | 13,819 | 9,745 |
| Insurance | 16,196 | 8,427 | 3,848 | 1,584 | 1,811 | 526 |
| Member Subsidies | 150,546 | 75,192 | 29,825 | 19,628 | 15,629 | 10,271 |
| Surplus / (Deficit) | - | - | - | - | - | - |

PROJECT PROPOSALS FOR FY2019 REHABILITATION BUDGET
Attachment K

| ORIGINALLY INTENDED | PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC | OTHER (1) |
|------------------------|-----------|-----------------------|-----------|--------|----------------|--|--------------|--------------|--------------|-------------|-------------|--------------|-----------|
| FY18 | 1158 | River | Worn | High | Signals | Rehab Signal System - Replace worn signals: 2W, 4WA, 4WB, 6W - CP Dayton | \$151,800 | \$72,105 | \$30,056 | \$16,850 | \$21,859 | \$10,930 | |
| FY18 | 1108 | All | Worn | High | Stations | Station Platform Detectable Warning Panel and Pavement Marking Rehab | \$242,000 | \$114,950 | \$47,916 | \$26,862 | \$34,848 | \$17,424 | |
| FY18 | 1166 | River | Worn | High | Signals | Rehab Worn and/or Defective Battery Cells - River Sub | \$64,240 | \$30,514 | \$12,720 | \$7,131 | \$9,251 | \$4,625 | |
| FY18 | 1151 | San Gabriel 60 / 40 | Worn | High | Signals | Signal System Rehab - Replace EC4 Unit with EC5 at Int Signal 81/82 - SG Sub | \$335,940 | \$201,564 | | | \$134,376 | | |
| FY18 | 322 | Ventura - LA County | Worn | High | Signals | Signal System Rehab - Rehab Logic Controllers at Signal Locations - Ven Sub | \$329,560 | \$329,560 | | | | | |
| FY18 | 1051 | All | Good | Low | Rolling Stock | Rotem Bi-Level Rail-car Progressive Overhaul Program Phase 1 | \$11,933,250 | \$5,668,294 | \$2,362,784 | \$1,324,591 | \$1,718,388 | \$859,194 | |
| FY18 | 1057 | All | Worn | Low | Facilities | Replace fencing and gates at MOC | \$149,050 | \$70,799 | \$29,512 | \$16,545 | \$21,463 | \$10,732 | |
| FY18 | 1054 | All | Marginal | Low | Facilities | Renovate restrooms at CMF and MOC | \$756,800 | \$359,480 | \$149,846 | \$84,005 | \$108,979 | \$54,490 | |
| FY18 | 1203 | Orange | Worn | High | Structures | Orange Sub Struct - San Juan Creek Bridge | \$38,261,522 | | \$38,261,522 | | | | |
| FY18 | 159 | San Gabriel 60 / 40 | Marginal | High | Track | San Gabriel Subdivision Rail Rehab Program | \$6,268,800 | \$3,761,280 | | | \$2,507,520 | | |
| FY18 | 320 | Pasadena | Worn | High | Grade Crossing | Rehab Worn Signal and Grade Crossing Cables - Pasadena Sub | \$557,480 | \$557,480 | | | | | |
| FY18 | 1272 | River | Worn | High | Track | Replace turnouts on the River Subdivision | \$1,830,840 | \$869,649 | \$362,506 | \$203,223 | \$263,641 | \$131,820 | |
| FY18 | 1289 | Ventura - LA County | Marginal | High | Track | Replacement of turnouts on the Ventura Subdivision in Los Angeles County | \$525,000 | \$525,000 | | | | | |
| FY18 | 1154 | River | Worn | High | Signals | Replace AC Meter Service @ N. Main Street - East Bank | \$130,600 | \$2,741 | \$1,143 | \$641 | \$831 | \$416 | \$124,829 |
| FY18 | 1117 | River | Worn | Low | Structures | River Sub Struct | \$299,600 | \$142,310 | \$59,321 | \$33,256 | \$43,142 | \$21,571 | |
| FY18 | 1280 | San Gabriel 60 / 40 | Worn | High | Track | San Gabriel Tie Rehabilitation | \$2,815,500 | \$1,689,300 | | | \$1,126,200 | | |
| FY18 | 1281 | Valley | Worn | High | Track | Valley Tie Rehabilitation | \$11,110,940 | \$11,110,940 | | | | | |
| FY18 | 1165 | River | Worn | High | Signals | Rehab Signal and Grade Crossing Cables - River Sub | \$513,480 | \$243,903 | \$101,669 | \$56,996 | \$73,941 | \$36,971 | |
| FY18 | 181 | River Sub - West Bank | Marginal | High | Track | Replacement of turnouts on the River Subdivision West Bank line in Los Angeles County | \$540,980 | \$256,966 | \$107,114 | \$60,049 | \$77,901 | \$38,951 | |
| FY18 | 336 | Olive | Worn | High | Signals | Rehab Worn or Defective Cables - Olive Sub | \$513,480 | | \$513,480 | | | | |
| FY18 | 347 | River | Worn | High | Signals | Signal System Rehab - Replace EC4 Unit at CP Mission | \$346,940 | \$164,797 | \$68,694 | \$38,510 | \$49,959 | \$24,980 | |
| FY18 | 1241 | Valley | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - Valley | \$75,000 | \$75,000 | | | | | |
| FY18 | 1239 | River | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - River | \$75,000 | \$35,625 | \$14,850 | \$8,325 | \$10,800 | \$5,400 | |
| FY18 | 1243 | Ventura - VC County | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - Ventura - Ventura County | \$37,500 | | | | | \$37,500 | |
| FY18 | 1245 | Ventura - LA County | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - Ventura - LA County | \$37,500 | \$37,500 | | | | | |
| FY18 | 1255 | San Gabriel 60 / 40 | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - SB County | \$37,500 | \$22,500 | | | \$15,000 | | |
| FY18 | 1227 | San Jacinto (PVL) | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - PVL | \$75,000 | | | \$75,000 | | | |
| FY18 | 1254 | San Gabriel 60 / 40 | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - LA County | \$37,500 | \$22,500 | | | \$15,000 | | |
| FY18 | 1230 | Orange | Marginal | High | Communications | Wayside Communication System Design, slot planning, interference mitigation - Orange | \$125,000 | | \$125,000 | | | | |
| FY18 | 313 | River | Worn | High | Signals | CP Dayton Signal Sys Rehab - Replace Relay Logic with Electrologixs Units | \$1,534,320 | \$728,802 | \$303,795 | \$170,310 | \$220,942 | \$110,471 | |
| FY18 | 191 | All | Worn | High | Stations | Station Signage Rehab | \$310,500 | \$147,488 | \$61,479 | \$34,466 | \$44,712 | \$22,356 | |
| FY18 | 326 | All | Worn | High | Signals | Rehab AC Units | \$236,940 | \$112,547 | \$46,914 | \$26,300 | \$34,119 | \$17,060 | |
| FY18 | 1113 | Ventura - VC County | Worn | High | Structures | Ventura Sub (Ven CO) Struct - Arroyo Simi Bridge | \$13,999,650 | | | | | \$13,999,650 | |
| FY18 | 306 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - SG Sub | \$548,600 | \$329,160 | | | \$219,440 | | |
| FY18 | 1153 | Montalvo | Worn | High | Signals | Rehab Worn or Defective Cables - Montalvo Sub | \$566,940 | | | | | \$566,940 | |

PROJECT PROPOSALS FOR FY2019 REHABILITATION BUDGET
Attachment K

| ORIGINALLY INTENDED | PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC | OTHER (1) |
|---------------------|-----------|---------------------|-----------|--------|-------------------|--|--------------|--------------|-------------|-------------|-------------|-------------|-----------|
| FY18 | 1219 | Ventura - VC County | Worn | High | Track | Ventura (VC) Track Rehabilitation | \$781,000 | | | | | \$781,000 | |
| FY18 | 1152 | San Gabriel 60 / 40 | Worn | High | Signals | Signal System Rehab - Replace EC4 Unit with EC5 at Int Signal 111/112 - SG Sub | \$335,940 | \$201,564 | | | \$134,376 | | |
| FY18 | 266 | Orange | Worn | High | Signals | Rehab Worn or Defective Cables - Orange Sub | \$566,940 | | \$366,940 | | | | \$200,000 |
| FY18 | 1207 | Orange | Worn | High | Track | Orange Subdivision Rail Rehab Program | \$942,000 | | \$942,000 | | | | |
| FY18 | 340 | San Gabriel 60 / 40 | Worn | High | Signals | Signal System Rehab - Replace EC4 Unit with EC5 at Int Signal 41/42 - SG Sub | \$335,940 | \$201,564 | | | \$134,376 | | |
| FY18 | 1208 | Orange | Marginal | High | Track | Orange Subdivision Tie Rehab | \$2,920,500 | | \$2,920,500 | | | | |
| FY18 | 1157 | River | Worn | High | Signals | Area lighting and fencing around houses - River Sub | \$536,800 | \$254,980 | \$106,286 | \$59,585 | \$77,299 | \$38,650 | |
| FY18 | 250 | Valley | Marginal | High | Track | Replacement of turnouts on the Valley Subdivision in Los Angeles County | \$400,000 | \$400,000 | | | | | |
| FY18 | 1305 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Rehabilitation of Beech Ave crossing on the San Gabriel Subdivision | \$462,000 | \$277,200 | | | \$184,800 | | |
| FY18 | 1215 | Valley | Marginal | High | Track | Valley Sub Rail Rehabilitation | \$2,296,250 | \$2,296,250 | | | | | |
| FY18 | 277 | San Gabriel 60 / 40 | Worn | High | Signals | Rehab Worn or Defective Cables - SG Sub | \$566,940 | \$340,164 | | | \$226,776 | | |
| FY18 | 263 | Orange | Worn | High | Signals | C&S Corrosion Mitigation | \$216,615 | | \$216,615 | | | | |
| FY18 | 196 | River | Worn | Low | Track | Rehabilitation of the North lead to CMF | \$750,000 | \$356,250 | \$148,500 | \$83,250 | \$108,000 | \$54,000 | |
| FY18 | 154 | Pasadena | Worn | Low | Grade Crossing | Phase 1 - Rehabilitation of grade crossings on the Pasadena Subdivision | \$500,000 | \$500,000 | | | | | |
| FY18 | 155 | Rialto | Worn | High | Grade Crossing | Phase 1 - Rehabilitation of grade crossings on the Rialto Industrial Track | \$250,000 | | | | \$250,000 | | |
| FY18 | 1252 | San Gabriel 60 / 40 | Marginal | Low | Communications | Rehab Update CIS at Stations - San Gabriel (SB County) | \$150,000 | \$90,000 | | | \$60,000 | | |
| FY18 | 1248 | Valley | Marginal | Low | Communications | Rehab Update CIS at Stations - Valley | \$150,000 | \$150,000 | | | | | |
| FY18 | 1250 | Orange | Marginal | Low | Communications | Rehab Update CIS at Stations - Orange | \$150,000 | | \$150,000 | | | | |
| FY18 | 1251 | San Gabriel 60 / 40 | Marginal | Low | Communications | Rehab Update CIS at Stations - San Gabriel (LA County) | \$150,000 | \$90,000 | | | \$60,000 | | |
| FY18 | 1249 | Ventura - VC County | Marginal | Low | Communications | Rehab Update CIS at Stations - Ventura - Ventura County | \$150,000 | | | | | \$150,000 | |
| FY18 | 1253 | Ventura - LA County | Marginal | Low | Communications | Rehab Update CIS at Stations - Ventura - LA County | \$150,000 | \$150,000 | | | | | |
| FY19 | 239 | All | Worn | High | Stations | Station Signage Rehab | \$310,500 | \$147,488 | \$61,479 | \$34,466 | \$44,712 | \$22,356 | |
| FY19 | 1120 | All | Marginal | High | Rolling Stock | Bombardier (Sentinel) passenger rail cars Midlife Overhaul | \$40,500,000 | \$19,237,500 | \$8,019,000 | \$4,495,500 | \$5,832,000 | \$2,916,000 | |
| FY19 | 1109 | All | Worn | High | Stations | Station Platform Detectable Warning Panel and Pavement Marking Rehab | \$297,000 | \$141,075 | \$58,806 | \$32,967 | \$42,768 | \$21,384 | |
| FY19 | 1060 | Ventura - VC County | Worn | Low | Facilities | Replace Moorpark Trailer (Crew Base) | \$1,474,000 | | | | | \$1,474,000 | |
| FY19 | 1062 | All | Worn | High | Facilities | Replace yard and progressive track lighting at CMF | \$933,020 | \$443,185 | \$184,738 | \$103,565 | \$134,355 | \$67,177 | |
| FY19 | 1170 | Orange | Worn | High | Signals | C&S Corrosion Mitigation | \$216,615 | | \$216,615 | | | | |
| FY19 | 1168 | Montalvo | Worn | High | Signals | Rehab Worn or Defective Cables - Montalvo Sub | \$566,940 | | | | | \$566,940 | |
| FY19 | 1061 | All | Worn | Low | Rolling Stock | Locomotive and Cab Car Camera & DVR replacements | \$1,099,875 | \$522,441 | \$217,775 | \$122,086 | \$158,382 | \$79,191 | |
| FY19 | 197 | River | Worn | Low | Facilities | Spot Track Facility Modifications | \$1,638,750 | \$778,406 | \$324,473 | \$181,901 | \$235,980 | \$117,990 | |
| FY19 | 1313 | All | Worn | High | Facilities | Phase 2 - Replace Car shop Jacks at CMF | \$279,620 | \$132,820 | \$55,365 | \$31,038 | \$40,265 | \$20,133 | |
| FY19 | 1226 | All | Worn | High | Labratory Testing | SCRRA Positive Train Control Lab Systems Support and Testing | \$847,500 | \$402,563 | \$167,805 | \$94,073 | \$122,040 | \$61,020 | |
| FY19 | 1225 | All | Worn | High | Signals | SCRRA Production Backoffice Systems Upgrades and Testing Support | \$547,000 | \$259,825 | \$108,306 | \$60,717 | \$78,768 | \$39,384 | |
| FY19 | 1056 | All | Marginal | Low | Facilities | Employee Communications System Upgrade | \$228,375 | \$108,478 | \$45,218 | \$25,350 | \$32,886 | \$16,443 | |
| FY19 | 1224 | All | Marginal | High | Signals | Backoffice Hardware & Software Replacement (DOC & MOC) | \$1,020,000 | \$484,500 | \$201,960 | \$113,220 | \$146,880 | \$73,440 | |
| FY19 | 1212 | Valley | Worn | High | Track | Tunnel 25 Track Rennovation | \$10,792,750 | \$10,792,750 | | | | | |
| FY19 | 235 | Valley | Worn | High | Structures | Verdugo Wash (8.12) Bridge Deck Replacement | \$1,484,725 | \$1,484,725 | | | | | |

PROJECT PROPOSALS FOR FY2019 REHABILITATION BUDGET

Attachment K

| ORIGINALLY INTENDED | PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC | OTHER (1) |
|---------------------|-----------|-------------------|-----------|--------|----------------|---|---------------|---------------|--------------|--------------|--------------|--------------|-----------|
| FY19 | 1213 | Valley | Marginal | High | Track | Valley Sub Track Renewal Train | \$70,000,000 | \$70,000,000 | | | | | |
| FY19 | 1127 | All | Worn | High | Signals | Remove Unnecessary iiATS instructors from RR Right of Way | \$667,800 | \$317,205 | \$132,224 | \$74,126 | \$96,163 | \$48,082 | |
| FY19 | 325 | Pasadena | Worn | Low | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - Pasadena Sub | \$557,480 | \$557,480 | | | | | |
| FY19 | 1199 | Pasadena | Worn | Low | Track | Pasadena Tie Rehabilitation | \$1,000,450 | \$1,000,450 | | | | | |
| FY19 | 1123 | All | Worn | High | Signals | Rehab C&S Maintenance Vehicles (2 Sig vehicles) | \$150,000 | \$71,250 | \$29,700 | \$16,650 | \$21,600 | \$10,800 | |
| FY19 | 1209 | San Jacinto (PVL) | Worn | Low | Track | Perris Valley Subdivision Rail Rehab Program | \$3,256,250 | | | \$3,256,250 | | | |
| FY19 | 1198 | Pasadena | Worn | High | Track | Pasadena Subdivision Rail Rehab Program | \$738,240 | \$738,240 | | | | | |
| FY19 | 1308 | Rialto | Worn | High | Grade Crossing | Phase 2 - Rehabilitation of grade crossings on the Rialto Industrial Track | \$250,000 | | | | \$250,000 | | |
| FY19 | 1310 | River | Worn | High | Signals | Phase 2 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines | \$1,000,000 | \$475,000 | \$198,000 | \$111,000 | \$144,000 | \$72,000 | |
| FY19 | 1306 | Pasadena | Worn | Low | Grade Crossing | Phase 2 - Rehabilitation of grade crossings on the Pasadena Subdivision | \$1,000,000 | \$1,000,000 | | | | | |
| TOTAL | | | | | | | \$248,992,567 | \$142,086,103 | \$57,532,627 | \$11,078,800 | \$15,368,740 | \$22,601,468 | \$324,829 |

PROJECT PROPOSALS FOR FY2020 REHABILITATION BUDGET

Attachment L

| ORIGINALLY INTENDED | PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC | OTHER (1) |
|---------------------|-----------|-------------------------|-----------|--------|-------------------|---|--------------|--------------|--------------|-------------|--------------|-------------|-----------|
| FY20 | 240 | All | Worn | High | Stations | Station Signage Rehab | \$310,500 | \$147,488 | \$61,479 | \$34,466 | \$44,712 | \$22,356 | |
| FY20 | 1063 | All | Worn | Low | Non-Revenue Fleet | Vehicle Replacement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| FY20 | 1110 | All | Worn | High | Stations | Station Platform Detectable Warning Panel and Pavement Marking Rehab | \$352,000 | \$167,200 | \$69,696 | \$39,072 | \$50,688 | \$25,344 | |
| FY20 | 1064 | SB Shortway | Worn | Low | Facilities | Purchase electric train car mover for EMF | \$889,240 | | | | \$889,240 | | |
| FY20 | 1185 | San Gabriel - SB County | Worn | High | Signals | Rehab Worn or Defective Cables | \$566,940 | | | | \$566,940 | | |
| FY20 | 1176 | Orange | Worn | High | Signals | Rehab Worn or Defective Cables | \$566,940 | | \$566,940 | | | | |
| FY20 | 1191 | Ventura - LA County | Worn | High | Signals | Rehab Worn or Defective Cables | \$513,480 | \$513,480 | | | | | |
| FY20 | 1121 | All | Marginal | High | Rolling Stock | Bombardier (Sentinel) passenger rail cars Midlife Overhaul | \$40,500,000 | \$19,237,500 | \$8,019,000 | \$4,495,500 | \$5,832,000 | \$2,916,000 | |
| FY20 | 1182 | River | Worn | High | Signals | Rehab Worn or Defective Cables | \$513,480 | \$243,903 | \$101,669 | \$56,996 | \$73,941 | \$36,971 | |
| FY20 | 1173 | Montalvo | Worn | High | Signals | Rehab Worn or Defective Cables - Montalvo Sub | \$566,940 | | | | | \$566,940 | |
| FY20 | 1179 | Pasadena | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year | \$557,480 | \$557,480 | | | | | |
| FY20 | 1186 | San Gabriel - SB County | Worn | High | Signals | Rehab Worn or Defective Cables | \$566,940 | | | | \$566,940 | | |
| FY20 | 1180 | Rialto | Worn | High | Signals | Rehab Signal and Grade Crossing Cables | \$513,480 | | | | \$513,480 | | |
| FY20 | 1175 | Orange | Worn | High | Signals | C&S Corrosion Mitigation | \$216,615 | | \$216,615 | | | | |
| FY20 | 1178 | Pasadena | Worn | High | Grade Crossing | Rehab Worn Signal and Grade Crossing Cables | \$557,480 | \$557,480 | | | | | |
| FY20 | 1181 | River | Worn | High | Signals | Signal System Rehab - Replace EC4 Unit at CP Mission | \$346,940 | \$164,797 | \$68,694 | \$38,510 | \$49,959 | \$24,980 | |
| FY20 | 1192 | Ventura - VC County | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year | \$548,600 | | | | | \$548,600 | |
| FY20 | 1171 | All | Worn | High | Signals | Rehab C&S Maintenance Vehicles (2 Sig Vehicles) | \$150,000 | \$71,250 | \$29,700 | \$16,650 | \$21,600 | \$10,800 | |
| FY20 | 1187 | San Gabriel - SB County | Worn | High | Grade Crossing | Grade Crossing Rehab | \$509,600 | | | | \$509,600 | | |
| FY20 | 1177 | Orange | Worn | High | Grade Crossing | Grade Crossing Rehab - Rehab 2 Locations per Year | \$560,560 | | \$560,560 | | | | |
| FY20 | 1194 | Ventura - VC County | Worn | High | Signals | Rehab Signal and Grade Crossing Cables | \$513,480 | | | | | \$513,480 | |
| FY20 | 1184 | San Gabriel 60 / 40 | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year - SG Sub | \$548,600 | \$329,160 | | | \$219,440 | | |
| FY20 | 1193 | Ventura - VC County | Worn | High | Signals | Rehab Signal and Grade Crossing Cables -Ven Sub | \$513,480 | | | | | \$513,480 | |
| FY20 | 1169 | Olive | Worn | High | Signals | Rehab Worn or Defective Cables | \$513,480 | | \$513,480 | | | | |
| FY20 | 1190 | Ventura - LA County | Worn | High | Grade Crossing | Grade Crossing Rehab 2 Locations per Year | \$531,800 | \$531,800 | | | | | |
| FY20 | 1189 | Valley | Worn | High | Grade Crossing | Grade Crossing Rehab - 2 Locations per Year | \$557,480 | \$557,480 | | | | | |
| FY20 | 1174 | Olive | Worn | High | Signals | Rehab Worn or Defective Cables - Olive Sub | \$513,480 | | \$513,480 | | | | |
| FY20 | 1183 | San Gabriel - LA County | Worn | High | Signals | Rehab Worn or Defective Cables | \$511,940 | \$511,940 | | | | | |
| FY20 | 1188 | Valley | Worn | High | Signals | Rehab Worn or Defective Cables | \$511,940 | \$511,940 | | | | | |
| FY20 | 1236 | All | Worn | High | Labratory Testing | SCRRA Positive Train Control Lab Systems Support and Testing | \$1,360,000 | \$646,000 | \$269,280 | \$150,960 | \$195,840 | \$97,920 | |
| FY20 | 1234 | All | Worn | High | Signals | SCRRA Production Backoffice Systems Upgrades and Testing Support | \$815,000 | \$387,125 | \$161,370 | \$90,465 | \$117,360 | \$58,680 | |
| FY20 | 1232 | All | Marginal | High | Signals | Backoffice Hardware & Software Replacement (DOC & MOC) | \$553,500 | \$262,913 | \$109,593 | \$61,439 | \$79,704 | \$39,852 | |
| FY20 | 1309 | Rialto | Worn | High | Grade Crossing | Phase 3 - Rehabilitation of grade crossings on the Rialto Industrial Track | \$250,000 | | | | \$250,000 | | |
| FY20 | 1311 | River | Worn | High | Signals | Phase 3 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines | \$1,000,000 | \$475,000 | \$198,000 | \$111,000 | \$144,000 | \$72,000 | |
| FY20 | 1314 | All | Worn | High | Facilities | Phase 3 - Replace Car shop Jacks at CMF | \$279,620 | \$132,820 | \$55,365 | \$31,038 | \$40,265 | \$20,133 | |
| FY20 | 1307 | Pasadena | Worn | Low | Grade Crossing | Phase 3 - Rehabilitation of grade crossings on the Pasadena Subdivision | \$1,000,000 | \$1,000,000 | | | | | |
| TOTAL | | | | | | | \$59,281,015 | \$27,006,754 | \$11,514,921 | \$5,126,095 | \$10,165,710 | \$5,467,535 | |

PROJECT PROPOSALS FOR FY2019 CAPITAL BUDGET

Attachment M

| ORIGINALLY INTENDED | PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC | OTHER (1) |
|---------------------|-----------|-------------|-----------|--------|------------|---|--------------|--------------|-------------|-------------|-------------|-----------|-----------|
| FY18 | 219 | All | n/a | n/a | Track | Central Maintenance Facility West Entrance - Phase 2 | \$9,698,500 | \$4,606,788 | \$1,920,303 | \$1,076,534 | \$1,396,584 | \$698,292 | |
| FY18 | 1220 | All | n/a | n/a | | Project Study Reports and Initial Design for Capital Projects | \$1,000,000 | \$475,000 | \$198,000 | \$111,000 | \$144,000 | \$72,000 | |
| FY19 | 1079 | All | n/a | n/a | Facilities | Electric Vehicle Charging Stations | \$461,380 | \$219,156 | \$91,353 | \$51,213 | \$66,439 | \$33,219 | |
| FY19 | 215 | Valley | n/a | n/a | Track | Palmdale Passing Siding | \$9,380,400 | \$9,380,400 | | | | | |
| TOTAL | | | | | | | \$20,540,280 | \$14,681,343 | \$2,209,656 | \$1,238,747 | \$1,607,023 | \$803,511 | |

PROJECT PROPOSALS FOR FY2020 CAPITAL BUDGET

Attachment N

| ORIGINALLY INTENDED | PROJECT # | SUBDIVISION | CONDITION | IMPACT | ASSET TYPE | PROJECT | TOTAL | Metro | OCTA | RCTC | SBCTA | VCTC | OTHER (1) |
|---------------------|-----------|-------------|-----------|--------|------------|---|-------------|-------------|-----------|-----------|-------------|-----------|-----------|
| FY20 | 398 | SB Shortway | n/a | n/a | Facilities | EMF ADDITIONAL UNDERGROUND FUEL STORAGE TANKS | \$2,608,200 | | | | \$2,608,200 | | |
| FY20 | 1065 | All | n/a | n/a | Facilities | Locomotive Test Facility CMF and EMF | \$2,298,450 | \$1,091,764 | \$455,093 | \$255,128 | \$330,977 | \$165,488 | |
| TOTAL | | | | | | | \$4,906,650 | \$1,091,764 | \$455,093 | \$255,128 | \$2,939,177 | \$165,488 | |

REHABILITATION PROJECT BALANCES CARRIED INTO FISCAL YEAR 2018
Attachment O

(\$000s)

Sum of Carryover

| Proj # | Subdivision | Category | Project Name | Member | | | | | UPRR\PTMISEA | OTHER | Total Carryover |
|--------|--------------|---------------|--|--------|------|------|-------|------|--------------|-------|-----------------|
| | | | | Metro | OCTA | RCTC | SBCTA | VCTC | | | |
| 450097 | Systemwide | PTC, C+S | Customer Information System (CIS) | 17 | 1 | 1 | 2 | | | | 21 |
| 510084 | Systemwide | Facilities | Facilities Design/Outfit Melbourne MoW Facility | 89 | 40 | 23 | 30 | 15 | | | 197 |
| 513006 | Ventura - VC | Track | Rehab turnout @ Strathern | | | | | 3 | | | 3 |
| 513007 | Ventura - VC | Structures | Capacity ratings on bridges/culverts (5) | | | | | 15 | | | 15 |
| 513008 | Ventura - VC | Signal | Rehab/replace crossing gates, gate savers, predictors, batteries and other equipment | | | | | 9 | | | 9 |
| 513009 | Ventura - VC | Communication | Upgrade/Replace Wayside Communications and Remote Monitors - Ventura Subdivision (Ventura Co.) | | | | | 8 | | | 8 |
| 513010 | Ventura LA | Track | Rehab turnouts @ Woodman, Bernson & Rayer. | 7 | | | | | | | 7 |
| 513011 | Ventura LA | Structures | ROW grading and tunnel vacuuming. | 3 | | | | | | | 3 |
| 513015 | Valley | Structures | Determine capacity ratings on bridges/culverts. | 12 | | | | | | | 12 |
| 513016 | Valley | Signal | Rehab 4 M23A switches at CP Taylor. | 66 | | | | | | | 66 |
| 513017 | San Gabriel | Track | Transition Rails & Insulated Joints. Rehab turnouts @ Irwin, CP Bassett, CP Barranca, | 21 | | | 14 | | | | 35 |
| 513018 | San Gabriel | Signal | Rehab Electrologic CP Marengo & CP Vista | 9 | | | 6 | | | | 15 |
| 513019 | San Gabriel | Communication | Upgrade/Replace Comm Equipment and Wayside Comm Sites - San Gabriel Sub | 119 | | | 79 | | | | 198 |
| 513021 | Rialto | Signal | Rialto Industry Track Grade Crossing Rehabilitation | | | | 7 | | | | 7 |
| 513022 | Orange | Track | Transition Rails & Insulated Joints. | | 128 | | | | | | 128 |
| 513023 | Orange | Structures | Rehab design analysis - San Juan Creek Bridge (Design Only) | | 14 | | | | | | 14 |
| 513024 | Orange | Structures | Capacity Ratings on Bridges/Culverts, ROW Grading, & Hydrology Design | | 28 | | | | | | 28 |
| 513025 | Orange | Signal | Rehab electrologic CP Capistrano. | | 212 | | | | | | 212 |
| 513026 | Orange/Olive | Signage | Rehab faded and damaged signage at 4 Stations | | 261 | | | | | | 261 |
| 513027 | River | Track | Transition Rails & Insulated Joints. Rehab turnouts. | 28 | 14 | 8 | 10 | 5 | | | 65 |
| 513028 | River | Structures | Capacity Ratings on Bridges/Culverts, ROW Grading | 17 | 7 | 4 | 5 | 3 | | | 36 |
| 513029 | River | Signal | Battery replace CP Terminal & CP Mission. | 16 | 7 | 4 | 5 | 2 | | | 33 |
| 513030 | River | Communication | Establish Comm Path Diversity at CP Locations | 3 | 3 | | 1 | | | | 7 |
| 513031 | Systemwide | Facilities | Upgrade Ground Power and Fuel Management System at CMF | 27 | 11 | 6 | 8 | 4 | | | 57 |
| 513038 | Systemwide | IT | Enterprise project mgmt, tracking, scheduling solution | 10 | | | | | | | 10 |
| 513039 | Systemwide | Sig/Veh | F550 Hyrail bucket trucks, renew brush truck generators | 13 | 6 | 3 | 4 | 2 | | | 29 |
| 513040 | Systemwide | MoW | Melbourne Maintenance Support Facility | 10 | 1 | | | | | | 11 |
| 513042 | Systemwide | Signal | Install additional signal heads and signal equipment. | 6 | 2 | 1 | 2 | | | | 11 |
| 513043 | Systemwide | Vehicles | Replacement of rubber-tire vehicles for field operations | 6 | 2 | 1 | 3 | | | | 12 |
| 513044 | Systemwide | Vehicles | Replace rail car mover | 3 | 1 | 12 | 15 | | | | 31 |
| 513045 | Systemwide | TVM | TVM Upgrades | 12 | 5 | 3 | | | | | 20 |
| 513048 | Systemwide | IT | SCRRA Fleet Plan | 2 | | | | | | | 2 |
| 514001 | 91-LA | Signage | CMS & PA System Rehabilitation at Montebello/Commerce & Norwalk/SF Springs. I | 26 | | | | | | | 26 |
| 514002 | Olive | Track | Rehabilitate Wood Cross Ties on the Olive Subdivision (Quantity 1400) | | 84 | | | | | | 84 |
| 514003 | Orange | Communication | Communication System Upgrade from OC Sub to TCOSF or MOC | | 8 | | | | | | 8 |
| 514004 | Orange | Safety | Fencing Installation at San Clemente Park | | 10 | | | | | | 10 |
| 514007 | Orange | Track | Rehabilitate Wood Cross-Ties on Orange Sub, Split FY12-13 and FY13-14 (21,400 ties) | | 151 | | | | | | 151 |
| 514008 | Orange | Track | Rehabilitate Curves 17 (MT 1 & 2), 39, 40, 46 & 53 on Orange Sub. | | 51 | | | | | | 51 |
| 514009 | Orange/Olive | CIS/Signage | Rehab CMS & PA Systems at High Priority Stations on Orange County line. Integrate with back office : | | 25 | | | | | | 25 |
| 514010 | Orange/Olive | Signal | Rehabilitate /Replace/Add Crossing Gates/Gatesavers, Predictors, Batteries, Other Crossing Equipme | | 54 | | | | | | 54 |
| 514012 | PASADENA | Track | Pasadena Sub: Replace Timber Crossties. | 5 | | | | | | | 5 |
| 514013 | San Gabriel | Communication | San Gabriel Sub: PTC Communications Systems Remote Monitoring & Access Control | 12 | | | 8 | | | | 20 |
| 514014 | San Gabriel | Safety | Fencing Installation Fontana-Beech MP 47.6. ROW Grading, Ditching and Fencing. | 13 | | | 9 | | | | 22 |
| 514015 | San Gabriel | Signage | Rehabilitate CMS & PA at 4 Stations on the San Gabriel Subdivision. Integrate with B | 9 | | | 6 | | | | 15 |
| 514017 | San Gabriel | Track | Rehabilitate Curves at Various Locations on the San Gabriel Subdivision. | 69 | | | 46 | | | | 115 |

| | | | | | | | | | | |
|--------|---------------|---------------|---|-----|-------|-----|----|----|--|-------|
| 514018 | Valley | Communication | Valley Sub Communications Backhaul Rehabilitation | 15 | | | | | | 15 |
| 514020 | Valley | Safety | Fencing Installation MP 14.7 & MP 31. Vacuum Tunnels, ROW Grading, Ditching & F | 6 | | | | | | 6 |
| 514021 | Valley | Signage | CMS & PA Systems Rehabilitation on the Antelope Valley Line stations. Integrate wit | 98 | | | | | | 98 |
| 514022 | Valley | Signal | Valley Sub Signal Rehab: 1 Electrologic Location and Other Crossing Work | 26 | | | | | | 26 |
| 514024 | Valley | Track | Rail Replacement and Rehab Curves at Various Locations on Valley Sub | 166 | | | | | | 166 |
| 514026 | Ventura LA | Signage | Rehabilitate CMS System & PA System at the Northridge Station. Integrate with Bac | 30 | | | | | | 30 |
| 514027 | Ventura LA | Signal | Ventura Sub Signal Rehab (LA Co.)- Replace GCP4000 (2 loc.) and Replacement of 3 c | 118 | | | | | | 118 |
| 514030 | Ventura LA | Track | Replace Rail on Curve 130, (MT 2) on Ventura Sub (LA County) | 684 | | | | | | 684 |
| 514031 | Ventura - VC | Communication | Rehabilitate Communication Systems Ventura Sub (Ventura Co), Including TCOSF and MOC Pathways. | | | | | 11 | | 11 |
| 514032 | Ventura - VC | Facilities | Replace Light Fixtures and Ground Power Cables at Moorpark Layover | | | | | 13 | | 13 |
| 514033 | Ventura - VC | Signage | Rehabilitate CMS & PA Systems at 3 Ventura County Stations. Integrate with Back Office Server. | | | | | 41 | | 41 |
| 514036 | Ventura - VC | Track | Rehabilitate Crossing at Tapo Street in Ventura County | | | | | 48 | | 48 |
| 514038 | River | Safety | Fencing Installation near 9th Street on the River Subdivision. ROW Grading, Ditching | 47 | 20 | 11 | 14 | 7 | | 99 |
| 514039 | River | Signal | River Sub Signal Rehabilitation | 12 | 5 | 3 | 4 | 2 | | 25 |
| 514042 | Systemwide | Facilities | Rehabilitate Drop Table and Wheel True Machine at CMF. | 29 | 12 | 7 | 9 | 4 | | 62 |
| 514043 | Systemwide | Facilities | Replace Fuel Tanker Truck | 82 | 29 | 16 | 21 | 11 | | 160 |
| 514044 | Systemwide | Facilities | Fueling System Improvement | 10 | 4 | 2 | 3 | | | 20 |
| 514045 | Systemwide | Facilities | Melbourne C&S Material Relocation Program (MSF Phase 3) | 2 | | | | | | 2 |
| 514046 | Systemwide | IT | Electronic Ticketing System | 5 | 2 | 1 | | | | 8 |
| 514047 | Systemwide | IT | FIS Phase 2 & Business Intelligence Solution Data Warehouse. | 24 | 10 | 6 | 7 | 4 | | 50 |
| 514048 | Systemwide | IT | TAM Plan and System for FTA MAP-21 Compliance. | 1 | | | | | | 1 |
| 514049 | Systemwide | IT | Design/Analysis for Replacement of Current TVM System | 9 | 4 | 2 | 13 | 1 | | 30 |
| 514055 | Systemwide | Signal | System Signal: Replace Dwarf Signal Heads and Install Remote Card Readers and Vid | 3 | 1 | | | | | 4 |
| 514056 | Systemwide | Track | Rehabilitate CMF West Access, Tail Track and Crossing. | 2 | | | | | | 2 |
| 514057 | Systemwide | Track | Systemwide Rail Grinding and Ultrasonic Rail Testing | 54 | 23 | 13 | 16 | 8 | | 114 |
| 514058 | Systemwide | Vehicles | Rubber Tire Vehicle Replacement (Non-Fed) - 3 Pool Vehicles | 3 | | | | | | 3 |
| 514059 | Systemwide | Vehicles | Rubber Tire Vehicle Replacement (Fed) - (3) MoW Trucks, (Approx 18) PTC Vehicles | 2 | | | | | | 2 |
| 514061 | San Gabriel | Track | Rehabilitate Transition Rails & Insulated Joints on the San Gabriel Subdivision | 2 | | | 2 | | | 4 |
| 514062 | River | Track | Rehabilitate Insulated Joints and Replace Turnout on the River Subdivision | 17 | 6 | 3 | 5 | 3 | | 33 |
| 514063 | Valley | Fencing | Lancaster Layover and Station Safety/Security Improvements | 64 | | | | | | 64 |
| 514065 | Systemwide | Track | FY14 Track Measurement Systems | 60 | 25 | 14 | 18 | 9 | | 127 |
| 514066 | Ventura LA VC | Structures | Tunnel 26 Drainage | 121 | | | | 93 | | 214 |
| 515100 | Olive | Structures | Olive Sub Culvert & Bridge Rehab at MP 3.8, 5.01 and 1.70 | | 21 | | | | | 21 |
| 515102 | Orange | Communication | Orange/Olive Sub: PTC Communications Systems Remote Monitoring & Access Control | | 11 | | | | | 11 |
| 515104 | Orange | Structures | Orange Subdivision ROW Grading, Ditching, & Hydrology Design | | 13 | | | | | 13 |
| 515105 | Orange | Structures | Orange Subdivision Culvert & Bridge Rehabilitation (9 Structures) | | 2,762 | | | | | 2,762 |
| 515106 | Orange | Structures | Orange Subdivision Bridge Repair (San Juan Creek Bridge Design) and Slope Stabilization/Grading | | 25 | | | | | 25 |
| 515107 | Orange | Track | Orange Subdivision Ground Penetrating Radar | | 14 | | | | | 14 |
| 515108 | Orange | Track | Orange Subdivision Tie Replacement - 1,077 Spot Ties | | 31 | | | | | 31 |
| 515109 | Pasadena | Signal | Pasadena Subdivision Signal Rehabilitation | 4 | | | | | | 4 |
| 515113 | Riverside | Facilities | Riverside Layover Facility Improvements - DESIGN | | | 522 | | | | 522 |
| 515114 | San Gabriel | Communication | San Gabriel Subdivision Communication System Rehabilitation | 8 | | | 5 | | | 13 |
| 515115 | San Gabriel | Signal | San Gabriel Sub Signal Rehabilitation - Upgrade 28 EC5 Units and 2 ElectroLogix | 3 | | | 2 | | | 5 |
| 515117 | San Gabriel | Track | San Gabriel Subdivision Ground Penetrating Radar | 6 | | | 4 | | | 10 |
| 515118 | San Gabriel | Track | San Gabriel Subdivision Track Rehabilitation | 26 | | | 17 | | | 44 |
| 515122 | Valley | Signal | Valley Subdivision Signal Rehabilitation - Crossing Cables Replacement Sierra Hwy | 22 | | | | | | 22 |
| 515123 | Valley | Structures | Valley Subdivision Bridge & Culvert Replacement - Design & Construction (4 structur | 675 | | | | | | 675 |
| 515126 | Valley | Track | Valley Subdivision Ground Penetrating Radar | 3 | | | | | | 3 |
| 515127 | Ventura LA | Communication | Oat Mountain ATCS/VHF Relocation & Consolidation and Remote Monitors/VHF Rad | 6 | | | | | | 6 |
| 515128 | Ventura LA | Signal | Ventura Sub (LA Co) Signal Rehabilitation - Upgrade GCP at Tujunga and Clybourn | 94 | | | | | | 94 |
| 515129 | Ventura LA | Structures | Ventura Sub (LA Co) Bridge Repair - Design & Construction MP 461.65 Replacement : | 351 | | | | | | 351 |

| | | | | | | | | | | | |
|--------|------------------------|----------------|---|-------|-----|-----|-----|-----|-------|-----|-------|
| 515131 | Ventura LA | Structures | Ventura Subdivision (LA Co ROW Maintenance) | 71 | | | | | | | 71 |
| 515133 | Ventura - VC | Communication | Tunnel 26VHF / CP Davis Communication Backhaul (Ventura - VN Co) | | | | | 14 | | | 14 |
| 515134 | Ventura - VC | Signal | Ventura Sub (Ven Co) Cable Replacement | | | | | 6 | | | 6 |
| 515135 | Ventura - VC | Structures | Ventura Sub (Ven Co) Bridge Replacement - Construction at MP 438.62 | | | | | 357 | | | 357 |
| 515137 | Ventura - VC | Track | Rehabilitate Sequoia Street Crossing | | | | | 9 | | | 9 |
| 515139 | River | Signal | River Subdivision Signal Rehabilitation - Dwarf Signal Replacement | 4 | 2 | | 1 | | | | 6 |
| 515142 | River | Track | River Subdivision Ground Penetrating Radar | 6 | 3 | 1 | 2 | | | | 12 |
| 515143 | River | Track | River Subdivision Rail Replacement | 1 | | | | | | | 1 |
| 515144 | River | Track | Rehab Rail & Ties on River Subdivision East Bank | 483 | 201 | 113 | 146 | 73 | 2,392 | | 3,409 |
| 515145 | Systemwide | Facilities | Upgrade Sanding System at CMF | 10 | 4 | 2 | 3 | 2 | | | 21 |
| 515146 | Systemwide | IT | Financial Planning & Forecasting Solution - Phase 2 | 121 | 51 | 28 | 37 | 18 | | | 255 |
| 515148 | Systemwide | Mechanical | Battery Change Out on Gen 3 Cars | 30 | 7 | | | | | | 37 |
| 515151 | Systemwide | Mechanical | Gen 1 Rail Car Overhaul | 138 | 166 | 149 | 193 | 96 | | | 742 |
| 515152 | Systemwide | PTC, C+S | PTC Communication and Signal Systemwide Rehab | 1 | | | | | | | 1 |
| 515154 | Systemwide | Track | Track Measurement & Testing - Machine Vision & Track Infrastructure Report | 6 | 2 | 1 | 2 | | | | 11 |
| 515155 | Systemwide | Track | Systemwide Rail Grinding | 4 | 2 | | 1 | | | | 7 |
| 515159 | Valley | Valley | Tunnel 25 Drainage | 2 | | | | | | | 2 |
| 516050 | Systemwide | Rolling Stock | Rail Car Restoration | | | | | | | 595 | 595 |
| 516069 | Systemwide | Facilities | Replace NOX2 Monitoring System | | | 3 | 4 | | | | 7 |
| 516110 | Ventura - VC | Track | Ventura Sub (Ven Co) Rail Grinding | | | | | 4 | | | 4 |
| 516111 | Ventura - VC | Track | Ventura Sub (Ven Co) Rail Replacement | | | | | 429 | | | 429 |
| 516120 | Ventura - VC | Structures | Ventura Sub (Ven Co) Bridge & Culvert Rehab | | | | | 468 | | | 468 |
| 516130 | Ventura - VC | Signal | Ventura Sub (Ven Co) Signal Rehabilitation | | | | | 76 | | | 76 |
| 516410 | San Gabriel | Track | San Gabriel Sub Track Rehab | | | | 762 | | | | 762 |
| 516511 | Olive | Track | Olive Sub Replace Track Panels - | | 22 | | | | | | 22 |
| 516530 | Olive | Signal | Orange/Olive Sub Signal Engineering | | 209 | | | | | | 209 |
| 516610 | Orange | Track | Orange Sub Rail Grinding | | 189 | | | | | | 189 |
| 516611 | Orange | Track | Orange Sub Rail Replacement | 1,617 | | | | | | | 1,617 |
| 516612 | Orange | Track | Orange Sub Replace Track Panels | | 300 | | | | | | 300 |
| 516620 | Orange | Structures | Orange Sub ROW Grading/Ditching | | 206 | | | | | | 206 |
| 516621 | Orange | Structures | Orange Sub - San Juan Creek Bridge Design | 1,891 | | | | | | | 1,891 |
| 516631 | Orange/Olive | Signal | Orange/Olive Sub Signal Rehabilitation - GCP4000 (5 EA) and Gate Mechanisms (5 tot) | 177 | | | | | | | 177 |
| 516640 | Orange | Communication | Orange Sub Communication Rehabilitation | 133 | | | | | | | 133 |
| 516819 | Redlands | Track & Signal | VALLEY SUB TIE REPLACEMENT | | | | 63 | | | | 63 |
| 516820 | Riverside | Facilities | Downtown Riverside Layover Improvements | | | 15 | | | | | 15 |
| 516930 | PVL /former San Jacint | Signal | PVL Signal Engineering | | | 10 | | | | | 10 |
| 516931 | PVL /former San Jacint | Signal | PVL Signal Rehabilitation | | | 689 | | | | | 689 |
| 516940 | PVL /former San Jacint | Communication | PVL Communication Rehabilitation - Remote Network Monitors at 19 Locations | | | 31 | | | | | 31 |
| 517030 | Systemwide | Signal | Replace Signal Maintenance Vehicles | 36 | 15 | 8 | 11 | 5 | | | 75 |
| 517040 | Systemwide | Comm & PTC | Back Office & PTC Lab Upgrades | 1,234 | 514 | 288 | 374 | 187 | | | 2,598 |
| 517050 | Systemwide | Rolling Stock | Gen 1 HVAC Overhaul (20 Bombardier Coach Cars) | 152 | 63 | 36 | 46 | 23 | | | 320 |
| 517051 | Systemwide | Facilities | CMF Elevator Modernization | 62 | 26 | 14 | 19 | 9 | | | 130 |
| 517052 | Systemwide | Facilities | CMF Drainage Redirection | 757 | 316 | 177 | 230 | 115 | | | 1,594 |
| 517053 | Systemwide | Facilities | EMF Parking and Track Lighting | 300 | 125 | 70 | 91 | | | | 587 |
| 517054 | Systemwide | Facilities | Stabilize Canopies and Platforms at LAUS | 473 | 197 | 111 | 143 | 72 | 265 | | 1,261 |
| 517110 | Ventura - VC | Track | Rehab 2,100 Ft Rail - Ventura Sub (Ven Co) | | | | | 333 | | | 333 |
| 517120 | Ventura - VC | Structures | Bridge Rehab MP 438.89 Ventura Sub (Ven Co) | | | | | 138 | 291 | | 429 |
| 517121 | Ventura - VC | Structures | Design Bridge/Culvert MP 434.12 & 436.96 | | | | | 277 | | | 277 |
| 517122 | Ventura - VC | Structures | Culvert Rehab MP 436.56 Ventura Sub (Ven Co) | | | | | 368 | | | 368 |
| 517130 | Ventura - VC | Signal | Replace Back-Up Battery Banks & Worn Underground Cables | | | | | 200 | | | 200 |
| 517140 | Ventura - VC | Comm & PTC | Communications Rehab - Ventura (Ven Co) | | | | | 238 | | | 238 |

| | | | | | | | | | | | | |
|--------------|-------------|---------------|---|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--|---------------|
| 517310 | Valley | Track | Tie Rehabilitation - Valley Subdivision | 1,400 | | | | | | | | 1,400 |
| 517320 | Valley | Structures | Culvert Rehab - Valley Subdivision | 673 | | | | | | | | 673 |
| 517330 | Valley | Signal | Rehab Train Control & Grade Crossing Signal Equipment - Valley Sub | 350 | | | | | | | | 350 |
| 517410 | San Gabriel | Track | Rehab Ties, Turnout, Track Panels | 1,186 | | | 790 | | | | | 1,976 |
| 517411 | San Gabriel | Track | Rail Grinding - San Gabriel Sub | 120 | | | 80 | | | | | 200 |
| 517420 | San Gabriel | Structures | Replace Culvert & ROW Grading/Ditching - San Gabriel Sub | 123 | | | 82 | | | | | 205 |
| 517430 | San Gabriel | Signal | Replace Signal and Grade Crossing Components - San Gabriel Sub | 240 | | | 160 | | | | | 400 |
| 517431 | San Gabriel | Signal | Signal Rehab - San Gabriel Sub | 585 | | | 390 | | | | | 975 |
| 517440 | San Gabriel | Communication | Communications Rehab - San Gabriel Sub | 105 | | | 70 | | | | | 175 |
| 517530 | Olive | Signal | Replace Signal and Grade Crossing System Cables - Olive Sub | | 450 | | | | | | | 450 |
| 517610 | Orange | Track | Upgrade 115 lb Rail with 136 lb Rail - Orange Subdivision | | 6,912 | | | | | | | 6,912 |
| 517620 | Orange | Structures | Rehab Culvert / ROW Grading - Orange Sub | | 485 | | | | | | | 485 |
| 517640 | Olive | Comm & PTC | Wayside Comm & CIS Rehab - Orange/Olive Sub | | 300 | | | | | | | 300 |
| 517710 | River* | Track | Tie Rehabilitation - River Sub (East Bank) | 943 | 393 | 220 | 286 | 143 | 1,913 | | | 3,899 |
| 517711 | River | Track | Replace Turnouts - River Subdivision | 475 | 198 | 111 | 144 | 72 | | | | 1,000 |
| 517730 | River | Signal | Replace Batteries, Gate Mechanisms & Install Gate Savers - River | 119 | 50 | 28 | 36 | 18 | | | | 250 |
| 517731 | East Bank | Signal | Rehab Power Switch Machines and Cables - River (East Bank) | 74 | 31 | 17 | 22 | 11 | 344 | | | 500 |
| 517740 | East Bank | Comm & PTC | Wayside Comm & CIS Rehab - River (East Bank) | 18 | 8 | 4 | 6 | 3 | 85 | | | 123 |
| 517940 | PVL | Comm & PTC | Wayside Comm & CIS Rehab - PVL | | | 125 | | | | | | 125 |
| 591705 | Systemwide | Vehicles | CMF Material Handling Equipment | 192 | 80 | 45 | 58 | 29 | | | | 405 |
| 591706 | Systemwide | Vehicles | 3 Hy-Rail MOW Trucks, 2 Bridge & Building Trucks and 1 MOW Gang Truck | 318 | 133 | 74 | 97 | 48 | | | | 670 |
| 591707 | Systemwide | Communication | Rehabilitate Systemwide Network Infrastructure | 116 | 48 | 27 | 35 | 18 | | | | 245 |
| 591709 | Systemwide | Rolling Stock | Sentinel LED Lighting Replacement | 220 | 92 | 51 | 67 | 33 | | | | 464 |
| TOTAL | | | | 14,672 | 19,761 | 3,118 | 4,853 | 4,215 | 4,734 | 1,151 | | 52,504 |

NEW CAPITAL PROJECT BALANCES CARRIED INTO FISCAL YEAR 2018

Attachment P

(\$000s)

| Subdivision | Category | Projects | Total | Metro | OCTA | RCTC | SBCTA | VCTC | Lease\ Other | State |
|---------------|---------------|--|----------------|---------------|--------------|--------------|--------------|--------------|-----------------|----------------|
| San Gabriel | Track | 860892, 417002 | 2,725 | 1,425 | | | | | | 1,300 |
| San Gabriel | Track | 860885 | 2,100 | | | | 334 | | 100 | 1,666 |
| San Gabriel | Track | 860893, 417003 | 3,076 | 1,776 | | | | | | 1,300 |
| Valley | Structures | 414002 | 670 | 369 | | | | | | 301 |
| Valley | Structures | 409006 | 1,325 | | | | | | | 1,325 |
| Valley | Track | 417004 | 5,110 | 2,555 | | | | | | 2,555 |
| Systemwide | IT | TVM Project | 30,488 | 12,985 | 6,857 | 4,822 | 4,024 | 1,800 | | |
| Systemwide | Rolling Stock | 604001, 608004 | 4,881 | 4,096 | | | 785 | | | |
| Systemwide | Rolling Stock | Tier 4 Projects | 204,368 | 4,329 | 479 | | 24 | 247 | 109,100 | 90,189 |
| Systemwide | Other | Project Studies FY 15-16, 860900 for MTA | 520 | 250 | 198 | | | 72 | | |
| Systemwide | Other | Project Studies FY 16-17, Reprogrammed to 517020 for LACMTA (\$475K) | 1275 | 593 | 257 | 144 | 187 | 94 | | |
| Systemwide | Security | 416001, 416002 | 2,150 | | | | | | | 2,150 |
| Systemwide | Security | 417001 | 5,700 | | | | | | | 5,700 |
| TOTALS | | | 264,388 | 28,378 | 7,791 | 4,966 | 5,354 | 2,213 | 109,200 | 106,486 |