



Board Report

File #: 2016-0433, **File Type:** Program

Agenda Number: 18

**FINANCE AND BUDGET COMMITTEE
JUNE 15, 2016**

SUBJECT: FY 2016-17 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE METROLINK'S FY 2016-17 ANNUAL WORK PROGRAM AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the **Southern California Regional Rail Authority's (SCRRA) FY 2016-17 (FY17) Annual Work Program** pursuant to their April 29, 2016, budget transmittal (Attachment A).
- B. APPROVING the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY17 Metrolink funding totaling \$88,825,701 for programs detailed in Table 1.
- C. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
 - FY 2010-11 from June 30, 2016 to June 30, 2017 - \$1,774,223
 - FY 2011-12 from June 30, 2016 to June 30, 2017 - \$2,830,282
 - FY 2012-13 from June 30, 2016 to June 30, 2017 - \$5,024,401
- D. APPROVING the FY17 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000.
- E. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.
- F. RECEIVING AND FILING update to March 24, 2016 Board Motion 40.1 on Equitable Governance on Southern California Regional Rail Authority.

ISSUE

The SCRRA Joint Exercise of Powers Agreement (JPA) requires the member agencies to annually approve their individual share of Metrolink funding.

DISCUSSION

The Metrolink system provides commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, as well as northern San Diego County.

The SCRRA overall FY17 Budget request for new programming from all Member Agencies consists of \$243.8 million for Commuter Rail operations, \$29.8 million for Rehabilitation and Renovation projects and \$1.3 million for New Capital projects.

LACMTA Contribution

TABLE 1
Requested FY17 LACMTA Share of Metrolink Programming

Proposition C 10% - Operations	Recommended Amount
Commuter Rail Operations	\$71,795,000
Enhanced L.A. County ROW Security	2,360,551
Antelope Valley Line Fare Reduction Program	730,000
Antelope Valley Line 100% Fare Enforcement Program	1,700,000
One-Time Special Events	100,000
Subtotal Proposition C 10%	\$76,685,551
Measure R 3% - Capital	
Rehabilitation and Renovation Program	\$10,000,000
Rotem Reimbursement	1,522,150
Capital Projects Study Reports	618,000
Subtotal Measure R 3%	\$12,140,150
Total New Metrolink Programming	\$88,825,701

Proposition C 10% Funds:**Metrolink Operations - \$71,795,000**

The FY17 Metrolink budget anticipates the operation of 172 weekday and 90 weekend trains, including new service with the 24 mile extension of the 91 Line to Perris Valley in Riverside County. New service consists of three new round trips from South Perris to Los Angeles Union Station and three Riverside intra-county round trips expected to begin June 6, 2016.

For FY17, SCRRA's operating expenses are projected to increase \$3.3 million (1.4%) over FY16 levels. Much of this increase is attributable to a full year of operations on the new Perris Valley Line service, increases in parts purchased for rolling stock, increased mechanical costs, and increased administrative salaries and related fringe benefits.

However, these increases have been offset by reduced insurance costs and decreased Maintenance of Way expenditures.

METROLINK OPERATIONS BUDGET SUMMARY (\$000)				
	FY16	FY17	DIFF.	CHANGE *
Expenses	\$ 240,513	\$ 243,815	\$ 3,302	1.4%
Revenues	\$ 101,457	\$ 102,246	\$ 789	0.8%
Member Agency Subsidy	\$ 139,055	\$ 141,569	\$ 2,514	1.8%
Metro Subsidy	\$ 71,796	\$ 71,794	\$ (2)	0%
Metro Share of Subsidy	51.6%	50.7%		

* Numbers may be subject to minor rounding

For FY17, Riverside County Transportation Commission (RCTC) will incur the majority of the \$2.5 million subsidy increase due to the new Perris Valley Line service. LACMTA’s contribution for FY17 Metrolink Operations will not increase but instead remain at the FY16 funding level.

It should be noted that the Metrolink operating subsidy request has dramatically increased over the past five years: an 88% increase in Metro’s subsidy since FY12. This trend is not sustainable and exceeds LACMTA’s LRTP projection.

Right-of-Way (ROW) Security Services to Be Provided by L.A. Sheriffs (LASD) - \$2,360,551

SCRRA contracts with the LASD to provide core security and fare enforcement services on board trains and at stations. In addition to core security services, LACMTA provides additional subsidy to SCRRA for supplemental LASD services on Metrolink ROW owned by LACMTA. The budget amount for 9.5 full time equivalents (FTEs) is to provide a dedicated security presence along LACMTA owned ROW, and to more quickly respond to incidents along the ROW within Los Angeles County.

Antelope Valley Line Fare Reduction Program - \$730,000

The Antelope Valley Line 25% Fare Reduction Program has been successful in attracting riders to the Metrolink system. The results through March 2016 show that the ridership is up 16% over FY15. However, the revenues are only down 10% which means the program is recovering 90% of the costs.

Metrolink is requesting \$730,000 to continue this program for FY17. This program was initially estimated to cost \$2,500,000 for FY16 and the actual expenditures have resulted in a \$1.8M savings.

Antelope Valley Line 100% Fare Enforcement Program - \$1,700,000

Along with the Fare Reduction program, the 100% Fare Enforcement program has also been successful. The L.A. County Sheriff’s report that fare evasion is at 0.5% or lower, down from the estimated 3.5% prior to the programs implementation. Metrolink is requesting \$1,700,000 to continue this program for FY17.

Special Event Services - \$100,000

An additional \$100,000 in funding is requested for the following special events:

- Los Angeles County Fair Trains
- Dodgers/Angels Trains
- Any other special services/events which may occur.

These services provide alternate transportation and reduce congestion for these large scale events which usually occur during peak commuter hours.

Measure R 3% Funds:

Rehabilitation and Renovation Program - \$10,000,000

The SCRRA's Rehabilitation and Renovation program funds State of Good Repair and improvements to infrastructure, the signal system, and the replacement and refurbishment of rolling stock in order to keep the railroad in a state of good repair.

For FY17, SCRRA is requesting programming authority from LACMTA of \$10,000,000 which is expected to be paid over a four year period. Please refer to Attachment A for a list of the FY17 rehabilitation projects.

LACMTA staff still has concerns with project delivery and SCRRA's identification of significant rehabilitation and renovation needs far exceeding the current funding capacities of the member agencies.

For FY16, the Board approved staff's recommendation to withhold SCRRA's \$20 million rehabilitation program funding request due to approximately \$40 million of unspent previously programmed and budgeted rehabilitation funds from LACMTA. Staff has regularly met with SCRRA over the last year and continues to see progress to resolve this issue.

To assist LACMTA in the assessment of Metro owned infrastructure and determining the highest priority rehabilitation and renovation project needs, LACMTA is procuring a consultant from the Regional Rail Bench to review, assess and work with SCRRA to prioritize and develop a scope of work and project delivery schedule to identify what rehabilitation projects can be delivered within the current fiscal year, in the next two years or what will actually require a four year program for all rehabilitation and capital projects. LACMTA staff will return to the Board with recommendations to maintain the state of good repair of the commuter rail system.

Staff will continue to collaborate and work closely with SCRRA to develop a realistic rehabilitation, renovation and state of good repair program that benefits Los Angeles County and the Metrolink system as a whole.

OCTA/Rotem Rolling Stock Acquisition - \$1,522,150

The Orange County Transportation Authority (OCTA) purchased 22 rails cars for inter-county service which were later incorporated into the system-wide fleet. The member agencies reached an

agreement that OCTA is to be compensated for these system-wide cars. A five year funding plan was established and payments are being made towards a total LACMTA commitment of \$19,928,150. For the fifth annual and final commitment, in FY17, LACMTA will program \$1,522,150 in Measure R 3% funds to complete the programming of this reimbursement.

New Capital Projects - \$618,000

Metrolink is requesting \$618,000 to be used for preparing project study reports and initial design for enhancement and expansion (i.e. non-good state of repair projects).

Extend Lapsing Date of Rehabilitation/Renovation Funds

SCRRA programs rehabilitation/renovation funds for multiple years. This is necessary to maximize the effectiveness of the program and take advantage of matching federal funds. In addition, several projects, such as the passenger car rehabilitation program, are expected to extend over several years. As a result, funds programmed over multiple years may not be completely invoiced prior to lapsing and LACMTA does not recognize project completion until we are invoiced.

In FY15 LACMTA extended the lapsing period to four years and extended the lapsing dates of several MOUs. LACMTA has been assured that the work is substantially complete or is in progress. SCRRA is hiring additional staff in FY17 to bring them current on their invoicing.

SCRRA's funding lapses on June 30, 2016, as follows:

FY 2010-11 from June 30, 2016 to June 30, 2017 - \$1,774,223
FY 2011-12 from June 30, 2016 to June 30, 2017 - \$2,830,282
FY 2012-13 from June 30, 2016 to June 30, 2017 - \$5,024,401

Staff is seeking Board authority to extend funding for one additional year to June 30, 2017, to allow SCRRA to continue the progress they have made with increased project delivery and to work through their accounting system issues.

Transfers to Other Operators Payment Rate to LACMTA

SCRRA reimburses LACMTA for Metrolink riders who transfer to and from LACMTA services for free, including the rail system at Union Station, through the EZ Transit Pass Program.

For FY17, staff is recommending the reimbursement rate remain at \$1.10, the same as for FY16, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

This rate has remained at the current rate for several years. However, with the recent advent of Metrolink's ticket compatibility on TAP and the changes in Metro's fare structure, staff is in the process of analyzing the actual levels of Metrolink riders on the Metro system. Staff will incorporate identified usage rates in the development of the FY18 budget to determine what, if any changes may be incorporated into the transfer agreement.

OTHER ISSUES

Additional Request for Metrolink Funding

By letter dated May 23, 2016, the SCRRA has requested additional FY17 Metro funding in the amount of \$206 thousand.

On May 13, 2016, subsequent to submittal of Metro's proposed budget, the SCRRA Board of Directors adopted a modified fare structure effective July 1, 2016, that reduces short distance fares based on miles traveled, while not increasing long distance fares. This action is estimated to reduce the total Metrolink FY17 Budgeted Farebox Revenue in the amount of \$420,800 (0.3%), and increase the total requested Member Agency operating subsidy in an equal amount. As noted Metro's share of this request is \$206 thousand.

Based on reported FY16 financial performance to date, Metrolink is experiencing a budget under-run of approximately \$13 million (9%) through January 2016, and has estimated a FY16 budget surplus of at least \$8 million. Based on current trends, staff believes that Metro will accrue an FY16 budget surplus ranging between \$3.0 and \$6.0 million.

Staff is proposing to apply these previously approved funds in the event of the realization of a potential shortfall in fare revenues during FY17 and thereby not increasing current demands on Metrolink eligible funding.

Board Motion 40.1 on Equitable Governance on Southern California Regional Rail Authority.

At its meeting of March 24, 2016, the Board adopted motion 40.1 which, among other actions, directed staff to "Work with SCRRA member agencies to revise and simplify the allocation formula structure."

At the direction of the Member Agency's Chief Executive Officers, the SCRRA was requested to procure an independent and neutral consultant to review and provide potential revisions to the current formula basis of allocation including any opportunities to simplify or streamline the current process.

The SCRRA is currently procuring a consultant to perform this review. In order to assure that each member's input and insights are included in this review and evaluation, the scope specifically highlights the requirement to consult with each member agency to identify their respective concerns, issues, priorities and perspectives:

Member Agency and Stakeholder Consultation

The consultant will meet with Member Agencies to discuss and assess perspectives related to the existing cost allocation and revenue allocation formulas in both operation and capital investment, especially as it relates to the structure, magnitude, and frequency of updates of various formulas. The consultant will develop a summary of positive attributes and issues or concerns the members may have with the current allocation.

In addition, the consultant will get feedback from Authority staff and member agency staff who implement the formulas to assess how the structure of the formulas affect internal and external business processes and how the current formulas can be evaluated according to various criteria (e.g., flexibility, adaptability, simplicity, ease of application, transparency).

Staff will work very closely with the selected consultant to ensure that issues and areas of concern previously expressed by the Board will be included in the formula review and Member Agency review process.

Finally, to ensure each Member Agency supports the allocation of Metrolink costs and revenues, the JPA requires each Member Agency to individually approve the formula basis upon which costs and revenues are allocated.

Upon receipt of the consultant's report, staff will update the Board on the status of any proposed changes in the formula structure that affect Metro's contribution to Metrolink.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of Metro's patrons or employees

FINANCIAL IMPACT

SCRRA has requested \$88,825,701 for LACMTA's total FY17 Annual Work Program programming authority consisting of \$76,685,551 in Proposition C 10% and \$12,140,150 in Measure R 3% funding.

ALTERNATIVES CONSIDERED

There is no alternative to the recommendations if SCRRA is to operate the recommended service levels and maintain the railroad in a state of good repair.

NEXT STEPS

LACMTA staff, working collaboratively with SCRRA staff will:

- Prepare a 5-Year strategic funding plan for Metrolink pursuant to the June 25, 2015, Motion 6.1 Board request;
- Review and analyze Metrolink's rehabilitation and renovation program including project priorities, costs and schedules;
- Provide ongoing updates to the Board.

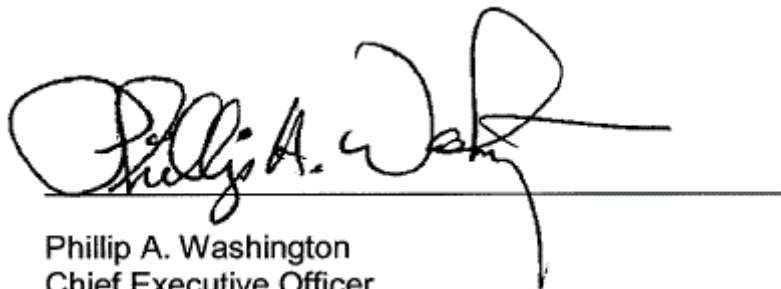
The SCRRA Board is scheduled to adopt its FY17 Budget on June 24, 2016. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action.

ATTACHMENTS

A) SCRRRA FY 2016-17 Preliminary Budget Transmittal

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Phillip A. Washington
Chief Executive Officer

April 29, 2016

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, SANBAG*

FROM: Elissa K. Konove, Deputy Chief Executive Officer for
Arthur T. Leahy, *Chief Executive Officer, SCRRA*



SUBJECT: SCRRA Preliminary FY2017 Budget

The SCRRA Board of Directors acted on April 22, 2016, to authorize the transmittal to our Member Agencies the Preliminary FY 2016-17 (FY17) SCRRA Budget. After Member Agency Boards have acted on the Preliminary Budget, staff will return to the SCRRA Board in June for adoption of the final FY17 Budget.

The Preliminary FY17 Budget was presented at a Board budget workshop on February 26, 2016. Following the workshop, meetings were held with individual Member Agencies in March and April. Member Agencies indicated funding constraints for Operating and Capital Rehabilitation expenses. As a result, the Preliminary FY17 Budget amounts for Operating and Capital Rehabilitation have been reduced from the amounts initially presented on February 26. The revised Preliminary FY17 Budget was presented to the Board on April 22, 2016.

Budget Priorities for FY17

The Preliminary FY17 Budget 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.
- Increased ridership and regional mobility, with expanded service from Riverside to Perris Valley.
- 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 Preliminary FY17 Budget includes new budgetary authority of \$274.9 million. The proposed budget consists of Operating Budget authority of \$243.8 million, an increase of 1.4% over the FY16 Budget. Capital Program authority totals \$31.1 million, \$29.8 million for Rehabilitation Projects and \$1.3 million for New Capital Projects. Carryover of New Capital Projects approved in prior years is \$255.1 million, and carryover of Rehabilitation Projects approved in prior years is \$37.9 million.

Operating Budget

Budget Assumptions

For the Preliminary FY17 Budget, the assumptions included no increase of current service ridership-based fare revenues and no fare increase. The only changes to Revenue were an additional 4½ months of the Perris Valley Line, and a slight decrease for Station to Station discounts. The “Big Five” major vendors (for train operations, track maintenance, signal maintenance, equipment maintenance, and security), which represent approximately 39% of the operating expense budget, were limited to the contracted escalators for current service. Diesel fuel is approximately 10% of the operating budget. The budget reflects an anticipated average price per gallon of \$2.75, with a 5% contingency to allow for any unexpected cost increase. The budget for parts for the repair of the aging fleet is \$14.0 million, which is consistent with actual costs in prior years. The budget includes a net reduction of two positions. Budgeted increases include a 1.5% Cost of Living Increase, and a Merit Pool equal to 0.5% of Payroll. The Preliminary FY17 Budget includes the three leased locomotives for PTC testing. The portion of the deductible for the 2015 Oxnard incident to be recognized this year is lower by \$1.0M to \$2.0M. BNSF Locomotives and related expenses are included through October 2016.

Operating Revenues

Operating revenues include farebox, dispatching, maintenance-of-way revenues, interest, other minor miscellaneous revenues, and are currently estimated to equal \$102.2 million, an increase of \$0.8 million, or 0.8% compared to the FY16 budget.

Fare Revenues, the largest operating revenue of the budget, have increased \$0.6 million or 0.7% compared to the FY16 budget to a total of \$85.0 million. The FY17 budget reflects no fare increase. This increase is consistent with the current forecast for FY16 actual expense.

Maintenance-of-way revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The Preliminary FY17 Budget estimates an increase of 2.0% from the FY16 budget to a total of \$14.6 million. Dispatching Revenues were only minimally different from FY16.

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. 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 FY17 budgeted amount for Train Operations is \$144.6 million, MOW is \$39.6 million, Administration & Services is \$36.7 million, Insurance/Claims \$16.8 million, and BNSF Lease expenses \$6.1 million. Attachment B provides the detail of the Operating Budget components compared to prior years. Attachment C shows the detail of the allocation of the Operating Budget components among the five Member Agencies.

The Preliminary FY17 Budget assumes the operation of a total of 2.8 million revenue service miles through the operation of 172 weekday trains and 90 weekend trains. No incremental services were requested for FY17.

Overall, the total budgeted expenses have increased by 1.4%. This change is the result of:

- a) an increase of \$9.0M in total Train Operations and Services, driven primarily by increases in parts purchased for rolling stock (\$4.3M), an additional 4½ months of Perris Valley Service (\$1.6M), and increases to Bombardier (\$1.1M), and Other mechanical (\$1.8M).
- b) a decrease in Maintenance of Way of \$2.8 million. MOW amounts are limited to estimated prior year expenditures, with an increase of \$1.1 million primarily due by contract escalations for Veolia and MASS Electric staff additions.
- c) an increase in Administration and Services (\$3.9M), driven by an increase in the Operations and Admin Salaries and Wages caused by the removal of the vacancy factor included in last year's budget (\$0.9M) in combination with a lower percent charge of salaries to projects charged to Capital Projects (\$1.2M), FY16 hiring over the mid-point budgeted for salaries and increases (\$0.9M), an increase in fringe benefits (\$0.5M), a COLA of 1.5% and merit pool of 0.5% for FY17 (\$0.4M), increased operational PTC charges no longer covered by Grants (\$1.0M) and a reduction of professional service expense (-\$1.0M).
- d) total insurance expense lower by \$1.3M, as a result of the \$3.0M budgeted to cover Oxnard related costs in FY16 reduced to \$2.0M for FY17 (-\$1.0M), and an insurance premium reduction (-\$0.3M).

In total, the FY17 budget increase is \$3.3M, or 1.4%, over the FY16 budget. Attachment D presents the elements driving the increases in FY17.

Member Agency Subsidy

Member Agency subsidies are required to fund the difference between the total costs of operations and all available revenues. The Preliminary FY17 Budget estimates total Member Agency contributions to equal \$141.6 million, an increase of \$2.5 million or 1.8% over the FY16 budget. The subsidy increase is the net result of slightly increased farebox revenue, higher routine operating expenses as a result of a full year of the Perris Valley Line, the Shortway and Redlands route additions, lower insurance cost, and the expiration of the BNSF Lease. Attachment E reflects subsidies FY14-FY16 and provides a specific analysis of the FY16 vs. FY17 change in the Member Agency subsidy.

Capital Budget

Capital Projects are frequently multi-year endeavors. The project balances are referred to as “Carryovers” because their uncompleted balance moves to the following year. Projects authorized in prior years but “carried over” total \$37.9 million for Rehabilitation and \$255.1 million for New Capital. They are shown in detail on Attachments J and N respectively.

The Capital Rehabilitation authorization request for FY17 was identified as necessary for safe and efficient rail operations. These projects total \$29.8 million and are represented in summary in Attachment H, and in detail in Attachment I.

The information presented in detail at the Board Workshop to Member Agencies included a total Rehabilitation request of \$101.1 million. Due to Member Agency funding constraints, this amount was reduced to \$29.8 million. Those projects removed from the budget request are displayed on Attachment H-1 by project type as ‘lined out’, on Attachment H-2 by project type as removed, and on Attachment H-3 by subdivision.

The total Rehabilitation Program includes:

- Track and Structures upgrades totaling \$18.9 million;
- Locomotive and Rolling Stock upgrades of \$1.0 million;
- Signal system improvements of \$2.8 million;
- Fleet and Facility projects of \$3.6 million;
- Communications and Signage improvements of \$3.5 million.

As the Rehabilitation Program needs identified exceed the amount of funding currently included in the Preliminary FY17 Budget, SCRRRA may return to the Member Agencies and the Board during FY17 to request additional Rehabilitation funding. SCRRRA will continue to work with the Member Agencies to track the status of Rehabilitation projects and any potential request for additional funding will be coordinated with the Member Agencies.

Capital Rehabilitation projects shown for FY18 and FY19 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 FY18 and FY19 listings. The needed projects are shown on Attachments K through L.

The New Capital authorization request for FY17 was identified as necessary for safe and efficient rail operations. The only new project proposed for FY17 totals \$1.3 million and is an amount to be used for project study reports and preliminary design on high priority projects. The project is shown on Attachment M. This information was also presented to the TAC members, and at the Board Workshop.

New Capital projects that have been identified as candidates for consideration in future years are listed in their totality on Attachment O. A description of possible funding which may apply to these projects is included.

Cash flow projections for FY17, FY18, and FY19 are presented in Attachment P.

Operating and Capital Budget Projections for FY18 and FY19

Upon approval by the Board, the FY17 Budget will be transmitted to Member Agencies for consideration. FY18 and FY19 projected budgets are included in this report for informational purposes only. Operating Budget projections are outlined in Attachments F and G, and Capital Budget Projections are shown in Attachments L through O.

FY18 and FY19 Projected Operating Budgets are based upon possible requested new services in combination with an inflation factor (3%) applied to all other costs.

Next Steps

May – June: Member Agencies Consider and Approve FY17 Budget

June 7 Required Public Posting of FY17 Budget

June 24 Request Board Approval of FY17 Budget

Thank you for your ongoing support and active participation in the development of the Preliminary FY17 Budget. As in the past, our respective staffs will continue to work together throughout the adoption process to ensure all concerns you may have are addressed in anticipation of adoption of the budget by the SCRRA Board of Directors in June 2016. My staff and I will also be available at your request to attend or present at your Board Meetings considering the budget adoption.

If you have any questions, comments or concerns, please do not hesitate to contact me directly at (213) 452-0269, or have any member of your staff contact Christine Wilson, Manager, Budget and Financial Analysis at (213) 452-0297.

cc: Member Agency CFOs
Member Agency TAC Members

OPERATING FUNDING ALLOCATION BY MEMBER AGENCY

(In 000's)	TOTAL FY16-17	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Revenues						
Gross Farebox	\$85,002	\$41,559	\$22,031	\$7,789	\$11,074	2,549
Dispatching	2,590	1,315	887	6	69	313
Other Operating	12	6	3	1	2	-
Maintenance-of-Way	14,642	9,147	2,716	677	1,575	527
Total Revenues FY17 Budget	\$102,246	\$52,027	\$25,637	\$8,473	\$12,720	\$3,389
Expenses						
Train Operations & Services	\$144,655	\$73,087	\$33,889	\$15,778	\$15,723	6,178
Maintenance-of-Way	39,592	20,864	8,125	2,887	5,438	2,278
Administration & Services	36,726	17,592	6,480	5,309	3,710	3,635
Insurance	16,787	8,990	4,062	1,227	1,954	554
BNSF	6,055	3,288	1,266	577	680	244
Total Expense FY17 Budget	\$243,815	\$123,821	\$53,822	\$25,778	\$27,505	\$12,889
Total FY17 Subsidy by Member	\$141,569	\$71,794	\$28,185	\$17,305	\$14,785	\$9,500
FY 2015-16 Budget	\$139,055	\$71,796	\$28,526	\$15,015	\$14,154	9,564
Over/(Under) Last Year Budget	2,514	(2)	(341)	2,290	631	(64)
Percent of Change	1.8%	(0.0%)	(1.2%)	13.2%	4.3%	(0.7%)

Comparative Annual Operating Budget Distribution
by Cost Component by Year

(\$000s)	FY 14-15 Actual	FY 15-16 Budget	FY 16-17 Budget	FY15-16 Budget vs FY16-17 Budget	
				Change	%
Operating Revenue					
Farebox Revenue	83,134	84,446	83,972	(474)	-0.6%
Metro Fare Reduction Subsidy	-	-	1,030	1,030	n/a
Subtotal-Pro Forma FareBox	83,134	84,446	85,002	556	0.7%
Dispatching	2,493	2,663	2,590	(73)	(2.8%)
Other Revenues	372	-	12	12	100.0%
MOW Revenues	13,207	14,348	14,642	294	2.0%
Subtotal Operating Revenue	99,206	101,457	102,246	789	0.8%
Operating Expenses					
<u>Operations & Services</u>					
Train Operations	40,569	43,979	43,942	(37)	(0.1%)
Equipment Maintenance	32,649	29,352	37,582	8,230	28.0%
Fuel	24,454	22,952	22,772	(180)	(0.8%)
Non-Scheduled Rolling Stock Repairs	1	232	100	(132)	(56.9%)
Operating Facilities Maintenance	1,120	1,182	1,418	236	20.0%
Other Operating Train Services	293	567	496	(71)	(12.5%)
Rolling Stock Lease	104	640	370	(270)	(42.2%)
Security - Sheriff	5,136	5,482	5,511	29	0.5%
Security - Guards	1,591	2,010	2,001	(9)	(0.4%)
Supplemental Additional Security	81	690	690	-	0.0%
Public Safety Program	177	260	320	60	23.1%
Passenger Relations	1,639	1,885	2,069	184	9.8%
TVM Maintenance/Revenue Collection	5,984	6,703	7,495	792	11.8%
Marketing	949	1,020	1,220	200	19.6%
Media & External Communications	234	426	395	(31)	(7.3%)
Utilities/Leases	2,622	2,677	2,777	100	3.7%
Transfers to Other Operators	7,081	7,411	6,577	(834)	(11.3%)
Amtrak Transfers	800	1,400	1,400	-	0.0%
Station Maintenance	1,121	1,464	1,641	177	12.1%
Rail Agreements	4,997	4,831	5,377	546	11.3%
Subtotal Operations & Services	131,602	135,163	144,153	8,990	6.7%
<u>Maintenance-of-Way</u>					
MoW - Line Segments	33,043	41,160	38,102	(3,058)	(7.4%)
MoW - Extraordinary Maintenance	1,235	1,228	1,490	262	21.3%
Subtotal Maintenance-of-Way	34,278	42,388	39,592	(2,796)	-6.6%
<u>Administration & Services</u>					
Ops Salaries & Fringe Benefits	11,535	11,586	14,019	2,433	21.0%
Ops Non-Labor Expenses	3,651	4,760	5,384	624	13.1%
Indirect Administrative Expenses	11,791	13,621	15,507	1,886	13.8%
Ops Professional Services	969	2,870	1,816	(1,054)	(36.7%)
Subtotal Admin & Services	27,946	32,837	36,726	3,889	11.8%
Contingency (Non-Train Ops)	14	501	502	1	0.2%
Total Operating Expenses	193,840	210,889	220,973	10,084	4.8%

Insurance Expense/(Revenue)

Liability/Property/Auto	12,597	12,880	12,588	(292)	-2.3%
Claims / SI	1,884	4,000	3,000	(1,000)	(25.0%)
Claims Administration	1,145	1,199	1,199	-	0.0%
PLPD Revenue	(1)	-	-	-	n/a
Net Insurance Expense	15,625	18,079	16,787	(1,292)	-7.1%
Total Expense Before BNSF	209,465	228,968	237,760	8,792	3.8%
Loss Before BNSF	(110,259)	(127,511)	(135,514)	(8,003)	-6.3%

Member Subsidies

Operations	92,252	109,432	118,727	9,295	8.5%
Insurance	17,678	18,079	16,787	(1,292)	-7.1%
Member Subsidies - Normal Ops	109,930	127,511	135,514	8,003	6.3%
Surplus / (Deficit) Before BNSF	(329)	-	-	-	

BNSF LEASED LOCOMOTIVE COSTS

			-		
Lease cost Inc. ship	-	4,275	2,526	(1,749)	-40.9%
Major Component Parts	-	800	-	(800)	(100.0%)
Labor for Maintenance	-	2,500	900	(1,600)	(64.0%)
Additional Fuel	-	5,003	1,230	(3,773)	(75.4%)
Diesel Fuel Offset	-	(7,010)	-	7,010	(100.0%)
Wheel truing, Software Mods, Brakes	-	960	-	(960)	(100.0%)
Temp Facility Mods	-	450	-	(450)	(100.0%)
PTC Costs	-	4,010	1,399	(2,611)	(65.1%)
Contingency	-	557	-	(557)	-100.0%
Total BNSF Lease Loco Expenses	-	11,545	6,055	(5,490)	(47.6%)
Member Subsidies - BNSF Lease	-	11,545	6,055	(5,490)	(47.6%)
Surplus / (Deficit) - BNSF Lease	-	-	-	-	

Total Expenses	209,465	240,513	243,815	3,302	1.4%
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			-		
Net Loss	(110,259)	(139,055)	(141,569)	(2,514)	(1.8%)
All Member Subsidies	109,930	139,055	141,569	2,514	1.8%
Surplus / (Deficit)	(329)	-	-	-	

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017 PROPOSED BUDGET**

Attachment D

Operational Expense Budget

(in 000's)

FY 2016 Amended Adopted Budget	\$ 240,513	
FY 2017 Preliminary Budget	<u>243,815</u>	
Total Operational Expense Budget Increase	<u>\$ 3,302</u>	1.4%

INCREASE DRIVERS:

New Initiatives:

Remove Effect of BNSF reduction	(5,490)	(lower than FY16)
Without Change to BNSF, increase = \$12,661,721 (this is amount analyzed below)		
Perris Valley- increase to full year	2,568	
Redlands-1st - 4 mo, Redlands & Shortway full year	598	
Mobile Ticketing	672	

Big Five

Train Operations	1,262
MOW (including 5 new MASS Positions)	1,140
MOW cut	(3,870)

Other

Material Issues	4,337
Effect of Payroll Vacancy Factor used in FY16	1,430
Variance in Pay mid-pt vs hire	1,207
Change in Salaries charged to Capital Projects	1,294
Reduction in Consultants	(1,086)
Reduction in Insurance/Claims (Oxnard)	(1,292)
 FY 2017 COLA (1.5%) & Merit Pool (0.5%)	 532

Total Operational Expense Budget Increase	<u>\$ 3,302</u>	1.4%
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**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017 PROPOSED BUDGET**

Attachment E

Net Local Subsidy by Member Agency

(In 000's)

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SANBAG Share	VCTC Share
FY14 ACTUAL*	\$100,003	\$54,741	\$18,522	\$7,685	\$11,654	\$7,401
FY 15 ACTUAL	\$110,257	\$59,030	\$22,251	\$9,388	\$11,605	\$7,983
FY16 BUDGET	\$139,055	\$71,796	\$28,526	\$15,015	\$14,154	\$9,564
FY17 BUDGET	\$141,569	\$71,794	\$28,185	\$17,305	\$14,785	\$9,500

*Excludes inventory write up

YEAR OVER YEAR CHANGE

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SANBAG Share	VCTC Share
FY14 vs FY15						
\$ Increase	\$10,254	\$4,289	\$3,729	\$1,703	(\$49)	\$582
% Increase	10.3%	7.8%	20.1%	22.2%	-0.4%	7.9%
FY15 vs FY16						
\$ Increase	\$28,798	\$12,766	\$6,275	\$5,627	\$2,549	\$1,581
% Increase	26.1%	21.6%	28.2%	59.9%	22.0%	19.8%
FY16 vs FY17						
\$ Increase	\$2,514	(\$2)	(\$341)	\$2,290	\$631	(\$64)
% Increase	1.8%	0.0%	-1.2%	15.3%	4.5%	-0.7%

Analysis of 16 vs 17 variance:

Of the 1.8%

Of the \$2,514

-0.6% Increase in Revenue (Primarily PVL)	\$ (788)	=	-31.3%	of the variance
3.1% Material Issues	4,337	=	172.5%	of the variance
1.8% Perris Valley increase to full year	2,568	=	102.1%	of the variance
0.9% Big Five Train Operations	1,262	=	50.2%	of the variance
0.8% Big Five MOW	1,140	=	45.3%	of the variance
-2.8% MOW Cut	(3,870)	=	-153.9%	of the variance
1.0% Payroll Vacancy Factor used in FY16	1,430	=	56.9%	of the variance
0.9% Change in Salaries to Capital Projects	1,294	=	51.5%	of the variance
0.9% Payroll Variation Hire to Mid point	1,207	=	48.0%	of the variance
0.5% Mobile ticketing	672	=	26.7%	of the variance
0.4% Redlands(both) & Shortway	598	=	23.8%	of the variance
-0.8% Ops Prof Services Reduced	(1,085)	=	-43.2%	of the variance
-0.9% Reduce insurance (Oxnard incident)	(1,292)	=	-51.4%	of the variance
-3.9% BNSF decrease to partial year	(5,490)	=	-218.4%	of the variance
<u>0.4% FY17 COLA (1.5%) & Merit Pool (0.5%)</u>	<u>531</u>	=	<u>21.1%</u>	<u>of the variance</u>
<u>1.8%</u>	<u>\$ 2,514</u>		<u>100.0%</u>	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017-18 PROPOSED BUDGET

Attachment G

FY19 Forecasted Operating Budget
by Cost Component By Member Agency

(\$000s)	Total FY18-19	Metro	OCTA	RCTC	SANBAG	VCTC
Operating Revenue						
Farebox Revenue	89,540	42,570	24,024	8,743	11,817	2,386
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	89,540	42,570	24,024	8,743	11,817	2,386
Dispatching	2,747	1,395	941	6	73	332
Other Revenues	13	7	3	1	2	-
MOW Revenues	15,533	9,704	2,881	718	1,671	559
Subtotal Operating Revenue	107,833	53,676	27,849	9,468	13,563	3,277
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	49,364	25,882	11,423	4,990	5,370	1,699
Equipment Maintenance	42,325	20,824	10,291	4,775	4,657	1,778
Fuel	26,223	13,018	6,847	2,761	2,812	785
Non-Scheduled Rolling Stock Repairs	105	55	25	10	12	3
Operating Facilities Maintenance	1,504	782	357	147	169	49
Other Operating Train Services	527	248	91	79	54	55
Rolling Stock Lease	393	186	78	44	57	28
Security - Sheriff	5,847	3,289	1,295	471	650	142
Security - Guards	2,122	999	365	317	219	222
Supplemental Additional Security	732	348	196	71	97	20
Public Safety Program	339	159	58	51	35	36
Passenger Relations	2,195	1,091	556	202	270	76
TVM Maintenance/Revenue Collection	7,951	3,215	1,812	1,286	1,170	468
Marketing	1,294	664	314	115	159	42
Media & External Communications	420	198	72	63	43	44
Utilities/Leases	2,947	1,387	507	440	304	309
Transfers to Other Operators	6,978	3,754	1,620	560	811	233
Amtrak Transfers	1,485	467	945	-	-	73
Station Maintenance	1,739	1,064	264	109	224	78
Rail Agreements	6,633	2,187	1,926	1,647	516	357
Subtotal Operations & Services	161,123	79,817	39,042	18,138	17,629	6,497
<u>Maintenance-of-Way</u>						
MoW - Line Segments	40,516	21,180	8,085	3,125	5,811	2,315
MoW - Extraordinary Maintenance	1,580	909	384	17	169	101
Subtotal Maintenance-of-Way	42,096	22,089	8,469	3,142	5,980	2,416
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	14,873	6,999	2,570	2,216	1,535	1,553
Ops Non-Labor Expenses	5,712	2,901	1,110	702	643	356
Indirect Administrative Expenses	16,451	7,742	2,831	2,458	1,696	1,724
Ops Professional Services	1,926	906	331	288	199	202
Subtotal Admin & Services	38,962	18,548	6,842	5,664	4,073	3,835
<u>Contingency (Non-Train Ops)</u>	533	252	92	80	53	56
Total Operating Expenses	242,714	120,706	54,445	27,024	27,735	12,804
Insurance Expense/(Revenue)						
Liability/Property/Auto	13,355	6,942	3,170	1,309	1,500	434
Claims / SI	3,182	1,654	756	312	357	103
Claims Administration	1,272	661	302	125	143	41
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	17,809	9,257	4,228	1,746	2,000	578

Total Expenses	260,523	129,963	58,673	28,770	29,735	13,382
Total Loss	152,690	76,287	30,824	19,302	16,172	10,105
Member Subsidies						
Operations	134,881	67,030	26,596	17,556	14,172	9,527
Insurance	17,809	9,257	4,228	1,746	2,000	578
Member Subsidies	152,690	76,287	30,824	19,302	16,172	10,105
Surplus / (Deficit)	-	-	-	-	-	-

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
1	Structures	Valley	Bridge rehab 35.75, and design 10 bridges	\$4,020,800	\$4,020,800					
2	Structures	Valley	Culvert rehab (design for rplce up to 21 culverts)	\$867,860	\$867,860					
3	Structures	Valley	ROW Grading	\$100,000	\$100,000					
4	Structures	Ventura-VC	Bridge rehab 438.89, design 434.12 & 436.96	\$2,049,600					\$909,600	\$1,140,000
5	Structures	Ventura-VC	Culvert rehab MP 436.56	\$490,000					\$490,000	
6	Structures	Ventura-LA	Bridge design 2 bridges 458.71 & 452.1	\$616,000	\$616,000					
7	Structures	Ventura-LA	ROW Grading	\$100,000	\$100,000					
8	Structures	Orange	Bridge rehab	\$0		\$0				
9	Structures	Orange	Culvert rehab MP 201.4	\$385,000		\$385,000				
10	Structures	Orange	ROW Grading	\$100,000		\$100,000				
11	Structures	San Gabriel	Culvert rehab (Re-entered in Line 74)	\$0	\$0			\$0		
12	Structures	San Gabriel	ROW Grading	\$100,000	\$60,000			\$40,000		
13	Structures	River	ROW Grading	\$50,000	\$23,750	\$9,900	\$5,550	\$7,200	\$3,600	
14	Structures	Montalvo-W	Culvert rehab MP 404.65	\$210,000					\$210,000	
15			Sub-Total Structures	\$9,089,259	\$5,788,410	\$494,900	\$5,550	\$47,200	\$1,613,200	\$1,140,000
16	Track	Ventura-VC	Replace rail curve 437.76 (1636') plus 500' tangent	\$333,217					\$333,217	
17	Track	Ventura-LA	Transpose Curve 442.58 (1520'), Curve 442.96 (1368')	\$684,372	\$684,372					
18	Track	Ventura-LA	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$1,007,500	\$1,007,500					
19	Track	Valley	Replace rail M1 4.62 (1026'), S 16.85 (263'), 61.20	\$1,817,400	\$1,817,400					
20	Track	Valley	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$3,120,000	\$3,120,000					
			REVISE TO	\$1,400,000	\$1,400,000					
21	Track	River*	WB-MT4 Transpose Curve 143.03 (2021'), Lead 3 MP	\$5,507,256	\$1,071,864	\$446,798	\$250,478	\$324,944	\$162,472	\$3,250,701
22	Track	River*	Replace 5,000 Ties for River EB, 3600 Spread across r	\$3,899,216	\$943,442	\$393,266	\$220,468	\$286,012	\$143,006	\$1,913,022
23	Track	San Gabriel	Upgrade aged worn 115/119 lb rail to 136 lb rail MP 4	\$1,500,000	\$900,000			\$600,000		
24	Track	San Gabriel	Upgrade aged and worn 119 lb rail to 136 lb rail MP 3	\$2,250,000	\$1,350,000			\$900,000		
25	Track	Orange	Upgrade worn 115 lb rail with 136 lb rail from MP	\$6,912,120		\$6,912,120				
26			Sub-Total Rail & Ties	\$27,031,081	\$10,894,578	\$7,752,184	\$470,945	\$2,110,956	\$638,695	\$5,163,723
			* Reference Engr dept estimates for UPRR share.							
27	Track	Ventura-LA	Turnouts & special trackwork	\$900,000	\$900,000					
28	Track	Valley	Turnouts & special trackwork	\$400,000	\$400,000					
29	Track	San Gabriel	Turnouts & special trackwork	\$1,000,000	\$600,000			\$400,000		
30	Track	River	Turnouts & special trackwork	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	
31			Sub-Total Turnouts & Trackwork	\$3,300,000	\$2,375,000	\$198,000	\$111,000	\$544,000	\$72,000	\$0
32	Signals	Olive	Train control & grade xing signal rehab	\$450,000		\$450,000				
33	Signals	Orange	Train control & grade xing signal rehab	\$450,000	\$450,000					
34	Signals	Ventura-VC	Train control rehab	\$200,000					\$200,000	
35	Signals	Ventura-LA	Train control rehab	\$200,000	\$200,000					
36	Signals	Valley	Train control & grade xing signal rehab	\$700,000	\$700,000					
			REVISE TO	\$350,000	\$350,000					

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
37	Signals	Pasadena	Train control rehab	\$200,000	\$200,000					
38	Signals	San Gabriel	Train control rehab	\$400,000	\$240,000			\$160,000		
39	Signals	PVL	Grade xing signal rehab	\$250,000			\$250,000			
40	Signals	East Bank	Train control rehab	\$500,000	\$74,100	\$30,888	\$17,316	\$22,464	\$11,232	\$344,000
41	Signals	River	Grade xing signal rehab	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	
42	Signals	Systemwide	Train control rehab	\$75,000	\$35,625	\$14,850	\$8,325	\$10,800	\$5,400	
43			Sub-Total Signals	\$3,675,000	\$1,568,475	\$995,238	\$303,391	\$229,264	\$234,632	\$344,000
44	Comm & PTC	Olive	Wayside comm & CIS rehab	\$150,000		\$150,000				
45	Comm & PTC	Orange	Wayside comm & CIS rehab	\$150,000		\$150,000				
46	Comm & PTC	Ventura-VC	Wayside comm & CIS rehab	\$237,500					\$237,500	
47	Comm & PTC	Ventura-LA	Wayside comm & CIS rehab	\$87,500	\$87,500					
48	Comm & PTC	Valley	Wayside comm & CIS rehab	\$325,000	\$325,000					
49	Comm & PTC	San Gabriel	Wayside comm & CIS rehab	\$175,000	\$105,000			\$70,000		
50	Comm & PTC	PVL	Wayside comm & CIS rehab	\$125,000			\$125,000			
51	Comm & PTC	East Bank	Wayside comm & CIS rehab	\$123,130	\$18,248	\$7,606	\$4,264	\$5,532	\$2,766	\$84,713
52	Comm & PTC	Systemwide	On-Board PTC systems	\$1,100,000	\$522,500	\$217,800	\$122,100	\$158,400	\$79,200	
53	Comm & PTC	Systemwide	Back office PTC systems	\$2,598,000	\$1,234,050	\$514,404	\$288,378	\$374,112	\$187,056	
54			Sub-Total Comm & PTC	\$5,071,130	\$2,292,298	\$1,039,810	\$539,742	\$608,044	\$506,522	\$84,713
55			TOTAL Infrastructure	\$48,166,470	\$22,918,760	\$10,480,133	\$1,430,628	\$3,539,464	\$3,065,049	\$6,732,436
56	Rolling Stock	Systemwide	Sentinel Rail Car Comprehensive Overhaul	\$40,500,000	\$7,371,525	\$3,072,762	\$1,722,609	\$2,234,736	\$1,117,368	\$24,981,000
57	Rolling Stock	Systemwide	Sentinel HVAC Overhaul	\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	
58	Rolling Stock	Systemwide	Sentinel LED Lighting Replacement	\$1,170,000	\$555,750	\$231,660	\$129,870	\$168,480	\$84,240	
59	Rolling Stock	Systemwide	Rotem Coupler Overhaul (44 cars)	\$3,500,000	\$1,662,500	\$693,000	\$388,500	\$504,000	\$252,000	
60			Sub-Total Rolling Stock	\$46,145,000	\$10,052,900	\$4,190,472	\$2,349,204	\$3,047,616	\$1,523,808	\$24,981,000
61	Facilities	Systemwide	Material Handling Equipment	\$405,038	\$192,393	\$80,197	\$44,959	\$58,325	\$29,163	
62	Facilities	Systemwide	CMF Elevator Modernization	\$140,185	\$66,588	\$27,757	\$15,561	\$20,187	\$10,093	
63	Facilities	Systemwide	CMF Drainage Re-direction	\$1,593,900	\$757,103	\$315,592	\$176,923	\$229,522	\$114,761	
64	Facilities	Systemwide	EMF Parking & Track Lighting	\$586,600	\$300,253	\$125,158	\$70,164	\$91,024	\$0	
65	Vehicles	Systemwide	3 Hy-Rails, 2 MOW, 1 gang truck	\$670,475	\$318,476	\$132,754	\$74,423	\$96,548	\$48,274	
66			Sub-Total Facilities & Vehicles	\$3,396,198	\$1,634,812	\$681,458	\$382,030	\$495,606	\$202,291	\$0
67	IT	Systemwide	Replace switch equipment	\$249,700	\$118,608	\$49,441	\$27,717	\$35,957	\$17,978	
68	IT	Systemwide	Enhance VM Infrastructure	\$539,000	\$256,025	\$106,722	\$59,829	\$77,616	\$38,808	
69	IT	Systemwide	Desktop management systems	\$0	\$0	\$0	\$0	\$0	\$0	
70			Sub-Total IT	\$788,700	\$374,633	\$156,163	\$87,546	\$113,573	\$56,786	\$0
70.5	Facilities	Systemwide	LAUPT Platform & Canopy Upgrades	\$2,700,000	\$987,525	\$411,642	\$230,769	\$299,376	\$149,688	\$621,000

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
			REVISE TO ONLY 2 PLATFORMS (2 & 3)	\$1,266,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$266,000
71			TOTAL Other Assets	\$53,029,898	\$13,049,870	\$5,439,735	\$3,049,548	\$3,956,171	\$1,932,573	\$25,602,000
LA Co; LA County Portion of FY 2016 San Gabriel Sub projects (Required to match SANBAG funding already approved in FY 2016):										
72	Comm	San Gabriel	Comm system rehab	\$105,000	\$105,000			\$0		
73	Signal	San Gabriel	Signal system rehab	\$594,000	\$594,000			\$0		
74	Structures	San Gabriel	Rehab culvert 28.23	\$120,000	\$120,000			\$0		
75	Structures	San Gabriel	ROW grading/ditching	\$48,000	\$48,000			\$0		
76	Track	San Gabriel	Rail grinding	\$119,700	\$119,700			\$0		
77	Track	San Gabriel	Tie rehab, turnout replace, track panels @ Grand, pec	\$1,185,600	\$1,185,600			\$0		
78			Sub-Total LA Portion of FY 2016	\$2,172,300	\$2,172,300	\$0	\$0	\$0	\$0	\$0
79	REHAB PROJECT PROPOSALS	GRAND TOTAL		\$103,368,668	\$38,140,930	\$15,919,868	\$4,480,177	\$7,495,635	\$4,997,622	\$32,334,436

New Totals	\$29,779,628	\$9,991,444	\$10,215,192	\$1,284,374	\$1,664,052	\$2,876,831	\$3,747,735
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FUNDING:

Notes:

- 1) "Other" funds in FY 2017 are anticipated from CalTrans UPRR, and Amtrak
- 2) \$43,268 of projected UPRR budget was removed from FY 2016
- 3) Platform Repair not in original presentation are included here.

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES

Metrolink

Attachment H-2

After reductions

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
2	Structures	Valley	Culvert rehab (design to replce up to 21 culverts)	\$867,860	\$867,860					
4	Structures	Ventura-VC	Bridge rehab 438.89, design 434.12 & 436.96	\$2,049,600					\$909,600	\$1,140,000
5	Structures	Ventura-VC	Culvert rehab MP 436.56	\$490,000					\$490,000	
9	Structures	Orange	Culvert rehab MP 201.4	\$385,000		\$385,000				
10	Structures	Orange	ROW Grading	\$100,000		\$100,000				
15	Sub-Total Structures			\$3,892,460	\$867,860	\$485,000	\$0	\$0	\$1,399,600	\$1,140,000
16	Track	Ventura-VC	Replace rail curve 437.76 (1636') plus 500' tangent	\$333,217					\$333,217	
20	Track	Valley	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$1,400,000	\$1,400,000					
22	Track	River*	Replace 5,000 Ties for River EB, 3600 Spread across rest o	\$3,899,216	\$943,442	\$393,266	\$220,468	\$286,012	\$143,006	\$1,913,022
25	Track	Orange	Upgrade worn 115 lb rail with 136 lb rail from MP 201.1-	\$6,912,120		\$6,912,120				
26	Sub-Total Rail & Ties			\$12,544,553	\$2,343,442	\$7,305,386	\$220,468	\$286,012	\$476,223	\$1,913,022
* Reference Engr dept estimates for UPRR share.										
30	Track	River	Turnouts & special trackwork	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	
31	Sub-Total Turnouts & Trackwork			\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
32	Signals	Olive	Train control & grade xing signal rehab	\$450,000		\$450,000				
34	Signals	Ventura-VC	Train control rehab	\$200,000					\$200,000	
36	Signals	Valley	Train control & grade xing signal rehab	\$350,000	\$350,000					
38	Signals	San Gabriel	Train control rehab	\$400,000	\$240,000			\$160,000		
40	Signals	East Bank	Train control rehab	\$500,000	\$74,100	\$30,888	\$17,316	\$22,464	\$11,232	\$344,000
41	Signals	River	Grade xing signal rehab	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	
42	Signals	Systemwide	Train control rehab	\$75,000	\$35,625	\$14,850	\$8,325	\$10,800	\$5,400	
43	Sub-Total Signals			\$2,225,000	\$818,475	\$545,238	\$53,391	\$229,264	\$234,632	\$344,000
44	Comm & PTC	Olive	Wayside comm & CIS rehab	\$150,000		\$150,000				
45	Comm & PTC	Orange	Wayside comm & CIS rehab	\$150,000		\$150,000				
46	Comm & PTC	Ventura-VC	Wayside comm & CIS rehab	\$237,500					\$237,500	
50	Comm & PTC	PVL	Wayside comm & CIS rehab	\$125,000			\$125,000			
51	Comm & PTC	East Bank	Wayside comm & CIS rehab	\$123,130	\$18,248	\$7,606	\$4,264	\$5,532	\$2,766	\$84,713
53	Comm & PTC	Systemwide	Back office PTC systems	\$2,598,000	\$1,234,050	\$514,404	\$288,378	\$374,112	\$187,056	
54	Sub-Total Comm & PTC			\$3,383,630	\$1,252,298	\$822,010	\$417,642	\$379,644	\$427,322	\$84,713
55	TOTAL Infrastructure			\$23,045,643	\$5,757,075	\$9,355,635	\$802,501	\$1,038,920	\$2,609,777	\$3,481,735
57	Rolling Stock	Systemwide	Sentinel HVAC Overhaul	\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	
60	Sub-Total Rolling Stock			\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	\$0
62	Facilities	Systemwide	CMF Elevator Modernization	\$140,185	\$66,588	\$27,757	\$15,561	\$20,187	\$10,093	
63	Facilities	Systemwide	CMF Drainage Re-direction	\$1,593,900	\$757,103	\$315,592	\$176,923	\$229,522	\$114,761	

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES

Metrolink

Attachment H-2

After reductions

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
64	Facilities	Systemwide	EMF Parking & Track Lighting	\$586,600	\$300,253	\$125,158	\$70,164	\$91,024	\$0	
66			Sub-Total Facilities & Vehicles	\$2,320,685	\$1,123,944	\$468,507	\$262,648	\$340,732	\$124,854	\$0
70.5	Facilities	Systemwide	LAUPT Platform & Canopy Upgrades <i>REVISE TO ONLY 2 PLATFORMS (2 & 3)</i>	\$1,266,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$266,000
71			TOTAL Other Assets	\$4,561,685	\$2,062,069	\$859,557	\$481,873	\$625,132	\$267,054	\$266,000
LA County LA County Portion of FY 2016 San Gabriel Sub projects (Required to match SANBAG funding already approved in FY 2016):										
72	Comm	San Gabriel	Comm system rehab	\$105,000	\$105,000			\$0		
73	Signal	San Gabriel	Signal system rehab	\$594,000	\$594,000			\$0		
74	Structures	San Gabriel	Rehab culvert 28.23	\$120,000	\$120,000			\$0		
75	Structures	San Gabriel	ROW grading/ditching	\$48,000	\$48,000			\$0		
76	Track	San Gabriel	Rail grinding	\$119,700	\$119,700			\$0		
77	Track	San Gabriel	Tie rehab, turnout replace, track panels @ Grand, ped xin	\$1,185,600	\$1,185,600			\$0		
78			Sub-Total LA Portion of FY 2016	\$2,172,300	\$2,172,300	\$0	\$0	\$0	\$0	\$0
79	REHAB PROJECT PROPOSALS	GRAND TOTAL		\$29,779,628	\$9,991,444	\$10,215,192	\$1,284,374	\$1,664,052	\$2,876,831	\$3,747,735

FUNDING:

Notes:

1) "Other" funds in FY 2017 are anticipated from CalTrans UPRR, and Amtrak

ATTACHMENT "H-3"								
FY2016-17 Rehabilitation New Authority Projects - Summary - by Subdivision								
(\$ Thousands)								
Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Olive	Communication & PTC	150	-	150	-	-	-	-
Olive	Signals	450	-	450	-	-	-	-
Orange	Communication & PTC	150	-	150	-	-	-	-
Orange	Structures	485	-	485	-	-	-	-
Orange	Track	6,912	-	6,912	-	-	-	-
Perris Valley	Communication & PTC	125	-	-	125	-	-	-
San Gabriel	Communication & PTC	105	105	-	-	-	-	-
San Gabriel	Signals	994	834	-	-	160	-	-
San Gabriel	Structures	168	168	-	-	-	-	-
San Gabriel	Track	1,306	1,306	-	-	-	-	-
Valley	Signals	350	350	-	-	-	-	-
Valley	Structures	868	868	-	-	-	-	-
Valley	Track	1,400	1,400	-	-	-	-	-
Ventura-VC	Communication & PTC	238	-	-	-	-	238	-
Ventura-VC	Signals	200	-	-	-	-	200	-
Ventura-VC	Structures	2,540	-	-	-	-	1,400	1,140
Ventura-VC	Track	333	-	-	-	-	333	-
East Bank	Communication & PTC	123	18	8	4	5	3	85
East Bank	Signals	500	74	31	17	22	11	344
River	Signals	250	119	50	28	36	18	-
River	Track	4,899	1,418	591	332	430	215	1,913
Systemwide	Communication & PTC	2,598	1,234	515	288	374	187	-
Systemwide	Facilities	3,586	1,599	666	373	485	197	266
Systemwide	Rolling Stock	975	463	193	108	141	70	-
Systemwide	Signals	75	36	15	8	11	5	-
CURRENT PROPOSED FY2016-17 REHAB BUDGET		29,779	9,991	10,215	1,284	1,664	2,877	3,748
ROTEM SETTLEMENT AMOUNTS (YEAR 5)		-	1,936	(3,773)	500	1,000	337	-
TOTAL PROPOSED FY 2016-17 REHAB BUDGET		29,779	11,927	6,442	1,784	2,664	3,214	3,748
PRIOR YEAR CARRYOVERS		37,863	8,148	16,199	2,070	5,069	3,550	2,827
TOTAL FY 16-17 AUTHORITY INCLUDING CARRYOVERS		67,643	20,075	22,641	3,854	7,733	6,764	6,575

ATTACHMENT "I"

FY2016-17 Rehabilitation New Authority Projects - Detail

(\$ Thousands)

Project Title	Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Wayside comm & CIS rehab	Olive	Communication & PTC	150	-	150	-	-	-	-
Train control & grade xing signal rehab	Olive	Signals	450	-	450	-	-	-	-
Wayside comm & CIS rehab	Orange	Communication & PTC	150	-	150	-	-	-	-
Culvert rehab MP 201.4	Orange	Structures	385	-	385	-	-	-	-
ROW Grading	Orange	Structures	100	-	100	-	-	-	-
Orange Subdivision Rail Rehab Program	Orange	Track	6,912	-	6,912	-	-	-	-
Wayside comm & CIS rehab	PVL	Communication & PTC	125	-	-	125	-	-	-
Comm system rehab	San Gabriel	Communication	105	105	-	-	-	-	-
Signal system rehab	San Gabriel	Signal	594	594	-	-	-	-	-
Train control rehab	San Gabriel	Signals	400	240	-	-	160	-	-
Rehab culvert 28.23	San Gabriel	Structures	120	120	-	-	-	-	-
ROW grading/ditching	San Gabriel	Structures	48	48	-	-	-	-	-
Rail grinding	San Gabriel	Track	120	120	-	-	-	-	-
Tie rehab, turnout replace, track panels @ Grand, ped xing par	San Gabriel	Track	1,186	1,186	-	-	-	-	-
Train control & grade xing signal rehab	Valley	Signals	350	350	-	-	-	-	-
Culvert rehab (up to 21 pipe culverts)	Valley	Structures	868	868	-	-	-	-	-
Replace Ties rated 3 (Poor Cond) and 4 (Failed)	Valley	Track	1,400	1,400	-	-	-	-	-
Wayside comm & CIS rehab	Ventura-VC	Communication & PTC	238	-	-	-	-	238	-
Train control rehab	Ventura-VC	Signals	200	-	-	-	-	200	-
Bridge rehab 438.89, design 434.12 & 436.96	Ventura-VC	Structures	2,050	-	-	-	-	910	1,140
Culvert rehab MP 436.56	Ventura-VC	Structures	490	-	-	-	-	490	-
Replace rail curve 437.76 (1636') plus 500' tangent	Ventura-VC	Track	333	-	-	-	-	333	-
Wayside comm & CIS rehab	East Bank	Communication & PTC	123	18	8	4	5	3	85
Train control rehab	East Bank	Signals	500	74	31	17	22	11	344
Grade xing signal rehab	River	Signals	250	119	50	28	36	18	-
River Tie Rehabilitation	River	Track	3,899	943	393	220	286	143	1,913
Turnouts & special trackwork	River	Track	1,000	475	198	111	144	72	-
Back office PTC systems	Systemwide	Communication & PTC	2,598	1,234	514	288	374	187	-
CMF Drainage Re-direction	Systemwide	Facilities	1,594	757	315	177	230	115	-
CMF Elevator Modernization	Systemwide	Facilities	140	67	28	16	20	10	-
EMF Parking & Track Lighting	Systemwide	Facilities	587	300	125	70	91	-	-
Stabilizing Canopies and Platforms at LAUS	Systemwide	Facilities	1,266	475	198	111	144	72	266
Sentinel HVAC Overhaul	Systemwide	Rolling Stock	975	463	193	108	140	70	-
Train control rehab	Systemwide	Signals	75	36	15	8	11	5	-
CURRENT PROPOSED FY2016-17 REHAB BUDGET (INCLUDING AMOUNTS UNALLOCATED IN FY2016)			\$29,779	\$9,991	\$10,215	\$1,284	\$1,664	\$2,877	\$3,748
ROTEM SETTLEMENT AMOUNTS (YEAR 5)			-	\$1,936	-\$3,773	\$500	\$1,000	\$337	\$0
TOTAL PROPOSED FY 2016-17 REHAB BUDGET			29,779	11,927	6,442	1,784	2,664	3,214	3,748
PRIOR YEAR CARRYOVERS			37,863	8,148	16,199	2,070	5,069	3,550	2,827
TOTAL FY 16-17 AUTHORITY INCLUDING CARRYOVERS			67,643	20,075	22,641	3,854	7,733	6,764	6,575

ATTACHMENT "J"

FY2016-17 Rehabilitation Carryover Projects

By subdivision and by category

(\$ Thousands)

Subdivision	Category	Carryover June-16 - End	Metro	OCTA	RCTC	SANBAG	UPRR\PTMISEA	VCTC
	Communication	75	-	-	75	-	-	-
	Signal	175	-	-	175	-	-	-
	Track	322	-	-	322	-	-	-
Olive Total		572	-	-	572	-	-	-
	Communication	225	-	-	225	-	-	-
	Signal	1,710	-	-	1,710	-	-	-
	Signal & Communication	38	-	-	38	-	-	-
	Structures	7,328	-	-	7,328	-	-	-
	Track	3,967	-	-	3,967	-	-	-
Orange Total		13,268	-	-	13,268	-	-	-
	Signal & Communication	117	-	-	117	-	-	-
	Structures	490	-	-	490	-	-	-
Orange & Olive Total		607	-	-	607	-	-	-
	Signal & Communication	62	62	-	-	-	-	-
	Track	1	1	-	-	-	-	-
Pasadena Total		63	63	-	-	-	-	-
	Communication	125	-	-	125	-	-	-
	Signal	790	-	-	790	-	-	-
PVL		915	-	-	915	-	-	-
	Track	300	-	-	-	300	-	-
Redlands Total		300	-	-	-	300	-	-
	Facilities	172	-	-	172	-	-	-
Riverside Total		172	-	-	172	-	-	-
	Communication	70	-	-	-	70	-	-
	Signal	396	-	-	-	396	-	-
	Signal & Communication	2,344	1,406	-	-	938	-	-
	Structures	112	-	-	-	112	-	-
	Track	2,226	351	-	-	1,874	-	-
San Gabriel Total		5,148	1,758	-	-	3,390	-	-
	Signal & Communication	538	538	-	-	-	-	-
	Structures	109	109	-	-	-	-	-
	Track	317	317	-	-	-	-	-
Valley Total		964	964	-	-	-	-	-
	Signal & Communication	892	892	-	-	-	-	-
	Structures	83	83	-	-	-	-	-
	Track	17	17	-	-	-	-	-
Ventura (LA Co) Total		991	991	-	-	-	-	-
	Signal	245	-	-	-	-	-	245
	Signal & Communication	469	-	-	-	-	-	469
	Structures	1,681	-	-	-	-	-	1,681
	Track	523	-	-	-	-	-	523
Ventura (Ven Co) Total		2,918	-	-	-	-	-	2,918
	Signal & Communication	756	359	150	84	109	-	54
	Structures	125	59	25	14	18	-	9
	Track	1,928	285	119	67	87	1,327	43
River Total		2,809	704	293	165	213	1,327	107
	Equipment	351	173	67	38	49	-	24

Facilities	1,484	707	295	165	214	-	102
IT	1,369	650	271	152	197	-	99
Mechanical	2,338	1,111	463	260	337	-	168
Other	5	4	1	0	0	-	0
Rolling Stock	1,500	-	-	-	-	1,500	-
Security	500	238	99	56	72	-	36
Signal & Communication	1,354	676	216	121	262	-	79
Track	236	112	47	26	34	-	17
Systemwide Total	9,137	3,670	1,459	818	1,166	1,500	525
Grand Total	37,863	8,148	16,199	2,070	5,069	2,827	3,550

ATTACHMENT "K"

FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS

PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	Proposed Rehabilitation Projects
All	Facilities	Station Signage Rehab
All	Facilities	Customer Information System Replacement at Stations
All	Communication & PTC	SCRRRA Positive Train Control Lab Systems Support and Testing
All	Communication & PTC	Backoffice Hardware & Software Replacement (DOC & MOC)
All	Communication & PTC	SCRRRA Production Backoffice Systems Upgrades and Testing Support
All	Signals	Rehab AC Units
All	Signals	Rehab Signal Maint Vehicles
All	Business Systems	Vehicle Track Interaction
All	Track	San Gabriel Grade Cross Rehab
All	Business Systems	Systemwide
All	Communication & PTC	PTC Update & Repairs
All	Business Systems	Systemwide Rail Grinding
All	Vehicles	MOW VEHICLE REPLACEMENT
PVL	Signals	Grade Crossing Rehab
Olive	Signals	Rehab Worn or Defective Cables
Olive	Signals	Grade Crossing Rehab
Olive	Track	Olive Sub Cross Rehab
Olive	Business Systems	Wayside Comm Replace Olive
Olive	Track	OLIVE CROSSTIE REHAB
Orange	Signals	C&S Corrosion Mitigation
Orange	Signals	Rehab Worn or Defective Cables
Orange	Signals	Grade Crossing Rehab
Orange	Track	Orange Sub Turnout Replace
Orange	Track	Orange Sub Crossing Replacement
Orange	Structures	Orange Sub Culvert Replace
Orange	Structures	Orange Sub ROW Maint
Orange	Business Systems	Wayside Comm Replace Orange
Orange	Business Systems	Wayside Comm Mitigation Orange
Orange	Business Systems	Wysde Com Replace OrangeOlive
Orange	Track	Orange Track Rehab
Pasadena	Signals	Grade Crossing Rehab
Pasadena	Signals	Pole Line Rehab
Pasadena	Signals	Grade Crossing Rehab
River	Signals	Grade Crossing Rehab
River	Signals	Signal System Rehab
River	Signals	Signal System Rehab
River	Signals	CP Dayton Signal Sys Rehab
River	Signals	Rehab Worn or Defective Cables
River	Business Systems	Wayside Comm Replace River
River	Business Systems	Wayside Comm Mitigation River
River	Track	RIVER TRACK REHAB
River	Track	RIVER CROSSTIE REHAB
River Sub - East Bank	Track	River East Turnout Replacement
River Sub - East Bank	Facilities	REPLACE PUBLIC ADDRESS SYSTEM

Subdivision	Project Type	Proposed Rehabilitation Projects
San Gabriel - LA County	Signals	Grade Crossing Rehab
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables
San Gabriel - LA County	Structures	San Gabriel LA Sub ROW Maint
San Gabriel - LA County	Track	San Gab Track Rehab LA
San Gabriel - LA County	Track	SAN GAB CROSSTIE REHAB
San Gabriel - SB County	Signals	Rehab Worn or Defective Cables
San Gabriel - SB County	Signals	Grade Crossing Rehab
San Gabriel - SB County	Structures	San Gabriel Bridge Replace
San Gabriel - SB County	Structures	San Gabriel SB Sub ROW Maint
San Gabriel - SB County	Business Systems	Wayside Comm Replace San Gab
San Gabriel - SB County	Track	San Gab Track Rehab SB
San Jacinto (PVL)	Business Systems	Wayside Comm Replace PVL
San Jacinto (PVL)	Business Systems	Wayside Comm Mitigation PVL
San Jacinto (PVL)	Track	PERRIS VALLEY TRACK REHAB
Valley	Track	Valley Tie Rehabilitation
Valley	Signals	Grade Crossing Rehab
Valley	Signals	Signal System Rehab
Valley	Signals	Rehab Worn or Defective Cables
Valley	Track	Valley Sub Turnout Replacement
Valley	Track	Valley Sub Cross Replacement
Valley	Structures	Valley Bdrge Desgn Constrct
Valley	Structures	Valley Culvert Replace/Abandon
Valley	Structures	Valley Sub Culvert Replace
Valley	Structures	Valley Sub Row Maint
Valley	Business Systems	Wayside Comm Replace Valley
Valley	Business Systems	Wayside Comm Mitigation Valley
Valley	Business Systems	Rehab Update CIS Valley
Valley	Track	Valley Track Rehab
Valley	Track	VALLEY CROSSTIE REHAB
Valley	Track	TUNNEL REHAB
Ventura - LA County	Signals	Grade Crossing Rehab
Ventura - LA County	Signals	Signal System Rehab
Ventura - LA County	Track	Ventura Sub Grade Cross Rehab
Ventura - LA County	Structures	Ventura (LA) Sub ROW Maint
Ventura - LA County	Business Systems	Wayside Comm Replace Ventura - LA
Ventura - LA County	Business Systems	Wayside Mtigation Ventura LA
Ventura - LA County	Track	VENTURA TRACK REHAB LA
Ventura - LA County	Track	VENTURA CROSSTIE REHAB LA
Ventura - VC County	Signals	Grade Crossing Rehab
Ventura - VC County	Signals	Signal System Rehab

Subdivision	Project Type	Proposed Rehabilitation Projects
Ventura - VC County	Structures	Ventura Sub Bridge Replace
Ventura - VC County	Business Systems	Rehab CIS Ventura
Ventura - VC County	Business Systems	Wayside Comm Replace Ventura
Ventura - VC County	Business Systems	Wayside Mtgation Ventura Ven
Ventura - VC County	Track	VENTURA TRACK REHAB VC
		PROPOSED FY 2017-18 REHAB BUDGET
		Deferred Rehab from FY17
		TOTAL PROPOSED FY 2017-18 REHAB BUDGET

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$242	\$115	\$48	\$27	\$35	\$17	\$
\$1,276	\$606	\$253	\$142	\$184	\$92	\$
\$948	\$450	\$188	\$105	\$136	\$68	\$
\$1,130	\$537	\$224	\$125	\$163	\$81	\$
\$598	\$284	\$118	\$66	\$86	\$43	\$
\$237	\$113	\$47	\$26	\$34	\$17	\$
\$198	\$94	\$39	\$22	\$28	\$14	\$
\$68	\$32	\$13	\$7	\$10	\$5	\$
\$1,852	\$880	\$367	\$206	\$267	\$133	\$
\$449	\$213	\$89	\$50	\$65	\$32	\$
\$1,100	\$522	\$218	\$122	\$158	\$79	\$
\$1,091	\$518	\$216	\$121	\$157	\$79	\$
\$1,013	\$481	\$201	\$112	\$146	\$73	\$
\$250	\$	\$	\$250	\$	\$	\$
\$237	\$	\$237	\$	\$	\$	\$
\$500	\$	\$500	\$	\$	\$	\$
\$4,275	\$	\$4,275	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$475	\$	\$475	\$	\$	\$	\$
\$162	\$	\$162	\$	\$	\$	\$
\$237	\$	\$237	\$	\$	\$	\$
\$1,030	\$	\$1,030	\$	\$	\$	\$
\$1,852	\$	\$1,852	\$	\$	\$	\$
\$1,781	\$	\$1,781	\$	\$	\$	\$
\$1,715	\$	\$1,715	\$	\$	\$	\$
\$210	\$	\$210	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$125	\$	\$125	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$1,624	\$	\$1,624	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$504	\$504	\$	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$248	\$118	\$49	\$28	\$36	\$18	\$
\$1,006	\$478	\$199	\$112	\$145	\$72	\$
\$500	\$238	\$99	\$56	\$72	\$36	\$
\$1,498	\$712	\$297	\$166	\$216	\$108	\$
\$237	\$113	\$47	\$26	\$34	\$17	\$
\$100	\$48	\$20	\$11	\$14	\$7	\$
\$75	\$36	\$15	\$8	\$11	\$5	\$
\$1,160	\$551	\$230	\$129	\$167	\$84	\$
\$998	\$474	\$198	\$111	\$144	\$72	\$
\$4,703	\$2,234	\$931	\$522	\$677	\$339	\$
\$120	\$57	\$24	\$13	\$17	\$9	\$

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$1,006	\$604	\$	\$	\$403	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$67	\$40	\$	\$	\$27	\$	\$
\$3,050	\$1,830	\$	\$	\$1,220	\$	\$
\$1,747	\$1,048	\$	\$	\$699	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$1,036	\$622	\$	\$	\$415	\$	\$
\$1,400	\$840	\$	\$	\$560	\$	\$
\$44	\$27	\$	\$	\$18	\$	\$
\$100	\$60	\$	\$	\$40	\$	\$
\$4,880	\$2,928	\$	\$	\$1,952	\$	\$
\$50	\$	\$	\$50	\$	\$	\$
\$75	\$	\$	\$75	\$	\$	\$
\$4,400	\$	\$	\$4,400	\$	\$	\$
\$7,458	\$7,458	\$	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$1,000	\$1,000	\$	\$	\$	\$	\$
\$237	\$237	\$	\$	\$	\$	\$
\$1,589	\$1,589	\$	\$	\$	\$	\$
\$2,223	\$2,223	\$	\$	\$	\$	\$
\$6,370	\$6,370	\$	\$	\$	\$	\$
\$420	\$420	\$	\$	\$	\$	\$
\$1,820	\$1,820	\$	\$	\$	\$	\$
\$224	\$224	\$	\$	\$	\$	\$
\$100	\$100	\$	\$	\$	\$	\$
\$75	\$75	\$	\$	\$	\$	\$
\$150	\$150	\$	\$	\$	\$	\$
\$1,855	\$1,855	\$	\$	\$	\$	\$
\$3,320	\$3,320	\$	\$	\$	\$	\$
\$10,000	\$10,000	\$	\$	\$	\$	\$
\$998	\$998	\$	\$	\$	\$	\$
\$1,006	\$1,006	\$	\$	\$	\$	\$
\$855	\$855	\$	\$	\$	\$	\$
\$224	\$224	\$	\$	\$	\$	\$
\$50	\$50	\$	\$	\$	\$	\$
\$38	\$38	\$	\$	\$	\$	\$
\$750	\$750	\$	\$	\$	\$	\$
\$1,603	\$1,603	\$	\$	\$	\$	\$
\$1,018	\$	\$	\$	\$	\$1,018	\$
\$1,006	\$	\$	\$	\$	\$1,006	\$

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$3,850	\$	\$	\$	\$	\$3,850	\$
\$150	\$	\$	\$	\$	\$150	\$
\$50	\$	\$	\$	\$	\$50	\$
\$38	\$	\$	\$	\$	\$38	\$
\$500	\$	\$	\$	\$	\$500	\$
\$106,672	\$64,276	\$18,576	\$7,089	\$8,618	\$8,112	\$
\$231,838	\$77,784	\$79,517	\$9,999	\$12,955	\$22,408	\$29,175
\$338,509	\$142,060	\$98,092	\$17,088	\$21,573	\$30,521	\$29,175

ATTACHMENT "L"

FY 2018-19 NEW AUTHORITY REHABILITATION PROJECTS

PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	Proposed Rehabilitation Projects	TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
All	Stations	Station Signage Rehab	\$242	\$115	\$48	\$27	\$35	\$17	\$
All	Stations	Customer Information System Replacement at Stations	\$1,276	\$606	\$253	\$142	\$184	\$92	\$
All	Backoffice	Backoffice Hardware & Software Replacement (DOC & MOC)	\$1,020	\$485	\$202	\$113	\$147	\$73	\$
All	Backoffice	SCRRA Production Backoffice Systems Upgrades and Testing Support	\$547	\$260	\$108	\$61	\$79	\$39	\$
All	Labratory Testing	SCRRA Positive Train Control Lab Systems Support and Testing	\$848	\$403	\$168	\$94	\$122	\$61	\$
All	Signals	Rehab AC Units	\$237	\$113	\$47	\$26	\$34	\$17	\$
All	Signals	Rehab Signal Maint Vehicles	\$198	\$94	\$39	\$22	\$28	\$14	\$
All	Track	Vehicle Track Interaction	\$68	\$32	\$13	\$7	\$10	\$5	\$
All	Business Systems	Systemwide	\$470	\$223	\$93	\$52	\$68	\$34	\$
All	Business Systems	Wayside Com Mitigation Valley	\$75	\$36	\$15	\$8	\$11	\$5	\$
All	Business Systems	PTC UPDATE & REPAIRS	\$1,100	\$522	\$218	\$122	\$158	\$79	\$
Olive	Signals	Rehab Worn or Defective Cables	\$237	\$	\$237	\$	\$	\$	\$
Olive	Grade Crossing	Grade Crossing Rehab	\$500	\$	\$500	\$	\$	\$	\$
Olive	Business Systems	Wayside Comm Replace Olive	\$75	\$	\$75	\$	\$	\$	\$
Orange	Signals	C&S Corrosion Mitigation	\$162	\$	\$162	\$	\$	\$	\$
Orange	Signals	Rehab Worn or Defective Cables	\$237	\$	\$237	\$	\$	\$	\$
Orange	Grade Crossing	Grade Crossing Rehab	\$1,030	\$	\$1,030	\$	\$	\$	\$
Orange	Business Systems	Orange Sub Bridge Replace	\$9,800	\$	\$9,800	\$	\$	\$	\$
Orange	Business Systems	Wayside Comm Replace Orange	\$75	\$	\$75	\$	\$	\$	\$
Orange	Business Systems	Wayside Comm Mitigation Orange	\$125	\$	\$125	\$	\$	\$	\$
Orange and Olive	Business Systems	Wayside Replace OrangeOlive	\$75	\$	\$75	\$	\$	\$	\$
Pasadena	Signals	Pole Line Rehab	\$504	\$504	\$	\$	\$	\$	\$
Pasadena	Grade Crossing	Grade Crossing Rehab	\$1,028	\$1,028	\$	\$	\$	\$	\$
Pasadena	Business Systems	Pasadena Sub Bridge Replace	\$1,120	\$1,120	\$	\$	\$	\$	\$
Redlands	Business Systems	Redlands Sub Bridge Replace	\$1,750	\$	\$	\$	\$1,750	\$	\$
River	Signals	Rehab Worn or Defective Cables	\$237	\$113	\$47	\$26	\$34	\$17	\$
River	Signals	Signal System Rehab	\$1,006	\$478	\$199	\$112	\$145	\$72	\$
River	Signals	Signal System Rehab	\$500	\$238	\$99	\$56	\$72	\$36	\$
River	Signals	CP Dayton Signal Sys Rehab	\$1,498	\$712	\$297	\$166	\$216	\$108	\$
River	Business Systems	River Sub Bridge Replace	\$28,000	\$13,300	\$5,544	\$3,108	\$4,032	\$2,016	\$
River	Business Systems	Wayside Comm Replace River	\$100	\$48	\$20	\$11	\$14	\$7	\$
River	Business Systems	Wayside Comm Mitigation River	\$75	\$36	\$15	\$8	\$11	\$5	\$
River Sub - East Bank	Business Systems	River East Turnout Replacement	\$2,137	\$1,015	\$423	\$237	\$308	\$154	\$
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables	\$237	\$142	\$	\$	\$95	\$	\$
San Gabriel - LA County	Grade Crossing	Grade Crossing Rehab	\$1,006	\$604	\$	\$	\$403	\$	\$
San Gabriel - LA County	Business Systems	San Gabriel Grade Cross Reha	\$2,993	\$1,796	\$	\$	\$1,197	\$	\$
San Gabriel - LA County	Business Systems	San Gabriel LA Bridge Replace	\$770	\$462	\$	\$	\$308	\$	\$
San Gabriel - SB County	Signals	Rehab Worn or Defective Cables	\$237	\$142	\$	\$	\$95	\$	\$
San Gabriel - SB County	Grade Crossing	Grade Crossing Rehab	\$1,036	\$622	\$	\$	\$415	\$	\$
San Gabriel - SB County	Business Systems	San Gabriel Turnout Replace	\$2,422	\$1,453	\$	\$	\$969	\$	\$
San Gabriel - SB County	Business Systems	Wayside Com Mitigation San Gab	\$75	\$45	\$	\$	\$30	\$	\$
San Jacinto (PVL)	Business Systems	Wayside Comm Replace PVL	\$50	\$	\$	\$50	\$	\$	\$
San Jacinto (PVL)	Business Systems	Wayside Comm Mitigation PVL	\$75	\$	\$	\$75	\$	\$	\$
SB Shortway	Business Systems	Wayside Comm Replace San Gab	\$100	\$	\$	\$	\$100	\$	\$

Valley	Ties	Valley Tie Rehabilitation	\$7,458	\$7,458	\$	\$	\$	\$	\$
Valley	Signals	Rehab Worn or Defective Cables	\$237	\$237	\$	\$	\$	\$	\$
Valley	Grade Crossing	Grade Crossing Rehab	\$1,028	\$1,028	\$	\$	\$	\$	\$
Valley	Signals	Signal System Rehab	\$1,000	\$1,000	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Turnout Replacement	\$4,909	\$4,909	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Crossing Rehab	\$4,447	\$4,447	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Bridge Replace	\$15,260	\$15,260	\$	\$	\$	\$	\$
Valley	Business Systems	Wayside Comm Replace Valley	\$100	\$100	\$	\$	\$	\$	\$
Valley	Business Systems	Rehab CIS Valley	\$150	\$150	\$	\$	\$	\$	\$
ventura - LA County	Grade Crossing	Grade Crossing Rehab	\$998	\$998	\$	\$	\$	\$	\$
ventura - LA County	Signals	Signal System Rehab	\$1,006	\$1,006	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	Ventura Sub Grade Cross Rehab	\$2,850	\$2,850	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	Ventura LA Sub Bridge Replace	\$16,520	\$16,520	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	WAYSIDE COM REPLACE VENTURA	\$50	\$50	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	WAYSIDE COM MITIGATION VENTURA	\$38	\$38	\$	\$	\$	\$	\$
ventura - VC County	Grade Crossing	Grade Crossing Rehab	\$1,018	\$	\$	\$	\$	\$1,018	\$
ventura - VC County	Signals	Signal System Rehab	\$1,006	\$	\$	\$	\$	\$1,006	\$
ventura - VC County	Business Systems	Ventura Sub Turnout Replace	\$4,909	\$	\$	\$	\$	\$4,909	\$
ventura - VC County	Business Systems	Rehab CIS Ventura Ven	\$150	\$	\$	\$	\$	\$150	\$
ventura - VC County	Business Systems	WAYSIDE COM REPLACE VENTURA	\$50	\$	\$	\$	\$	\$50	\$
ventura - VC County	Business Systems	WAYSIDE COM MITIGATION VENTURA	\$38	\$	\$	\$	\$	\$38	\$
PROPOSED FY 2018-19 REHAB BUDGET			\$128,574	\$82,794	\$20,164	\$4,524	\$11,068	\$10,024	\$
DEFERRED REHAB FROM FY17			\$231,838	\$77,784	\$79,517	\$9,999	\$12,955	\$22,408	\$29,175
TOTAL PROPOSED FY 2018-19 REHAB BUDGET			\$360,412	\$160,578	\$99,681	\$14,523	\$24,022	\$32,433	\$29,175

ATTACHMENT "M"

FY2016-17 New Capital New Authority Projects

(\$ Thousands)

Project Description	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Project Studies	\$ 1,300	\$ 618	\$ 257	\$ 144	\$ 187	\$ 94	\$ -
TOTAL FY 2016-17 AUTHORITY FOR NEW FUNDING	\$ 1,300	\$ 618	\$ 257	\$ 144	\$ 187	\$ 94	\$ -
PRIOR YEAR CARRYOVERS	\$ 255,128	\$ 33,784	\$ 8,389	\$ 5,940	\$ 6,574	\$ 3,500	\$ 196,943
TOTAL FY 2016-17 AUTHORITY INCLUDING CARRYOVERS	\$ 256,428	\$ 34,402	\$ 8,646	\$ 6,084	\$ 6,761	\$ 3,593	\$ 196,943

ATTACHMENT "N"

FY2016-17 New Capital Carryover Projects

(\$Thousands)

Subdivision	Category	Project	Total Carryover	LACMTA	OCTA	RCTC	SANBAG	VCTC	Lease\Other	State
San Gabriel & Valley	Track	860892	15,708	7,000	-	-	-	-	-	8,708
San Gabriel	Track	860885	345	-	-	-	245	-	100	-
San Gabriel	Track	860893	275	275	-	-	-	-	-	-
Valley	Structures	414002	9,330	4,656	-	-	-	-	-	4,674
Valley	Track and Structure	409006	5,009	-	-	-	-	-	-	5,009
Systemwide	IT	TBD	30,488	12,985	6,857	4,822	4,024	1,800	-	-
Systemwide	Rolling Stock	Various	7,208	4,096	-	-	785	-	-	2,326
Systemwide	Rolling Stock	613001	4,785	-	-	-	-	-	-	4,785
Systemwide	Rolling Stock	613003	10,050	-	-	-	-	-	-	10,050
Systemwide	Rolling Stock	613005	76,956	3,047	812	826	1,140	1,438	244	69,450
Systemwide	Rolling Stock	613006	267	-	-	-	-	-	-	267
Systemwide	Rolling Stock	616001	88,162	1,250	521	292	379	190	-	85,530
Systemwide	Other	TBD	745	475	198	-	-	72	-	-
Systemwide	Security	TBD	5,800	-	-	-	-	-	-	5,800
TOTAL			255,128	33,784	8,389	5,940	6,574	3,500	344	196,599

ATTACHMENT "O"

New Capital Projects Proposed for Future Consideration

For Future Consideration - Not Seeking Approval in the FY17 Budget - Funding Not Yet Identified				
Project Type	Subdivision	Project Name	Total Estimated Cost	Candidate Funding Sources - see key below
Communications	All	On-board Wireless Communications Network Phase I	\$10,164	4
Track	Valley	Palmdale Passing Siding	\$11,580	1,2,3,4
Stations	Ventura - LA County	Chatsworth Station Pedestrian Grade Separation	\$10,950	4,10, 5
Business Systems	All	Central Maintenance Facility West Entrance	\$11,699	1,2,4
Track	Valley	Second Main Track Between CP Humphreys and CP Lang	\$17,400	1,2,3,4
Structures	Ventura - VC County	Arroyo Simi 1st Crossing Scour Protection with Concrete Pile Collar and Debris Removal	\$1,120	4,7,8
Facilities	SB Shortway	Eastern Area Maintenance Facility Locomotive and Car Shop, Wheel TruerMachine, storage and S&I Tracks	\$60,181	1,2,4
Track	Valley	Brighton Siding Replacement	\$9,488	1,2,3,4
Structures	Valley	Verdugo Wash (8.12) Bridge Deck Replacement	\$1,485	4,7,8
Business Systems	All	Arroyo Seco (480.82) Bridge Replacement	\$10,462	4,7,8
PTC Systems	All	Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade	\$10,500	4,9
Structures	Valley	CP Canyon Safe Access	\$215	4,7,8
Facilities	All	Purchase Hy-Rail Bucket Truck	\$198	4
Track	San Gabriel - LA County	CP Barranca to Lone Hill-Second Main Track-PSR and Environmental Clearance	\$1,101	1,2,4
Track	San Gabriel - SB County	CP Rochester to CP Nolan-Second Main Track-PSR and Environmental Clearance	\$1,101	1,2,4
Track	San Gabriel - LA County	CP Beech to CP Locust-Second Main Track-PSR and Environmental Clearance	\$1,690	1,2,4
Track	San Gabriel - LA County	CP Amar to CP Irvin-Second Main Track-PSR and Environmental Clearance	\$1,690	1,2,4
Facilities	Orange	Irvine Maintenance Facility Phase I	\$50,100	1,2,3,4
Business Systems	All	Automated Wheel and Brake Inspection	\$3,082	4
Business Systems	All	Automatic Passenger Counters	\$5,000	4,5,10
Communications	All	On-board Wireless Communications Network Phase II	\$9,144	
Facilities	SB Shortway	EMF ADDITIONAL UNDERGROUND FUEL STORAGE TANKS	\$2,627	
Rolling Stock	All	Refurbish 9 passenger cars for expanded service**	\$6,075	
Communications	All	On-board Wireless Communications Network Phase III	\$9,144	
Rolling Stock	All	Refurbish 10 passenger cars for expanded service**	\$6,750	
Total			\$252,944	

Notes:

** Total cost to refurbish a passenger car is \$1.35M/unit; the amount shown is 50% of the total cost as TIRCP grant is anticipated to cover the other 50%. Final allocation formula TBD

Funding Keys:

- 1 Federal Core Capacity
- 2 State Cap and Trade Transit & Intercity Rail Program
- 3 High Speed Rail Funding
- 4 Member Agency
- 5 State Interregional Rail Transportation Program

7	Federal FASTLANE
8	State Bonds
9	Federal PTC Commuter Rail
10	State Active Transportation Program

Exhibit 6.7

CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY
ALL AGENCIES

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17 ¹	\$29,780	\$1,300	\$31,080
2017/18	\$338,509	\$	\$338,509
2018/19	\$360,412	\$	\$360,412
TOTALS	\$728,701	\$1,300	\$730,001

1. Excludes prior year budget carryover amounts

2. Assumption for budget will be that the remainder of FY17 originally submitted rehab amount will be divided equally between FY18 and FY19.

CAPITAL BUDGET SUMMARY CONSOLIDATED CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$9,968	\$18,010	\$1,786	\$16	\$	\$	\$29,780
NEW CAPITAL	\$324	\$649	\$327				\$1,300
SUBTOTAL	\$10,292	\$18,659	\$2,113	\$16	\$	\$	\$31,080
2017/2018							
REHABILITATION		\$125,720	\$198,763	\$13,903	\$123	\$	\$338,509
NEW CAPITAL		\$	\$				\$
SUBTOTAL		\$125,720	\$198,763	\$13,903	\$123	\$	\$338,509
2018/2019							
REHABILITATION			\$120,169	\$193,278	\$46,843	\$123	\$360,412
NEW CAPITAL			\$				\$
SUBTOTAL			\$120,169	\$193,278	\$46,843	\$123	\$360,412
TOTALS							
REHABILITATION	\$9,968	\$143,731	\$320,718	\$207,196	\$46,965	\$123	\$728,701
NEW CAPITAL	\$324	\$649	\$327	\$	\$	\$	\$1,300
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$10,292	\$144,380	\$321,045	\$207,196	\$46,965	\$123	\$730,001
PROJECT BUDGETS BY FISCAL YEAR	\$31,080	\$338,509	\$360,412	N/A	N/A	N/A	N/A

Exhibit 6.7

LACMTA- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY LACMTA			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$9,991	\$618	
ROTEM SETTLEMENT	\$1,936		
TOTAL 2016/17	\$11,927	\$618	\$12,545
2017/18	\$142,060	\$	\$142,060
2018/19	\$160,578	\$	\$160,578
TOTALS	\$314,566	\$618	\$315,183
1. 17/18 AND 18/19 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT			

CAPITAL BUDGET SUMMARY LACMTA CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$2,704	\$6,691	\$581	\$16			\$9,991
ROTEM SETTLEMENT	\$648	\$1,171	\$116	\$1			\$1,936
NEW CAPITAL	\$154	\$308	\$155	\$			\$618
SUBTOTAL	\$3,506	\$8,170	\$852	\$17			\$12,545
2017/2018							
REHABILITATION		\$56,260	\$81,095	\$4,665	\$41		\$142,060
NEW CAPITAL		\$	\$	\$	\$		\$
SUBTOTAL		\$56,260	\$81,095	\$4,665	\$41		\$142,060
2018/2019							
REHABILITATION			\$55,130	\$79,658	\$25,748	\$41	\$160,578
NEW CAPITAL			\$	\$	\$	\$	\$
SUBTOTAL			\$55,130	\$79,658	\$25,748	\$41	\$160,578
TOTALS							
REHABILITATION AND ROTEM	\$3,352	\$64,121	\$136,922	\$84,340	\$25,790	\$41	\$314,566
NEW CAPITAL	\$154	\$308	\$155	\$	\$	\$	\$618
TOTAL PROJECTED CASH FLOW BY	\$3,506	\$64,430	\$137,077	\$84,340	\$25,790	\$41	\$315,183
PROJECT BUDGETS BY FISCAL YEAR	\$12,545	\$142,060	\$160,578	N/A	N/A	N/A	N/A
Note: EXCLUDES ROTEM SETTLEMENT AMOUNTS FOR FY 17/18 AND 18/19							

Exhibit 6.7

OCTA- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY OCTA			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$10,214	\$257	
ROTEM SETTLEMENT LACMTA	-\$1,936		
ROTEM SETTLEMENT RCTC	-\$500		
ROTEM SETTLEMENT SANBAG	-\$1,000		
ROTEM SETTLEMENT VCTC	-\$337		
TOTAL 16/17	\$6,441	\$257	\$6,698
2017/18	\$98,092	\$	\$98,092
2018/19	\$99,681	\$	\$99,681
TOTALS	\$204,214	\$257	\$204,471

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY OCTA CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/17							
REHABILITATION	\$4,161	\$5,806	\$247	\$	\$		\$10,214
ROTEM SETTLEMENT LACMTA	-\$648	-\$1,171	-\$116	-\$1	\$		-\$1,936
ROTEM SETTLEMENT RCTC	-\$167	-\$302	-\$30	\$	\$		-\$500
ROTEM SETTLEMENT SANBAG	-\$335	-\$605	-\$60	-\$1	\$		-\$1,000
ROTEM SETTLEMENT VCTC	-\$113	-\$204	-\$20	\$	\$		-\$337
NEW CAPITAL	\$64	\$129	\$65	\$	\$		\$257
SUBTOTAL	\$2,962	\$3,653	\$85	-\$2	\$		\$6,698
2017/2018							
REHABILITATION		\$34,547	\$58,734	\$4,769	\$42		\$98,092
NEW CAPITAL		\$	\$	\$	\$		\$
SUBTOTAL		\$34,547	\$58,734	\$4,769	\$42		\$98,092
2018/2019							
REHABILITATION			\$32,729	\$56,745	\$10,164	\$42	\$99,681
NEW CAPITAL			\$	\$	\$	\$	\$
SUBTOTAL			\$32,729	\$56,745	\$10,164	\$42	\$99,681
TOTALS							
REHABILITATION NET OF ROTEM	\$2,898	\$38,072	\$91,484	\$61,512	\$10,206	\$42	\$204,214
NEW CAPITAL	\$64	\$129	\$65	\$	\$	\$	\$257
TOTAL PROJECTED CASH FLOW BY	\$2,962	\$38,200	\$91,549	\$61,512	\$10,206	\$42	\$204,471
PROJECT BUDGETS BY FISCAL YEAR	\$6,698	\$98,092	\$99,681	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

RCTC- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY RCTC			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$1,284	\$144	
ROTEM SETTLEMENT	\$500		
TOTAL 16/17	\$1,784	\$144	\$1,929
2017/18	\$17,088	\$	\$17,088
2018/19	\$14,523	\$	\$14,523
TOTALS	\$33,395	\$144	\$33,540

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY RCTC CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$468	\$767	\$49				\$1,284
ROTEM SETTLEMENT	\$167	\$302	\$30	\$			\$500
NEW CAPITAL	\$36	\$72	\$36				\$144
SUBTOTAL	\$672	\$1,141	\$115				\$1,929
2017/2018							
REHABILITATION		\$6,542	\$9,941	\$600	\$5		\$17,088
NEW CAPITAL							
SUBTOTAL		\$6,542	\$9,941	\$600	\$5		\$17,088
2018/2019							
REHABILITATION			\$4,782	\$7,960	\$1,776	\$5	\$14,523
NEW CAPITAL							
SUBTOTAL			\$4,782	\$7,960	\$1,776	\$5	\$14,523
TOTALS							
REHABILITATION AND ROTEM	\$636	\$7,611	\$14,802	\$8,559	\$1,781	\$5	\$33,395
NEW CAPITAL	\$36	\$72	\$36	\$	\$	\$	\$144
TOTAL PROJECTED CASH FLOW BY	\$672	\$7,683	\$14,839	\$8,559	\$1,781	\$5	\$33,540
PROJECT BUDGETS BY FISCAL	\$1,929	\$17,088	\$14,523	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

SANBAG- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY SANBAG			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$1,664	\$187	
ROTEM SETTLEMENT	\$1,000		
TOTAL 16/17	\$2,664	\$187	\$2,851
2017/18	\$21,573	\$	\$21,573
2018/19	\$24,022	\$	\$24,022
TOTALS	\$48,260	\$187	\$48,447

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY SANBAG CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$526	\$1,074	\$63				\$1,664
ROTEM SETTLEMENT	\$335	\$605	\$60	\$1			\$1,000
NEW CAPITAL	\$47	\$93	\$47				\$187
SUBTOTAL	\$908	\$1,772	\$171	\$1			\$2,851
2017/2018							
REHABILITATION		\$7,922	\$12,867	\$777	\$7		\$21,573
NEW CAPITAL							\$
SUBTOTAL		\$7,922	\$12,867	\$777	\$7		\$21,573
2018/2019							
REHABILITATION			\$7,598	\$12,722	\$3,695	\$7	\$24,022
NEW CAPITAL							\$
SUBTOTAL			\$7,598	\$12,722	\$3,695	\$7	\$24,022
TOTALS							
REHABILITATION NET OF ROTEM	\$861	\$9,601	\$20,589	\$13,499	\$3,702	\$7	\$48,260
NEW CAPITAL	\$47	\$93	\$47	\$	\$	\$	\$187
TOTAL PROJECTED CASH FLOW BY	\$908	\$9,695	\$20,636	\$13,499	\$3,702	\$7	\$48,447
PROJECT BUDGETS BY FISCAL YEAR	\$2,851	\$21,573	\$24,022	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

VCTC- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY VCTC SUMMARY			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$2,878	\$94	
ROTEM SETTLEMENT	\$337		
TOTAL 16/17	\$3,216	\$94	\$3,309
2017/18	\$30,521	\$	\$30,521
2018/19	\$32,433	\$	\$32,433
TOTALS	\$66,169	\$94	\$66,263

1. 17/18 AND 18/19 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT

CAPITAL BUDGET SUMMARY
VCTC CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$864	\$1,537	\$478				\$2,878
ROTEM SETTLEMENT	\$113	\$204	\$20	\$			\$337
NEW CAPITAL	\$23	\$47	\$24				\$94
SUBTOTAL	\$1,000	\$1,788	\$522				\$3,309
2017/2018							
REHABILITATION		\$10,683	\$18,482	\$1,344	\$12		\$30,521
NEW CAPITAL							\$
SUBTOTAL		\$10,683	\$18,482	\$1,344	\$12		\$30,521
2018/2019							
REHABILITATION			\$10,162	\$18,549	\$3,710	\$12	\$32,433
NEW CAPITAL							\$
SUBTOTAL			\$10,162	\$18,549	\$3,710	\$12	\$32,433
TOTALS							
REHABILITATION AND ROTEM	\$976	\$12,424	\$29,142	\$19,892	\$3,722	\$12	\$66,170
NEW CAPITAL	\$23	\$47	\$24	\$	\$	\$	\$94
TOTAL PROJECTED CASH FLOW BY	\$1,000	\$12,471	\$29,166	\$19,892	\$3,722	\$12	\$66,263
PROJECT BUDGETS BY FISCAL YEAR	\$3,309	\$30,521	\$32,433	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

OTHER- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY OTHER SUMMARY			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION	NEW CAPITAL	TOTAL
2016/17	\$3,748	\$	\$3,748
2017/18	\$29,175	\$	\$29,175
2018/19	\$29,175	\$	\$29,175
TOTALS	\$62,097	\$	\$62,097

CAPITAL BUDGET SUMMARY OTHER CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$1,244	\$2,135	\$368				\$3,748
NEW CAPITAL							\$
SUBTOTAL	\$1,244	\$2,135	\$368				\$3,748
2017/2018							
REHABILITATION		\$9,766	\$17,644	\$1,750	\$15		\$29,175
NEW CAPITAL							\$
SUBTOTAL		\$9,766	\$17,644	\$1,750	\$15		\$29,175
2018/2019							
REHABILITATION			\$9,766	\$17,644	\$1,750	\$15	\$61,132
NEW CAPITAL							\$
SUBTOTAL			\$9,766	\$17,644	\$1,750	\$15	\$61,132
TOTALS							
REHABILITATION	\$1,244	\$11,900	\$27,778	\$19,394	\$1,765	\$15	\$62,097
NEW CAPITAL	\$	\$	\$	\$	\$	\$	\$
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$1,244	\$11,900	\$27,778	\$19,394	\$1,765	\$15	\$62,097
PROJECT BUDGETS BY FISCAL YEAR	\$3,748	\$29,175	\$29,175	N/A	N/A	N/A	N/A