



Board Report

File #: 2017-0389, **File Type:** Program

Agenda Number: 14.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 14, 2017**

SUBJECT: FY 2017-18 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE METROLINK'S FY 2017-18 ANNUAL WORK PROGRAM AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Southern California Regional Rail Authority's (SCRRA) FY 2017-18 (FY18) Annual Work Program pursuant to their revised May 16, 2017, budget transmittal (Attachment A);
- B. APPROVING the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY18 Metrolink funding totaling \$84,260,839 for programs detailed in Table 1;
- C. APPROVING increasing the Antelope Valley Line 100% Fare Enforcement program's FY17 funding contribution from \$1,700,000 to \$2,005,573;
- D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
 - FY 2013-14 from June 30, 2017 to June 30, 2018 - \$955,790;
- E. APPROVING the FY18 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; and
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.

ISSUE

The SCRRA Joint Exercise 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.

Staff is recommending an approval of LACMTA share of SCRRA FY18 Metrolink funding totaling \$84,260,839 for programs detailed in Table 1 below. The SCRRA overall FY18 Budget request for new programming from all Member Agencies consists of \$243.0 million for Commuter Rail operations, \$89.6 million for Rehabilitation and Renovation projects and \$5.3 million for New Capital projects.

LACMTA Contribution

**TABLE 1
Requested FY18 LACMTA Share of Metrolink Programming**

Proposition C 10% - Operations	Recommended Amount
Commuter Rail Operations	\$71,659,000
Enhanced L.A. County ROW Security	2,360,550
Antelope Valley Line Fare Reduction Program	1,262,000
Antelope Valley Line 100% Fare Enforcement Program	1,910,289
One-Time Special Events	250,000
Subtotal Proposition C 10%	\$77,441,839
Measure R 3% - Capital	
Rail Car Overhaul	\$6,819,000
Subtotal Measure R 3%	\$6,819,000
Total New Metrolink Programming	\$84,260,839

Proposition C 10% Funds:

For FY 18, LACMTA’s share of SCRRA’s Operations is \$71,659,000 which is a projected decrease of \$0.8 million (.3%) over FY17 levels (refer to Table 2). This decrease is attributable to reduced fuel and equipment maintenance costs. The FY18 SCRRA’s budget anticipates the operation of 172 weekday and 90 weekend trains, the addition of Sunday Service on Holidays and no fare increase.

It is important to note that the SCRRA' operating subsidy request has dramatically increased over the past five years with an 88 percent increase in Metro’s subsidy since FY12. This trend is not sustainable and exceeds LACMTA’s Long Range Transportation Plan projection. Staff continues to work with SCRRA to control and reduce SCRRA’s operating costs.

TABLE 2- METROLINK OPERATIONS BUDGET SUMMARY (\$000)

	FY17	FY18	DIFF.	CHANGE *
Expenses	\$ 243,815	\$ 243,045	\$ (770)	(0.3%)
Revenues	\$ 102,246	\$ 100,646	\$(1,600)	(1.6%)
Member Agency	\$ 141,569	\$ 142,399	\$ 830	0.6%
Metro Subsidy	\$ 71,794	\$ 71,659	\$ (135)	(0.2%)
Metro Share of	50.7%	50.3%		

* Numbers may be subject to minor rounding

Right-of-Way (ROW) Security Services to Be Provided by L.A. Sheriffs (LASD) - \$2,360,550

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 SCRRA 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 - \$1,262,000

The Antelope Valley Line 25% Fare Reduction Program has been successful in attracting riders to the Metrolink system. The results through March 2017 show that the ridership is up 23% over FY16. SCRRA is requesting \$1,262,000 to continue this program for FY18. This program was initially estimated to cost \$2,500,000 for FY16 and the actual costs have resulted in a \$1.2M savings.

Antelope Valley Line 100% Fare Enforcement Program - \$1,910,289

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 lower, down from the estimated 3.5% prior to the programs implementation. However, there are concerns that Amtrak has not been able to fully staff the program. Metro staff is working with Metrolink to assess whether a blended approach of utilizing security guards to supplement the Amtrak vacancies to perform fare enforcement duties is an option.

Metrolink is requesting \$1,910,289 to continue this program for FY18. If the blended approach is implemented this will result in substantial cost reductions to Metro.

Additional FY17 Funding Request for the Antelope Valley Line 100% Fare Enforcement Program - \$305,573

On July 29, 2016, SCRRA received the final Amtrak operating budget detailing the costs to provide the AVL Fare Enforcement program. Although efforts had been made to receive this information well in advance of finalizing the respective agency budgets, the information was received after Metro's and Metrolink's boards approved their budgets.

On March 7, 2017, via email, Metrolink requested additional FY17 funding in the amount of \$305,573 for the AVL Fare Enforcement program increasing the FY17 funding commitment from \$1,700,000 to \$2,005,573. Staff is seeking authority to apply FY16 surplus operating funds to cure this shortfall due to Metrolink's FY16 and FY17 budget under runs alleviating the need to increase FY17 budget authority.

Special Event Services - \$250,000

An additional \$250,000 in funding is requested for the following special events:

- Los Angeles County Fair Trains
- L.A. Rams Games
- Cic La Via Events
- 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:

Staff is requesting \$6,819,000 to overhaul 28 in service Sentinel/Bombardier passenger cars in order to comply with current standards and regulations. The scope of the overhaul will include the remanufacture, refurbishment, renewal, replacement and reconditioning of existing hardware, components, equipment, systems and apparatus to extend the useful life of these passenger rail vehicles which are original equipment of SCRRA's fleet.

The total cost to overhaul these cars is \$40,500,000. SCRRA was awarded State Proposition 1A grant in the amount of \$20,207,000 and Public Transportation Modernization Improvement and Service Enhancement grant in the amount of \$4,774,000. In addition, SCRRA will use approximately \$1,162,776 of insurance funds which overall reduces the member agencies' contribution to \$14,356,224. Metro's share (of the \$14,356,224) is \$6,819,000. SCRRA has delayed this project several years and may lose the grant funds if this project is not completed.

Extend Lapsing Date of Rehabilitation/Renovation Funds

This recommended board action extends SCRRA's FY 2013-14 funding in the amount of \$955,790 from expiring on June 30, 2017 to June 30, 2018. SCRRA rehabilitation and renovation projects span over multiple years to maximize economy of scale and take advantage of matching federal funds. 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. SCRRA has reassured staff that their work is in progress and will be completed and invoiced within a year.

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 FY18, staff is recommending the reimbursement rate remain at \$1.10, the same as for FY17, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

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 \$84,260,839 for LACMTA's total FY18 Annual Work Program programming authority consisting of \$77,441,839 in Proposition C 10% and \$6,819,000 in Measure R 3% funding. The Metro Board approved the FY18 Budget on May 25, 2017, consisting of \$76,926,500 in Proposition C 10% funding. This shortfall of \$515,365 along with the additional funding request of \$305,573 for the Antelope Valley 100% Fare Enforcement program totaling \$820,938 will be deducted from surplus FY16 operating funds already in Metrolink's possession.

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:

- Continue to 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 FY18 Budget on June 23, 2017. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action.

ATTACHMENTS

Attachment A - A) SCRRA FY 2017-18 Revised Budget Transmittal dated May 6, 2017

Prepared by: Yvette Reeves, Principal Transportation Planner - (213) 922-4612

Jeanet Owens, Sr. Executive Officer, Regional Rail (213) 922-6877

Reviewed by: Richard Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

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.

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							
Operations & Services							
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%)
Maintenance-of-Way							
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%
Administration & Services							
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)	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	%

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)

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
		\$	<u>0.4</u>

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

- 116 Rehab Projects at \$187,834,954
- 4 Capital Projects at \$15,378,400

Constrained Project Request Totals

- 49 FY18 Rehab Projects at \$38,160,753
- 6 FY17 Inherited Rehab Projects at \$81,362,714
- 2 FY18 Capital Projects at \$3,277,900
- 1 FY17 Inherited Capital Project at \$2,300,000 (Phase 1 only)

Adjusted Project Request Totals (Less Alternate Funding Sources)

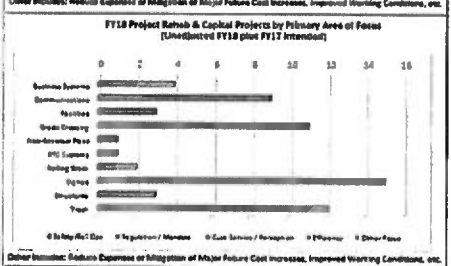
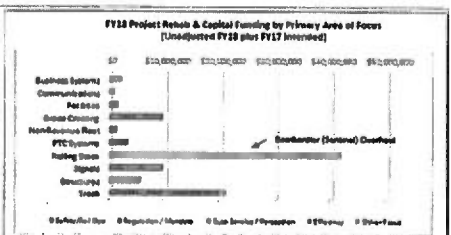
- \$7 FY17+FY18 Rehab Projects at \$62,603,051
- 3 FY17+FY18 Capital Projects at \$3,277,900

Other Funding Sources

- \$25,161,778 Santral Rehab Project
- \$20,267M Prop 1A (11 including funds required)
- Note: Prop 1A funds are to be awarded beginning in October of 2018 project does not proceed in the near term.
- \$4 FY18M P14MSEA
- \$1 \$E277M Insurance Settlement
- \$31,000 San Gabriel Tunnel Project
- \$412,000 of State TCRP Funds
- * Funds are not awarded LACMTA's funding requirement in excess of \$24,800,000 and SBCTA's funding requirement in excess of \$24,800,000

FY2018 Rehab Projects				
Asset Type	# of Critical Projects	Intended FY17	Estimated FY18 Funding	Adjusted Project FY18 Funds Requested
Business Systems	3	-	\$1,818,900	\$1,818,900
Communications	9	-	\$675,000	\$675,000
Facilities	3	-	\$1,349,820	\$1,349,820
Grade Crossing (FY17)	4	\$5,091,700	-	\$5,091,700
Grade Crossing (new)	7	-	\$3,788,440	\$3,788,440
Non-Revenue Fleet	3	-	\$1,189,100	\$1,189,100
Rolling Stock (FY17)	1	\$40,500,000	-	\$16,356,234 (\$26,143,776)
Rolling Stock (new)	1	-	\$1,100,000	\$1,100,000
Signals	35	-	\$9,459,930	\$9,459,930
Structures	4	-	\$5,314,078	\$5,314,078
Track (FY17)	1	\$5,308,174	-	\$4,386,374 (\$812,000)
Track (new)	7	-	\$19,527,990	\$19,527,990
Totals	58 (49 new)	\$51,962,074	\$18,196,733	\$42,869,051
Total FY18 Rehab (FY17+FY18) \$49,559,827 (\$26,955,776)				

FY2018 Capital Projects				
Asset Type	# of Critical Projects	Intended from FY17	Estimated FY18 Funding	Adjusted Project FY18 Funds Requested
Business Systems	1	-	\$207,500	\$207,500
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	\$3,277,500	\$5,277,500
Total FY18 Capital (FY17+FY18) \$5,277,500 \$0				
Grand Total \$44,837,327 (\$26,955,776) \$48,146,551				



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 (SABAG)	Ventura County Transportation Commission (VCTC)	Other Funding Sources	Totals
Business Systems	\$683,978	\$361,362	\$703,898	\$26,822	\$190,964	\$0	\$2,813,900
Communications	\$492,540	\$96,640	\$41,100	\$64,400	\$9,700	\$0	\$675,000
Facilities	\$1,139,677	\$79,665	\$44,325	\$87,823	\$28,751	\$0	\$1,949,820
Grade Crossing	\$6,591,817	\$69,854	\$9,052	\$1,388,847	\$920,470	\$0	\$9,459,930
Non-Revenue Fleet	\$652,470	\$2,81,994	\$128,204	\$167,486	\$43,745	\$0	\$1,369,100
Rolling Stock	\$7,541,706	\$5,969,943	\$1,713,641	\$2,228,896	\$1,112,946	\$26,143,778	\$41,809,919
Signals	\$8,649,175	\$1,335,660	\$548,171	\$648,290	\$282,777	\$0	\$9,459,930
Structures	\$4,386,374	\$0	\$0	\$0	\$0	\$0	\$4,386,374
Track	\$19,527,149	\$5,408,432	\$302,196	\$2,348,219	\$1,899,763	\$812,000	\$18,734,144
Total All-Areas	\$12,877,149	\$8,408,432	\$1,032,553	\$3,934,279	\$1,997,063	\$28,148,778	\$59,404,080
Total Use-Only	\$18,802,089	\$1,935,540	\$50,000	\$3,340,934	\$2,154,810	\$812,000	\$26,044,737
Proposed Program Requirements	\$8,408,432	\$0	\$0	\$448,984	\$0	\$0	\$8,408,432
Grand Total	\$45,184,625	\$1,289,966	\$8,082,553	\$7,924,059	\$4,151,873	\$28,960,776	\$89,338,827

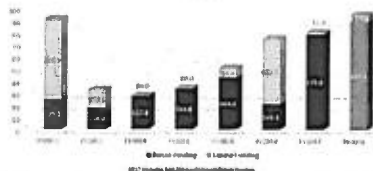
FY18 Capital Project Allocation by Funding Source

Asset / Funding Source	Los Angeles County Transportation Authority (LACMTA)	Orange County Transportation Authority (OCTA)	Riverside County Transportation Commission (RCTC)	San Bernardino Associated Governments (SABAG)	Ventura County Transportation Commission (VCTC)	Totals
Business Systems	\$96,798	\$41,364	\$78,077	\$16,888	\$14,869	\$207,900
Track	\$999,900	\$395,900	\$212,000	\$288,000	\$444,000	\$2,000,000
PTC Systems	\$3,466,750	\$607,250	\$140,770	\$447,000	\$1,616,000	\$5,277,900
Total All-Areas	\$3,563,448	\$1,044,514	\$360,847	\$1,661,018	\$1,800,000	\$5,277,900



Funding Trends

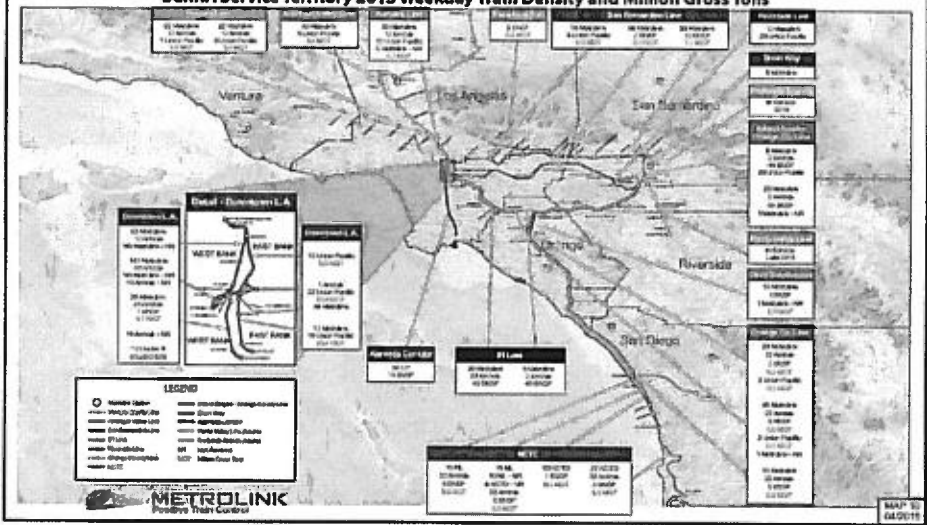
Rehabilitation and Capital Funding per Fiscal Year
FY2013 to FY2017



Standard Project Allocations

Asset Category	LA County	San Gabriel	San Bernardino	San Diego	San Joaquin Hills	Other
Rolling Stock	47.50%	19.80%	11.10%	14.40%	7.20%	0.00%
Business Systems	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
Communications	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
Facilities	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
Grade Crossing	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
Non-Revenue Fleet	47.50%	19.80%	11.10%	14.40%	7.20%	0.00%
Rolling Stock*	47.50%	19.80%	11.10%	14.40%	7.20%	0.00%
Signals	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
Structures	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
Track*	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total by Subdivision	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%

SCRRRA Service Territory 2015 Weekday Train Density and Million Gross Tons



FY18 Rehab Projects by Subdivision (Includes Other Funding Sources)

Asset	Allocated Across All Counties (Includes San Bernardino)	Other	Change	San Bernardino County (Including San Joaquin Hills)	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							\$1,818,900
Communications	\$100,000	\$75,000	\$75,000	\$100,000	\$50,000	\$175,000	\$100,000	\$50,000	\$275,000	\$200,000	\$475,000
Facilities	\$399,320			\$399,320		\$950,000			\$950,000		\$1,349,320
Grade Crossing	\$531,800		\$550,500	\$531,800	\$1,023,420	\$1,606,180		\$2,828,600	\$7,458,380	\$891,580	\$9,442,140
Non-Revenue Fleet	\$1,163,800			\$1,163,800							\$1,163,800
Rolling Stock*	\$41,800,000			\$41,800,000							\$41,800,000
Signals	\$9,129,570			\$9,129,570	\$911,940	\$2,792,460		\$919,480	\$3,817,880	\$113,400	\$9,459,930
Structures			\$1,225,000			\$3,638,718		\$400,880	\$4,069,078		\$5,314,078
Track*	\$2,722,400			\$2,722,400	\$50,900	\$8,452,474	\$4,065,250	\$250,800	\$14,314,214	\$1,689,750	\$16,716,364
Total by Subdivision	\$24,664,090	\$75,000	\$1,860,500	\$24,664,090	\$50,900	\$9,152,693	\$250,800	\$4,368,180	\$10,954,367	\$1,154,810	\$27,127,827

*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 ⁽¹⁾	OTHER ⁽²⁾
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 - JA 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 Harrod	\$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 Harrod	\$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 ⁽³⁾
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 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 ⁽⁴⁾	All	Marginal	High	Rolling Stock	Bombardier (Sentinel) passenger rail cars Midlife Overhaul on 78 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 ⁽³⁾
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 ELIA 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	\$38,280	
	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	\$26,783,033	\$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 to be cut from VCTC's share of the budget.
- (3) Other funds for Project # 254 (Bombardier Sentinel Car Overhaul) consist of \$30.2M 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	CONTRNO	IMPACT	ASST TYPE	PROJECT	TOTAL	Metro	DCFA	BCTC	RAMBAG	MCTC	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 4-5 years (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 \$9.5M

PROJECT PROPOSALS FOR FY2019 REHABILITATION BUDGET

Attachment K

ORIGINALLY INTENDED	PROJECT #	SUBDIVISION	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL	Metro	OCTA	ICTC	SBCTA	VCTC	OTHER (1)
FY18	1158	River	Worn	High	Signals	Rehab Signal System - Replace worn signals: 2W, 4WA, 4WB, 8W - CP Dayton	\$191,800	\$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	\$7,181	\$9,251	\$4,625	
FY18	1151	San Gabriel 60 / 40	Worn	High	Signals	Signal System Rehab - Replace ECA Unit with ECI at Int Signal 81/82 - 80 Sub	\$335,940	\$201,564			\$134,376		
FY18	822	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	Retain BI-Level Rail-car Progressive Overhaul Program Phase 1	\$11,933,250	\$5,668,294	\$2,362,784	\$1,324,591	\$1,718,388	\$259,194	
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	820	Pasadena	Worn	High	Grade Crossing	Rehab Worn Signal and Grade Crossing Cables - Pasadena Sub	\$357,480	\$357,480					
FY18	1272	River	Worn	High	Track	Replace turnouts on the River Subdivision	\$1,830,840	\$869,649	\$362,506	\$203,223	\$368,641	\$181,820	
FY18	1289	Ventura - LA County	Marginal	High	Track	Replacement of turnouts on the Ventura Subdivision in Los Angeles County	\$325,000	\$325,000					
FY18	1154	River	Worn	High	Signals	Replace AC Meter Service @ H. 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 ECA Unit at CP Mission	\$346,940	\$164,797	\$68,694	\$38,510	\$49,959	\$14,980	
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	315	River	Worn	High	Signals	CP Dayton Signal Sys Rehab - Replace Relay Logic with Electrologix Units	\$1,534,320	\$728,802	\$303,795	\$170,310	\$220,942	\$110,471	
FY18	331	All	Worn	High	Stations	Station Signage Rehab	\$310,500	\$147,488	\$61,479	\$34,466	\$44,712	\$22,356	
FY18	328	All	Worn	High	Signals	Rehab AC Units	\$286,940	\$112,547	\$46,914	\$26,300	\$34,118	\$17,080	
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 - SD 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	DTA	UIC	SBCTA	VCTC	OTHER (K)
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 ECA Unit with ECS 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 ECA Unit with ECS 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	\$39,585	\$77,299		\$18,650
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	283	Orange	Worn	High	Signals	CAS 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	\$81,250	\$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	195	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)	\$130,000	\$90,000			\$40,000		
FY18	1248	Valley	Marginal	Low	Communications	Rehab Update CIS at Stations - Valley	\$130,000	\$130,000					
FY18	1250	Orange	Marginal	Low	Communications	Rehab Update CIS at Stations - Orange	\$130,000		\$130,000				
FY18	1251	San Gabriel 60 / 40	Marginal	Low	Communications	Rehab Update CIS at Stations - San Gabriel (LA County)	\$130,000	\$80,000			\$50,000		
FY18	1249	Ventura - VC County	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - Ventura County	\$130,000						\$130,000
FY18	1253	Ventura - LA County	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - LA County	\$130,000	\$130,000					
FY19	239	All	Worn	High	Stations	Station Signage Rehab	\$310,300	\$147,488	\$61,479	\$34,466	\$44,712		\$22,556
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		\$21,584
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	\$938,020	\$449,183	\$184,738	\$103,585	\$194,355		\$67,177
FY19	1170	Orange	Worn	High	Signals	CAS 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	\$122,088	\$138,382		\$79,191
FY19	197	River	Worn	Low	Facilities	Spot Track Facility Modifications	\$1,638,750	\$778,408	\$324,473	\$181,901	\$235,980		\$117,990
FY19	1313	All	Worn	High	Facilities	Phase 2 - Replace Car shop Jacks at CMF	\$279,820	\$132,820	\$55,365	\$31,038	\$40,285		\$20,133
FY19	1226	All	Worn	High	Laboratory Testing	SCRAA 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	SCRAA Production Backoffice Systems Upgrades and Testing Support	\$547,000	\$259,825	\$104,306	\$60,717	\$78,784		\$39,384
FY19	1056	All	Marginal	Low	Facilities	Employee Communications System Upgrade	\$228,375	\$108,478	\$45,218	\$25,350	\$32,886		\$16,445
FY19	1224	All	Marginal	High	Signals	Backoffice Hardware & Software Replacement (DDC & MOC)	\$1,020,000	\$484,500	\$201,960	\$113,220	\$146,880		\$73,440
FY19	1212	Valley	Worn	High	Track	Tunnel 25 Track Renovation	\$10,782,750	\$10,782,750					
FY19	235	Valley	Worn	High	Structures	Verdugo Wash (8.33) 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	Metre	DCTA	RTTC	SBCTA	VCTC	OTHER (K)
FY19	1215	Valley	Marginal	High	Track	Valley Sub Track Renewal Train	\$70,000,000	\$70,000,000					
FY19	1127	All	Worn	High	Signals	Remove Unnecessary (ATS) Instructors from RR Right of Way	\$667,800	\$317,205	\$132,234	\$74,126	\$96,163	\$48,082	
FY19	325	Pasadena	Worn	Low	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - Pasadena Sub	\$337,480	\$337,480					
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	\$9,256,250			\$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	1510	River	Worn	High	Signals	Phase 2 - Signal System Rehab - CP Terminal Rehab Turnouts 2X, 3, 5X, 7, 7X and Power Switch Machines	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	
FY19	1506	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	\$142,086,105	\$37,532,627	\$11,078,800	\$15,368,740	\$22,501,468	\$324,829

PROJECT PROPOSALS FOR FY2020 REHABILITATION BUDGET

CARRIAGEWAY IMPROVEMENT	PROJECT #	SUBDIVISION	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL	Metro	OCFA	BCFC	SBCTA	VCTC	OTHER (S)
	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	\$152,000	\$187,200	\$69,696	\$39,072	\$50,688	\$23,344
	FY20	1064	SB Shortway	Worn	Low	Facilities	Purchase electric train car mover for EMF	\$80,240				\$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 roll cars Midlife Overhaul	\$40,500,000	\$19,237,500	\$8,018,000	\$4,495,500	\$5,831,000	\$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	Montaho	Worn	High	Signals	Rehab Worn or Defective Cables - Montaho 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	CBS Corrosion Mitigation	\$218,615		\$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 ECA Unit at CP Mission	\$346,940	\$184,797	\$68,894	\$38,510	\$49,959	\$74,980
	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 CBS 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	\$111,940	\$111,940				
	FY20	1236	AR	Worn	High	Laboratory Testing	SCRRA Positive Train Control Lab Systems Support and Testing	\$1,940,000	\$646,000	\$269,280	\$150,960	\$195,840	\$97,920
	FY20	1234	All	Worn	High	Signals	SCRRA Production Backoffice Systems Upgrades and Testing Support	\$415,000	\$387,125	\$161,370	\$90,465	\$117,360	\$58,680
	FY20	1232	All	Marginal	High	Signals	Backoffice Hardware & Software Replacement (DOC & MDC)	\$553,500	\$262,913	\$109,503	\$61,439	\$79,704	\$89,851
	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 3K, 5, 3K, 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 Carshop Jacks at CMF	\$279,600	\$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							\$89,281,015	\$27,006,754	\$11,514,921	\$5,128,095	\$10,165,710	\$5,467,595	

PROJECT PROPOSALS FOR FY2019 CAPITAL BUDGET

Attachment M

ORIGINALLY INTENDED	PROJECT #	SUBDIVISION	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL	Metro	DCTA	RCTC	SBCTA	VCTC	OTHER [1]
FY18	219	AR	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	AR	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	AR	n/a	n/a	Facilities	Electric Vehicle Charging Stations	\$461,380	\$219,156	\$91,353	\$51,215	\$66,439	\$31,219	
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	RCFC	SBCTA	VCFC	OTHER (1)
FY20	398	SB Shoreway	n/a	n/a	Facilities	EMF ADDITIONAL UNDERGROUND FUEL STORAGE TANKS	\$2,608,200				\$2,608,200		
FY20	1085	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 svers, 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, Bemson & Raymer.	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		39	
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	SCRRR 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/Gatesvers, Predictors, Batteries, Other Crossing Equipmer		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 Contro	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 ECS 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+5	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
516069	Systemwide	Facilities	Replace NDX2 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
517120	Ventura - VC	Structures	Bridge Rehab MP 438.85 Ventura Sub (Ven Co)						138	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

Los Angeles County Commuter Rail Program for Metrolink 2017-18



LACMTA Total Metrolink Subsidy Recommendation for FY 2017-18

	2017-18 (millions)	2016-17 (millions)
Operations	\$71.7	\$71.8
Rehabilitation	\$ 6.8*	\$28.4
AVL 100% Fare Enforcement	\$ 1.9	\$ 1.7
ROW Security	\$ 2.4	\$ 2.4
AVL Fare Reduction	\$ 1.3	\$.7
Rotem Car Reimbursement	Paid in Full	\$ 1.5
Capital Projects	\$ 0	\$.7
TOTAL Subsidy	\$84.1	\$107.2

* Note – Metrolink is requesting an additional \$6.2 for all share projects.



Metro

Metrolink FY 2017-18 Budget Programming Comparison

	Metrolink Budget Request FY 17-18 (millions)	Metro Recommended Budget FY 17-18 (millions)
Operations	\$ 71.7	\$71.7
Rehabilitation	\$ 45.2	\$6.8 ⁽¹⁾
Capital	\$ 2.5	\$ 0
Total	\$119.4	\$78.5

(1) Metro staff is recommending funding \$6.8M to overhaul 28 cab cars. The total cost is \$40,500,000. Metrolink has received \$20,207,000 in Prop 1A grant funds which must be expended by 2021. Metro is committed to funding the most urgent track and structure projects referred to as Slow Orders up to the amount of \$31,864,316



Metro

Metrolink Slow Orders

September 23, 2016 Board Meeting Agenda Packet (3).pdf - Adobe Acrobat Reader DC

File Edit View Window Help

Home Tools Proposed Gen 1 B... Car Overhaul Cas... Proposed Gen 1 B... TAC Agenda for S... BOARD REPORT J... September 23, 20... x Sign In

176 / 217 128%

 **METROLINK**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

TRANSMITTAL DATE: September 16, 2016

MEETING DATE: September 23, 2016 **ITEM 22**

TO: Board of Directors

FROM: Arthur T. Leahy *ATL*

SUBJECT: **Planned Slow Orders Resulting from Deferred Funding for Track and Structures Rehabilitation**

Issue

Track and structures rehabilitation funding will be required in the next 18 months for track and within 36 months for bridges and culverts. Bridges and culverts have longer lead times and take longer to get "shovel-ready" than track projects. If additional funding is not approved, slow orders and weight restrictions will be applied to various locations on the system, principally on the Valley, Ventura, River and San Gabriel line segments.

Recommendation

The Board may receive and file this report.

8:36 AM 6/8/2017



Metro

Metrolink Slow Order Project Funding Requests by Member Agency

	TOTAL COST	Metro	OCTA	RCTC	SBCTA	VCTC	UPRR	AMTRAK	
Rehabilitation Needed to Avoid Slow Orders	\$45,357,800	\$31,864,316	\$836,526	\$468,961	\$2,228,382	\$5,252,091	\$4,707,524		
Union Station Platform/Canopies	\$ 3,351,500	\$ 1,225,811	\$510,970	\$286,453	\$371,614	\$185,807		\$770,845	
Juniper-Serra Crossing	\$ 493,350	\$ 296,010			\$197,340				
Member Agency Shares	\$49,202,650	\$33,386,137	\$1,347,496	\$755,414	\$2,797,336	\$5,437,898	\$4,707,524	\$770,845	
Metro Board Approved Phase 1 Apr 2017 *		\$18,381,025	Other Member Agencies Combined Total \$10,338,144						

* Phase 2 is currently being evaluated for the remaining \$15M



Metrolink FY Operating Budget Comparison

- Metro funds are approximately 51% of the overall Metrolink subsidy

	FY 14-15 (millions)	FY 15-16 (millions)	FY 16-17 (millions)	FY 17-18 (millions)
Total Operating Costs	\$223	\$230	\$244	\$243
Revenues	\$111	\$102	\$102	\$101
Difference (Member Agencies)	\$112	\$128	\$142	\$142
MTA Subsidy	\$ 60	\$ 65	\$72	\$72



Metro

LACMTA Historical Subsidy Levels to SCRRA

FY	Operations (millions)	Rehab. (millions)	Total (millions)
2007-08	\$33.1	\$15.0	\$48.1
2008-09	\$37.3	\$15.6	\$52.9
2009-10	\$38.0	\$15.8	\$53.8
2010-11	\$38.8	\$ 8.0	\$46.8
2011-12	\$40.1	\$ 8.0	\$48.1
2012-13	\$46.1	\$15.7	\$61.8
2013-14	\$55.0	\$20.5	\$75.5
2014-15	\$59.7	\$12.4	\$72.1
2015-16	\$65.6	\$ 0	\$65.6
2016-17	\$71.8	\$28.4	\$100.2
2017-18	\$71.7	\$ 6.8*	\$78.5



*Metro has committed up to \$31.34M to fund the slow order rehabilitation projects and the remaining \$15M is being evaluated