



## Board Report

File #: 2022-0255, File Type: Budget

Agenda Number: 18.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 15, 2022

**SUBJECT: FY 2022-23 METROLINK ANNUAL WORK PROGRAM BUDGET**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2022-23 Operating, Rehabilitation, and Capital Budget in the amount of \$171,180,124;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2014-15 extended from June 30, 2023 to June 30, 2024 - \$3,423
  - FY 2016-17 extended from June 30, 2023 to June 30, 2024 - \$286,000
  - FY 2018-19 extended from June 30, 2023 to June 30, 2025 - \$1,651,187
  - 94SCRALINK extended from June 30, 2023 to June 30, 2024 - \$245,242
  - 94-DORANSCRRA extended from June 30, 2022 to June 30, 2023 - \$137,029
  - 94SCRRAMRLUS extended from June 30, 2022 to June 30, 2023 - \$69,725
  - MRBRIGHTRX extended from June 30, 2022 to June 30, 2023 - \$226,990;
- C. APPROVING the FY23 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

#### **ISSUE**

The SCRRA (operating as "Metrolink") Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their share of the Metrolink budget on an annual basis. The total Metrolink FY 2022-23 Budget request for all JPA Member Agencies is \$441,616,694 consisting of \$232,549,743 for Commuter Rail Operations, \$94,445,000 for Rehabilitation Projects and \$114,621,951 for New Capital Projects. Staff is recommending approval of Metro's share of the Metrolink FY 2022-23 Budget in the amount of \$171,180,124. Metrolink is providing this proposed

budget to obtain member agency approval before adopting their FY 2022-23 budget in June. Metrolink transmitted their final FY 2022-23 budget on May 27, 2022, pursuant to the JPA guidelines (ATTACHMENT A).

**DISCUSSION**

The SCRRA operates and provides the Metrolink commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino and Ventura, and up to the northern San Diego County line. Metro’s JPA member agency share of Metrolink’s FY 2022-23 Budget totals \$171,180,124 consisting of \$120,454,841 for Commuter Rail Operations, \$42,455,125 for Rehabilitation Projects and \$8,270,158 for New Capital Projects.

**Metrolink Operations - \$120,454,841**

Metrolink’s total FY 2022-23 Budget request for Commuter Rail Operations from all JPA Member Agencies is \$232,549,743. Metro’s share of Metrolink Commuter Rail Operations is \$120,454,841 (of the total \$232,549,743) which is a \$20,527,239 increase (20.5%) over FY22 funding levels (please refer to Table 1 below). The increase in Commuter Rail Operations is attributable to costs related to increased fuel, annual fixed operating contract escalators of 3% to 5%, increased equipment maintenance, system security, and maintenance of way as well as a 90% reduction in ridership due to the COVID pandemic resulting in substantial revenue loss. In addition, pursuant to Metrolink Board direction, Metrolink is restoring service to 100% service levels in October 2022 and adding new weekend service on the Ventura County Line consisting of two roundtrips on Saturday and Sunday. Metrolink has no fare increase for FY23. Staff continues to work collaboratively with SCRRA to ensure equitable and adequate service levels are implemented as we recover from the COVID pandemic as well as maintain an effective level of operating and maintenance costs.

| <b>TABLE 1 – METROLINK OPERATIONS BUDGET SUMMARY (\$000)</b> |               |               |                   |                  |
|--|---------------|---------------|-------------------|------------------|
|  | <b>FY22</b>   | <b>FY23</b>   | <b>DIFFERENCE</b> | <b>CHANGE %*</b> |
| Expenses   | \$253,033,710 | \$296,573,224 | \$43,539,514      | 17.2%            |
| Revenues   | \$59,359,297  | \$64,023,481  | \$4,664,184       | 7.9%             |
| Member Agencies  | \$193,674,413 | \$232,549,743 | \$38,875,330      | 20.1%            |
| Metro Subsidy  | \$99,927,602  | \$120,454,841 | \$20,527,239      | 20.5%            |
| Metro Share of Subsidy                                       | 51.6%         | 51.8%         |                   |                  |

\* Numbers may be subject to minor rounding.

**Rehabilitation and Capital Projects - \$50,725,283**

Metrolink submits Rehabilitation and Capital project funding requests to the JPA member agencies on an annual basis to maintain the Metrolink commuter rail system in a state of good repair, to ensure safety, and improve service. Metrolink’s FY 2022-23 total Rehabilitation and Capital budget request from all the JPA member agencies is \$209,066,951, consisting of \$94,445,000 for Rehabilitation/State of Good Repair and \$114,621,951 for New Capital Projects (see Rehabilitation and Capital Project List in ATTACHMENT A). Metro’s share is a total of \$50,725,283 (of the total \$209,066,951) for the FY 2022-23 Rehabilitation and Capital projects consisting of the following:

- \$35,955,125 for systemwide projects shared by all the JPA member agencies comprised of primarily rebuilding and rehabilitating Bombardier rail cars and rolling stock as a whole, track rehabilitation, positive train control enhancements, back-office communications, replacing MOW vehicles and equipment and rehabilitating building facilities
- \$6,500,000 for line specific projects on the Antelope Valley Line to rehabilitate bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems
- \$5,502,875 for systemwide New Capital Projects shared by all member agencies
- \$2,767,283 for systemwide New Locomotive Replacement shared by all member agencies\*

\* Metrolink has been very proactive by obtaining a \$51,696,093 Carl Moyer Grant and has requested \$45,000,000 in RAISE Grant funding (\$96,696,093 total Grant funding) to minimize member agency funding requirements to purchase new locomotives (totaling \$102,521,051) that will modernize the Metrolink fleet and lower emissions. Metro’s \$50,725,283 share assumes receipt of these grant funds. Metro staff will keep the Board apprised of next steps if the RAISE Grant funding is not awarded.

Metro staff has been working collaboratively with Metrolink and the other member agencies to review Metrolink’s FY23 rehabilitation and capital program, which aligns with all the JPA member agencies’ funding commitments. Staff is also working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service.

Between FY17 through FY22, Metro has provided a total of approximately \$227 million in funding for 213 rehabilitation and capital projects.

| <b>TABLE 2 - Metro Funds for Rehab and Capital</b> |                           |                       |
|--|---------------------------|-----------------------|
| <b>Fiscal Year</b>                                 | <b>Number of Projects</b> | <b>Funding Amount</b> |
| FY17   | 55                        | \$41,678,525          |
| FY18   | 1                         | \$6,819,000           |
| FY19   | 74                        | \$41,731,193          |
| FY20   | 26                        | \$33,352,440          |
| FY21   | 13                        | \$19,124,456          |
| FY22   | 27                        | \$33,349,794          |
| <b>Subtotal</b>                                    | <b>196</b>                | <b>\$176,055,408</b>  |
| Proposed for FY23                                  | 17                        | \$50,725,283          |
| <b>GRAND TOTAL</b>                                 | <b>213</b>                | <b>\$226,780,691</b>  |

**EXTEND LAPSING DATES OF REHABILITATION / CAPITAL FUNDS**

Metrolink rehabilitation and capital projects maintain system safety, ensure state of good repair and modernize the Metrolink system span over a five-year project delivery program for most projects. This recommended Board action extends SCRRA's various rehabilitation and capital project MOU funding in the amount of \$2,619,596 as outlined from expiring on June 30, 2022. Due to the unprecedented COVID pandemic, unforeseen material supplier delays, and project work delays, a time extension is being requested. Metrolink indicated that their work is in progress, some projects are close to completion and will be completed and invoiced by the requested extension date.

**TRANSFERS TO OTHER OPERATORS' PAYMENT RATE TO METRO**

Metrolink reimburses Metro for Metrolink riders who transfer to and from Metro services for free, including the rail system at Union Station, through the EZ Transit Program. For FY23, staff is recommending that the reimbursement rate remain at \$1.10, the same as for FY22, 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**

Metro's total FY 2022-23 Metrolink Annual Work Program programming authority recommendation is \$171,180,124. This is a programming action where capital expenditures can occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

Metro's share of Commuter Rail Operations will be funded with \$120,454,841 in new Proposition C 10% / Measure M 1% funds and Rehabilitation and Capital may be funded with \$50,725,283 in new Measure R 3% funds to be expended over a five-year period through FY 2027. In July 2021, the Metro Board approved \$82.8 million in supplemental ARPA funds which can be allocated to eligible Metrolink operating expenses.

**EQUITY PLATFORM**

Advancing the implementation of key railroad projects to improve Metrolink service speeds, reliability and connectivity will provide enhanced transit opportunities for transit riders on the entire Metrolink system to access employment, education, healthcare, and recreation. Additionally, improved Metrolink service will allow commuters to make the modal shift from driving through impacted communities to taking transit, thus improving safety, mobility, and air quality for residents in Equity Focus Communities adjacent to freeway facilities. Metro's programming share will also help fund transit service outside of Metro's service area.

Metrolink projects are designed and implemented with the requirement for community engagement to ensure that additional service levels on existing right-of-way, as well as potential construction impacts, are understood by local disadvantaged communities to help prevent disparities and provide benefits. Regional rail investments create dislocated benefits for more distant communities and

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impacts for communities along the corridor where projects and increased train volumes are felt.

Metro will work collaboratively with Metrolink to seek opportunities to engage local communities to understand these equity issues prior to implementing projects as part of its process to work with local stakeholders to support better transit opportunities. Metro will review Metrolink's evaluation criteria to ensure it will be developed to include equity and benefits to disadvantaged communities.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Staff's recommendation supports Strategic Plan Goal #1.2 to improve L.A. County's overall transit network and assets. Metro will work with the SCRRA to provide more frequent and reliable Metrolink service, improve customer satisfaction, and better transit connections throughout the network.

### **ALTERNATIVES CONSIDERED**

As a member of the SCRRA JPA, Metro is required to approve its annual share of the SCRRA budget. The Metro Board could elect to authorize a different budget amount. However, staff does not recommend an alternate budget amount since Metro is funding Metrolink's full funding request.

### **NEXT STEPS**

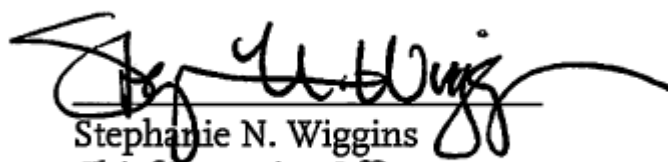
The Metrolink Board is scheduled to adopt their FY 2022-23 budget on June 24, 2022. Metro staff will monitor the implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action. Metro is firmly supportive and committed to being a strategic partner with Metrolink.

### **ATTACHMENTS**

Attachment A - Metrolink FY 2022-23 Budget Transmittal

Prepared by: Yvette Reeves, Sr. Manager, Countywide Planning & Development, (213)418-3176  
Craig Hoshijima, EO, Countywide Planning & Development, (213) 928-3384  
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins  
Chief Executive Officer

May 27, 2022

**TO:** Martin Erickson, *Executive Director, VCTC*  
Darrell Johnson, *Chief Executive Officer, OCTA*  
Anne Mayer, *Executive Director, RCTC*  
Stephanie N. Wiggins, *Chief Executive Officer, Metro*  
Dr. Raymond Wolfe, *Executive Director, SBCTA*

**FROM:** Darren M. Kettle, *Chief Executive Officer, SCRRA*

**SUBJECT:** SCRRA Request for Adoption of the Authority's FY 2022-23 (FY23)  
Budget

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On May 27, 2022, the SCRRA Board approved the transmission of the Proposed FY23 Budget for your consideration and adoption. The Board further approved the transmission of the Forecast Operating Statement for years FY24, YF25, FY26 and FY27 for your review and programming.

The FY23 Budget Operating Revenue is projected to be \$64.0M while the Operating Expenses are projected to be \$296.6M. The total Operating Support requested from Member Agencies is \$232.6M. Operating expenses will continue to be supported by CARES/ARPA/CRRSAA as funding is available. The FY23 Capital Program includes \$94.4M for Rehabilitation, \$12.1M for New Capital, and \$102.5M (\$5.9M of which is expected from Member Agencies) for Rolling Stock replacement.

As we navigate through the financial challenges presented by the pandemic and continue our ridership recovery efforts in the post-COVID "new normal", and the changes to work patterns, staff will be monitoring Ridership recovery, Farebox Revenues and Expenses very closely. The first quarter financial report will provide a thorough analysis of the current situation and our estimates of near-term performance, with recommendations for actions to deal with real-time conditions.

The Proposed FY23 Budget documentation, which was presented at the AFCOM Committee on May 13, 2022, and at the Board of Directors Meeting on May 27, 2022, is attached for your review. It includes:

- Board Item # 7A Approved at the Board of Director's Meeting on May 27, 2022
- Board item # 7A attachments, which includes:
  - Attachment A - Ridership Recovery Forecast

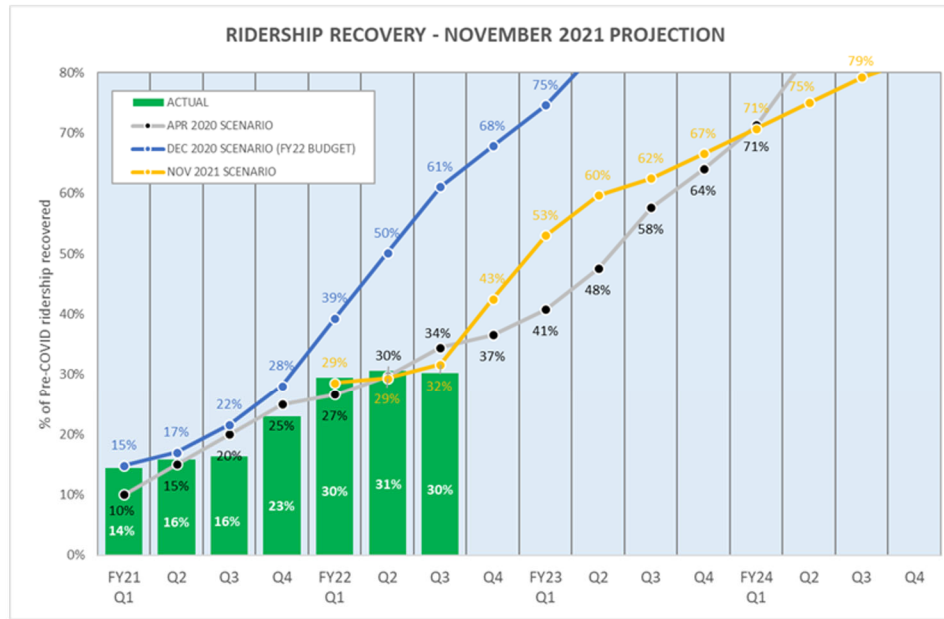
- Attachment B - FY23 Proposed Operating Budget with Comparison to FY22
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Subsidy by Member Agency
- Attachment G - FY23 Proposed Rehabilitation Projects by Member Agency, Line, and Project Detail List
- Attachment H - FY23 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment I - FY23 Proposed Capital Program Cashflow
- Attachment J - FY24 Forecasted Operating Budget
- Attachment K - FY25 Forecasted Operating Budget
- Attachment L - FY26 Forecasted Operating Budget
- Attachment M - FY27 Forecasted Operating Budget Detail List
- Attachment N - FY23 Proposed Operating Budget for ARROW Service for 4 Months (July-October)

**Next Steps**

|                 |   |
|-----------------|---|
| May – June 2022 | Staff present at Member Agencies’ Committee and Board meetings as requested |
| June, 2022      | FY23 Proposed Budget to SCRRA Board for Adoption                            |

Thank you for your ongoing support and active participation in the development of the FY23 Proposed Budget. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0405. You may also contact Arnold Hackett, Chief Financial Officer at 213-452-0345.

# Ridership Recovery Forecast





## FY23 Proposed Operating Budget

| (\$000s)                                    | FY 21-22<br>Amended<br>Budget | FY 22-23<br>Proposed<br>Budget | Variance  |               |
|---|-------------------------------|--------------------------------|---|---------------|
|   |                               |                                | FY23 Proposed vs<br>FY22 Amended<br>\$ Variance | % Variance    |
| <b>Operating Revenue</b>                    |                               |                                |   |               |
| Farebox Revenue                             | 42,604                        | 44,585                         | 1,980   | 4.65%         |
| Fare Reduction Subsidy                      | 1,126                         | 1,511                          | 385   | 34.21%        |
| Other Train Subsidies                       | 2,352                         | 2,500                          | 148   | 6.30%         |
| Special Trains                              | 150                           | -                              | (150)   | -100.00%      |
| <b>Subtotal-Pro Forma FareBox</b>           | <b>46,232</b>                 | <b>48,595</b>                  | <b>2,364</b>                                    | <b>5.11%</b>  |
| Dispatching                                 | 2,054                         | 2,777                          | 723   | 35.20%        |
| Other Revenues                              | 575                           | 773                            | 198   | 34.35%        |
| MOW Revenues                                | 11,556                        | 11,879                         | 323   | 2.80%         |
| <b>Total Operating Revenue</b>              | <b>60,416</b>                 | <b>64,023</b>                  | <b>3,607</b>                                    | <b>5.97%</b>  |
| <b>Operating Expenses</b>                   |                               |                                |   |               |
| <b><u>Operations &amp; Services</u></b>     |                               |                                |   |               |
| Train Operations                            | 46,202                        | 51,311                         | 5,108   | 11.06%        |
| Equipment Maintenance                       | 37,594                        | 41,054                         | 3,460   | 9.20%         |
| Fuel  | 20,686                        | 32,524                         | 11,838  | 57.22%        |
| Non-Scheduled Rolling Stock Repairs         | 100                           | 100                            | -   | 0.00%         |
| Operating Facilities Maintenance            | 1,654                         | 2,218                          | 564   | 34.08%        |
| Other Operating Train Services              | 916                           | 934                            | 18  | 1.94%         |
| Rolling Stock Lease                         | -                             | -                              | -   | n/a           |
| Security                                    | 13,533                        | 15,738                         | 2,205   | 16.30%        |
| Public Safety Program                       | 102                           | 103                            | 1   | 1.13%         |
| Passenger Relations                         | 1,870                         | 1,911                          | 41  | 2.19%         |
| TVM Maintenance/Revenue Collection          | 4,614                         | 5,365                          | 752   | 16.29%        |
| Marketing                                   | 2,868                         | 3,097                          | 230   | 8.02%         |
| Media & External Communications             | 362                           | 372                            | 10  | 2.89%         |
| Utilities/Leases                            | 2,965                         | 3,914                          | 949   | 32.00%        |
| Transfers to Other Operators                | 3,276                         | 3,276                          | -   | 0.00%         |
| Amtrak Transfers                            | 824                           | 824                            | -   | 0.00%         |
| Station Maintenance                         | 2,065                         | 2,185                          | 120   | 5.80%         |
| Rail Agreements                             | 4,218                         | 5,305                          | 1,087   | 25.78%        |
| Holiday Trains                              | 265                           | -                              | (265)   | -100.00%      |
| Special Trains                              | 92                            | 500                            | 408   | 443.48%       |
| <b>Subtotal Operations &amp; Services</b>   | <b>144,206</b>                | <b>170,732</b>                 | <b>26,526</b>                                   | <b>18.39%</b> |
| <b><u>Maintenance-of-Way</u></b>            |                               |                                |   |               |
| MoW - Line Segments                         | 49,034                        | 51,480                         | 2,446   | 4.99%         |
| MoW - Extraordinary Maintenance             | 697                           | 1,048                          | 350   | 50.23%        |
| <b>Subtotal Maintenance-of-Way</b>          | <b>49,731</b>                 | <b>52,527</b>                  | <b>2,796</b>                                    | <b>5.62%</b>  |
| <b><u>Administration &amp; Services</u></b> |                               |                                |   |               |
| Ops Salaries & Benefits                     | 16,817                        | 18,066                         | 1,250   | 7.43%         |
| Ops Non-Labor Expenses                      | 8,654                         | 11,983                         | 3,329   | 38.47%        |
| Indirect Administrative Expenses            | 19,889                        | 21,546                         | 1,656   | 8.33%         |
| Ops Professional Services                   | 2,398                         | 2,685                          | 287   | 11.97%        |
| <b>Subtotal Admin &amp; Services</b>        | <b>47,758</b>                 | <b>54,280</b>                  | <b>6,522</b>                                    | <b>13.66%</b> |
| <b>Contingency</b>                          | <b>90</b>                     | <b>90</b>                      | <b>-</b>  | <b>0.00%</b>  |
| <b>Total Operating Expenses</b>             | <b>241,785</b>                | <b>277,629</b>                 | <b>35,844</b>                                   | <b>14.82%</b> |
| <b>Insurance and Legal</b>                  |                               |                                |   |               |
| Liability/Property/Auto                     | 14,677                        | 16,088                         | 1,411   | 9.61%         |
| Net Claims / SI                             | 990                           | 1,000                          | 10  | 1.01%         |
| Claims Administration                       | 1,172                         | 1,856                          | 684   | 58.30%        |
| <b>Total Net Insurance and Legal</b>        | <b>16,840</b>                 | <b>18,944</b>                  | <b>2,104</b>                                    | <b>12.50%</b> |
| <b>Total Expense</b>                        | <b>258,625</b>                | <b>296,573</b>                 | <b>37,948</b>                                   | <b>14.67%</b> |
| <b>Loss / Member Support Required</b>       | <b>(198,209)</b>              | <b>(232,550)</b>               | <b>(34,341)</b>                                 | <b>17.33%</b> |

Numbers may not foot due to rounding

## Historical Actual and Budgeted Operating Statements

| (\$000s)                                  | FY 18-19<br>Actual | FY 19-20<br>Actual | FY 20-21<br>Actual | FY 21-22<br>Amended<br>Budget | FY 22-23<br>Proposed<br>Budget | Variance                         |               |
|---|--------------------|--------------------|--------------------|-------------------------------|--------------------------------|----------------------------------|---------------|
|   |                    |                    |                    |                               |                                | FY23 Proposed vs<br>FY22 Amended |               |
|   |                    |                    |                    |                               |                                | \$<br>Variance                   | %<br>Variance |
| <b>Operating Revenue</b>                  |                    |                    |                    |                               |                                |                                  |               |
| Farebox Revenue                           | 79,007             | 61,843             | 13,811             | 42,604                        | 44,585                         | 1,980                            | 4.65%         |
| Fare Reduction Subsidy                    | 3,147              | 1,090              | 164                | 1,126                         | 1,511                          | 385                              | 34.21%        |
| Other Train Subsidies                     | -                  | -                  | 2,306              | 2,352                         | 2,500                          | 148                              | 6.30%         |
| Special Trains                            | -                  | 171                | -                  | 150                           | -                              | (150)                            | -100.00%      |
| <b>Subtotal-Pro Forma FareBox</b>         | <b>82,154</b>      | <b>63,104</b>      | <b>16,256</b>      | <b>46,232</b>                 | <b>48,595</b>                  | <b>2,364</b>                     | <b>5.11%</b>  |
| Dispatching                               | 2,136              | 2,300              | 2,079              | 2,054                         | 2,777                          | 723                              | 35.20%        |
| Other Revenues                            | 790                | 254                | 345                | 575                           | 773                            | 198                              | 34.35%        |
| MOW Revenues                              | 13,017             | 13,301             | 11,545             | 11,556                        | 11,879                         | 323                              | 2.80%         |
| <b>Total Operating Revenue</b>            | <b>98,097</b>      | <b>78,958</b>      | <b>30,225</b>      | <b>60,416</b>                 | <b>64,023</b>                  | <b>3,607</b>                     | <b>5.97%</b>  |
| <b>Operating Expenses</b>                 |                    |                    |                    |                               |                                |                                  |               |
| <b>Operations &amp; Services</b>          |                    |                    |                    |                               |                                |                                  |               |
| Train Operations                          | 43,093             | 45,701             | 42,885             | 46,202                        | 51,311                         | 5,108                            | 11.06%        |
| Equipment Maintenance                     | 36,642             | 36,861             | 37,041             | 37,594                        | 41,054                         | 3,460                            | 9.20%         |
| Fuel                                      | 23,582             | 21,150             | 18,640             | 20,686                        | 32,524                         | 11,838                           | 57.22%        |
| Non-Scheduled Rolling Stock Repairs       | 87                 | 92                 | 112                | 100                           | 100                            | -                                | 0.00%         |
| Operating Facilities Maintenance          | 1,683              | 1,569              | 2,130              | 1,654                         | 2,218                          | 564                              | 34.08%        |
| Other Operating Train Services            | 1,069              | 863                | 945                | 916                           | 934                            | 18                               | 1.94%         |
| Rolling Stock Lease                       | 230                | 231                | 230                | -                             | -                              | -                                | n/a           |
| Security                                  | 8,715              | 9,367              | 13,597             | 13,533                        | 15,738                         | 2,205                            | 16.30%        |
| Public Safety Program                     | 209                | 55                 | 64                 | 102                           | 103                            | 1                                | 1.13%         |
| Passenger Relations                       | 1,769              | 1,786              | 1,787              | 1,870                         | 1,911                          | 41                               | 2.19%         |
| TVM Maintenance/Revenue Collection        | 7,871              | 7,594              | 3,503              | 4,614                         | 5,365                          | 752                              | 16.29%        |
| Marketing                                 | 4,304              | 1,359              | 2,092              | 2,868                         | 3,097                          | 230                              | 8.02%         |
| Media & External Communications           | 348                | 410                | 219                | 362                           | 372                            | 10                               | 2.89%         |
| Utilities/Leases                          | 2,775              | 2,762              | 2,899              | 2,965                         | 3,914                          | 949                              | 32.00%        |
| Transfers to Other Operators              | 5,608              | 5,394              | 662                | 3,276                         | 3,276                          | -                                | 0.00%         |
| Amtrak Transfers                          | 1,497              | 1,166              | 41                 | 824                           | 824                            | -                                | 0.00%         |
| Station Maintenance                       | 1,847              | 1,980              | 1,960              | 2,065                         | 2,185                          | 120                              | 5.80%         |
| Rail Agreements                           | 5,696              | 5,159              | 4,812              | 4,218                         | 5,305                          | 1,087                            | 25.78%        |
| Holiday Trains                            | -                  | 57                 | -                  | 265                           | -                              | (265)                            | -100.00%      |
| Special Trains                            | -                  | 524                | -                  | 92                            | 500                            | 408                              | 443.48%       |
| <b>Subtotal Operations &amp; Services</b> | <b>147,026</b>     | <b>144,081</b>     | <b>133,621</b>     | <b>144,206</b>                | <b>170,732</b>                 | <b>26,526</b>                    | <b>18.39%</b> |
| <b>Maintenance-of-Way</b>                 |                    |                    |                    |                               |                                |                                  |               |
| MoW - Line Segments                       | 43,112             | 43,375             | 43,756             | 49,034                        | 51,480                         | 2,446                            | 4.99%         |
| MoW - Extraordinary Maintenance           | 801                | 864                | 599                | 697                           | 1,048                          | 350                              | 50.23%        |
| <b>Subtotal Maintenance-of-Way</b>        | <b>43,913</b>      | <b>44,239</b>      | <b>44,355</b>      | <b>49,731</b>                 | <b>52,527</b>                  | <b>2,796</b>                     | <b>5.62%</b>  |
| <b>Administration &amp; Services</b>      |                    |                    |                    |                               |                                |                                  |               |
| Ops Salaries & Benefits                   | 13,484             | 15,497             | 15,578             | 16,817                        | 18,066                         | 1,250                            | 7.43%         |
| Ops Non-Labor Expenses                    | 6,725              | 7,645              | 7,334              | 8,654                         | 11,983                         | 3,329                            | 38.47%        |
| Indirect Administrative Expenses          | 16,151             | 18,254             | 17,695             | 19,889                        | 21,546                         | 1,656                            | 8.33%         |
| Ops Professional Services                 | 2,423              | 3,019              | 2,311              | 2,398                         | 2,685                          | 287                              | 11.97%        |
| <b>Subtotal Admin &amp; Services</b>      | <b>38,784</b>      | <b>44,415</b>      | <b>42,917</b>      | <b>47,758</b>                 | <b>54,280</b>                  | <b>6,522</b>                     | <b>13.66%</b> |
| <b>Contingency</b>                        | <b>-</b>           | <b>11</b>          | <b>-</b>           | <b>90</b>                     | <b>90</b>                      | <b>-</b>                         | <b>0.00%</b>  |
| <b>Total Operating Expenses</b>           | <b>229,723</b>     | <b>232,745</b>     | <b>220,893</b>     | <b>241,785</b>                | <b>277,629</b>                 | <b>35,844</b>                    | <b>14.82%</b> |
| <b>Insurance and Legal</b>                |                    |                    |                    |                               |                                |                                  |               |
| Liability/Property/Auto                   | 9,429              | 9,870              | 12,447             | 14,677                        | 16,088                         | 1,411                            | 9.61%         |
| Net Claims / SI                           | 1,212              | 2,303              | 1                  | 990                           | 1,000                          | 10                               | 1.01%         |
| Claims Administration                     | 682                | 367                | 682                | 1,172                         | 1,856                          | 684                              | 58.30%        |
| <b>Total Net Insurance and Legal</b>      | <b>11,324</b>      | <b>12,540</b>      | <b>13,129</b>      | <b>16,840</b>                 | <b>18,944</b>                  | <b>2,104</b>                     | <b>12.50%</b> |
| <b>Total Expense</b>                      | <b>241,046</b>     | <b>245,285</b>     | <b>234,023</b>     | <b>258,625</b>                | <b>296,573</b>                 | <b>37,948</b>                    | <b>14.67%</b> |
| <b>Non-Recurring Settlement Expense 1</b> | <b>-</b>           | <b>-</b>           | <b>3,234</b>       | <b>-</b>                      | <b>-</b>                       | <b>-</b>                         | <b>n/a</b>    |
| <b>Non-Recurring Settlement Expense 2</b> | <b>-</b>           | <b>-</b>           | <b>2,370</b>       | <b>-</b>                      | <b>-</b>                       | <b>-</b>                         | <b>n/a</b>    |
| <b>Loss / Member Support Required</b>     | <b>(142,949)</b>   | <b>(166,327)</b>   | <b>(209,402)</b>   | <b>(198,209)</b>              | <b>(232,550)</b>               | <b>(34,341)</b>                  | <b>17.33%</b> |
| <b>Member Support Payments</b>            | <b>150,550</b>     | <b>156,578</b>     | <b>163,176</b>     |                               |                                |                                  |               |
| <b>CARES Funding Utilized</b>             | <b>-</b>           | <b>9,748</b>       | <b>46,226</b>      | <b>TBD</b>                    | <b>TBD</b>                     | <b>TBD</b>                       | <b>TBD</b>    |
| <b>Surplus / (Deficit)</b>                | <b>7,600</b>       | <b>-</b>           | <b>-</b>           |                               |                                |                                  |               |

Numbers may not foot due to rounding

## FY23 Proposed Operating Budget by Member Agency

| (\$000s)                                    | METRO            | OCTA            | RCTC            | SBCTA           | VCTC            | TOTAL            |
|---|------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>Operating Revenue</b>                    |                  |                 |                 |                 |                 |                  |
| Farebox Revenue                             | 19,838           | 11,721          | 4,926           | 6,313           | 1,788           | 44,585           |
| Fare Reduction Subsidy                      | 904              | -               | -               | 607             | -               | 1,511            |
| Other Train Subsidies                       | 2,500            | -               | -               | -               | -               | 2,500            |
| Special Trains                              | -                | -               | -               | -               | -               | -                |
| <b>Subtotal-Pro Forma FareBox</b>           | <b>23,241</b>    | <b>11,721</b>   | <b>4,926</b>    | <b>6,920</b>    | <b>1,788</b>    | <b>48,595</b>    |
| Dispatching                                 | 1,318            | 1,040           | 15              | 99              | 304             | 2,777            |
| Other Revenues                              | 395              | 171             | 72              | 111             | 24              | 773              |
| MOW Revenues                                | 6,206            | 3,041           | 729             | 1,473           | 430             | 11,879           |
| <b>Total Operating Revenue</b>              | <b>31,160</b>    | <b>15,973</b>   | <b>5,741</b>    | <b>8,603</b>    | <b>2,546</b>    | <b>64,023</b>    |
| <b>Operating Expenses</b>                   |                  |                 |                 |                 |                 |                  |
| <b><u>Operations &amp; Services</u></b>     |                  |                 |                 |                 |                 |                  |
| Train Operations                            | 28,085           | 10,575          | 4,721           | 5,852           | 2,077           | 51,311           |
| Equipment Maintenance                       | 19,280           | 9,771           | 5,153           | 4,996           | 1,854           | 41,054           |
| Fuel  | 17,492           | 7,112           | 2,975           | 3,741           | 1,203           | 32,524           |
| Non-Scheduled Rolling Stock Repairs         | 49               | 25              | 10              | 12              | 3               | 100              |
| Operating Facilities Maintenance            | 1,082            | 559             | 232             | 270             | 75              | 2,218            |
| Other Operating Train Services              | 464              | 128             | 111             | 156             | 74              | 934              |
| Rolling Stock Lease                         | -                | -               | -               | -               | -               | -                |
| Security                                    | 7,688            | 3,207           | 2,338           | 1,742           | 764             | 15,738           |
| Public Safety Program                       | 49               | 18              | 15              | 11              | 10              | 103              |
| Passenger Relations                         | 965              | 464             | 168             | 271             | 44              | 1,911            |
| TVM Maintenance/Revenue Collection          | 2,232            | 1,245           | 944             | 601             | 343             | 5,365            |
| Marketing                                   | 1,603            | 694             | 278             | 447             | 75              | 3,097            |
| Media & External Communications             | 177              | 64              | 55              | 39              | 37              | 372              |
| Utilities/Leases                            | 1,857            | 674             | 582             | 411             | 389             | 3,914            |
| Transfers to Other Operators                | 1,824            | 752             | 235             | 398             | 69              | 3,276            |
| Amtrak Transfers                            | 276              | 504             | -               | -               | 44              | 824              |
| Station Maintenance                         | 1,358            | 326             | 127             | 282             | 92              | 2,185            |
| Rail Agreements                             | 2,345            | 996             | 1,349           | 345             | 269             | 5,305            |
| Holiday Trains                              | -                | -               | -               | -               | -               | -                |
| Special Trains                              | 238              | 99              | 56              | 72              | 36              | 500              |
| <b>Subtotal Operations &amp; Services</b>   | <b>87,062</b>    | <b>37,214</b>   | <b>19,350</b>   | <b>19,647</b>   | <b>7,460</b>    | <b>170,732</b>   |
| <b><u>Maintenance-of-Way</u></b>            |                  |                 |                 |                 |                 |                  |
| MoW - Line Segments                         | 28,546           | 10,187          | 3,308           | 6,501           | 2,937           | 51,480           |
| MoW - Extraordinary Maintenance             | 614              | 150             | 100             | 112             | 73              | 1,048            |
| <b>Subtotal Maintenance-of-Way</b>          | <b>29,159</b>    | <b>10,337</b>   | <b>3,408</b>    | <b>6,613</b>    | <b>3,009</b>    | <b>52,527</b>    |
| <b><u>Administration &amp; Services</u></b> |                  |                 |                 |                 |                 |                  |
| Ops Salaries & Benefits                     | 8,570            | 3,126           | 2,680           | 1,899           | 1,791           | 18,066           |
| Ops Non-Labor Expenses                      | 6,041            | 2,499           | 1,397           | 1,328           | 719             | 11,983           |
| Indirect Administrative Expenses            | 10,221           | 3,712           | 3,206           | 2,262           | 2,144           | 21,546           |
| Ops Professional Services                   | 1,274            | 463             | 400             | 282             | 267             | 2,685            |
| <b>Subtotal Admin &amp; Services</b>        | <b>26,106</b>    | <b>9,800</b>    | <b>7,682</b>    | <b>5,771</b>    | <b>4,921</b>    | <b>54,280</b>    |
| <b>Contingency</b>                          | <b>43</b>        | <b>16</b>       | <b>13</b>       | <b>9</b>        | <b>9</b>        | <b>90</b>        |
| <b>Total Operating Expenses</b>             | <b>142,370</b>   | <b>57,366</b>   | <b>30,454</b>   | <b>32,040</b>   | <b>15,399</b>   | <b>277,629</b>   |
| <b>Insurance and Legal</b>                  |                  |                 |                 |                 |                 |                  |
| Liability/Property/Auto                     | 7,850            | 4,054           | 1,684           | 1,958           | 541             | 16,088           |
| Net Claims / SI                             | 488              | 252             | 105             | 122             | 34              | 1,000            |
| Claims Administration                       | 906              | 468             | 194             | 226             | 62              | 1,856            |
| <b>Total Net Insurance and Legal</b>        | <b>9,244</b>     | <b>4,774</b>    | <b>1,983</b>    | <b>2,306</b>    | <b>637</b>      | <b>18,944</b>    |
| <b>Total Expense</b>                        | <b>151,614</b>   | <b>62,140</b>   | <b>32,437</b>   | <b>34,346</b>   | <b>16,036</b>   | <b>296,573</b>   |
| <b>Loss / Member Support Required</b>       | <b>(120,455)</b> | <b>(46,167)</b> | <b>(26,696)</b> | <b>(25,742)</b> | <b>(13,490)</b> | <b>(232,550)</b> |

Numbers may not foot due to rounding

## FY23 Proposed Operating Budget by Line

| (\$000s)                                  | San Bernardino  | Ventura County  | Antelope Valley | Riverside       | Orange County   | IEOC            | 91/PVL          | TOTAL            |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>Operating Revenue</b>                  |                 |                 |                 |                 |                 |                 |                 |                  |
| Farebox Revenue                           | 12,352          | 4,201           | 5,453           | 2,524           | 8,831           | 6,448           | 4,775           | 44,585           |
| Fare Reduction Subsidy                    | 1,511           | -               | -               | -               | -               | -               | -               | 1,511            |
| Other Train Subsidies                     | 798             | 99              | 969             | 318             | 194             | -               | 123             | 2,500            |
| Special Trains                            | -               | -               | -               | -               | -               | -               | -               | -                |
| <b>Subtotal-Pro Forma FareBox</b>         | <b>14,660</b>   | <b>4,299</b>    | <b>6,422</b>    | <b>2,842</b>    | <b>9,026</b>    | <b>6,448</b>    | <b>4,898</b>    | <b>48,595</b>    |
| Dispatching                               | 336             | 587             | 341             | 2               | 1,485           | 6               | 21              | 2,777            |
| Other Revenues                            | 228             | 57              | 150             | 47              | 130             | 101             | 60              | 773              |
| MOW Revenues                              | 3,348           | 1,285           | 3,032           | 183             | 1,942           | 1,322           | 767             | 11,879           |
| <b>Total Operating Revenue</b>            | <b>18,571</b>   | <b>6,228</b>    | <b>9,945</b>    | <b>3,074</b>    | <b>12,582</b>   | <b>7,877</b>    | <b>5,746</b>    | <b>64,023</b>    |
| <b>Operating Expenses</b>                 |                 |                 |                 |                 |                 |                 |                 |                  |
| <b>Operations &amp; Services</b>          |                 |                 |                 |                 |                 |                 |                 |                  |
| Train Operations                          | 12,285          | 5,503           | 11,580          | 3,400           | 8,020           | 5,524           | 4,999           | 51,311           |
| Equipment Maintenance                     | 9,554           | 4,230           | 7,022           | 2,616           | 7,302           | 5,586           | 4,744           | 41,054           |
| Fuel                                      | 7,434           | 3,146           | 6,824           | 2,230           | 6,026           | 3,931           | 2,933           | 32,524           |
| Non-Scheduled Rolling Stock Repairs       | 25              | 8               | 17              | 6               | 19              | 14              | 10              | 100              |
| Operating Facilities Maintenance          | 552             | 186             | 386             | 128             | 431             | 314             | 220             | 2,218            |
| Other Operating Train Services            | 298             | 124             | 135             | 112             | 71              | 91              | 104             | 934              |
| Rolling Stock Lease                       | -               | -               | -               | -               | -               | -               | -               | -                |
| Security                                  | 3,283           | 1,497           | 3,327           | 1,207           | 2,254           | 1,977           | 2,194           | 15,738           |
| Public Safety Program                     | 15              | 17              | 19              | 15              | 10              | 13              | 14              | 103              |
| Passenger Relations                       | 575             | 108             | 391             | 88              | 334             | 270             | 145             | 1,911            |
| TVM Maintenance/Revenue Collection        | 951             | 780             | 865             | 422             | 758             | 865             | 723             | 5,365            |
| Marketing                                 | 954             | 189             | 621             | 155             | 519             | 403             | 258             | 3,097            |
| Media & External Communications           | 54              | 62              | 67              | 56              | 35              | 46              | 52              | 372              |
| Utilities/Leases                          | 571             | 650             | 707             | 586             | 372             | 479             | 548             | 3,914            |
| Transfers to Other Operators              | 867             | 196             | 757             | 173             | 817             | 166             | 301             | 3,276            |
| Amtrak Transfers                          | -               | 123             | -               | -               | 700             | -               | -               | 824              |
| Station Maintenance                       | 606             | 373             | 452             | 165             | 397             | 14              | 177             | 2,185            |
| Rail Agreements                           | -               | 728             | -               | 2,044           | 758             | 878             | 898             | 5,305            |
| Holiday Trains                            | -               | -               | -               | -               | -               | -               | -               | -                |
| Special Trains                            | 110             | 76              | 80              | 69              | 84              | 67              | 15              | 500              |
| <b>Subtotal Operations &amp; Services</b> | <b>38,135</b>   | <b>17,996</b>   | <b>33,249</b>   | <b>13,471</b>   | <b>28,907</b>   | <b>20,637</b>   | <b>18,336</b>   | <b>170,732</b>   |
| <b>Maintenance-of-Way</b>                 |                 |                 |                 |                 |                 |                 |                 |                  |
| MoW - Line Segments                       | 14,962          | 8,183           | 11,853          | 1,109           | 7,180           | 4,558           | 3,635           | 51,480           |
| MoW - Extraordinary Maintenance           | 230             | 158             | 167             | 145             | 177             | 141             | 31              | 1,048            |
| <b>Subtotal Maintenance-of-Way</b>        | <b>15,192</b>   | <b>8,341</b>    | <b>12,019</b>   | <b>1,254</b>    | <b>7,357</b>    | <b>4,698</b>    | <b>3,666</b>    | <b>52,527</b>    |
| <b>Administration &amp; Services</b>      |                 |                 |                 |                 |                 |                 |                 |                  |
| Ops Salaries & Benefits                   | 2,646           | 2,991           | 3,271           | 2,696           | 1,732           | 2,209           | 2,522           | 18,066           |
| Ops Non-Labor Expenses                    | 2,384           | 1,500           | 2,312           | 1,184           | 1,841           | 1,432           | 1,329           | 11,983           |
| Indirect Administrative Expenses          | 3,144           | 3,581           | 3,891           | 3,228           | 2,049           | 2,635           | 3,019           | 21,546           |
| Ops Professional Services                 | 392             | 446             | 485             | 402             | 255             | 328             | 376             | 2,685            |
| <b>Subtotal Admin &amp; Services</b>      | <b>8,565</b>    | <b>8,518</b>    | <b>9,959</b>    | <b>7,510</b>    | <b>5,877</b>    | <b>6,605</b>    | <b>7,245</b>    | <b>54,280</b>    |
| <b>Contingency</b>                        | <b>13</b>       | <b>15</b>       | <b>16</b>       | <b>13</b>       | <b>9</b>        | <b>11</b>       | <b>13</b>       | <b>90</b>        |
| <b>Total Operating Expenses</b>           | <b>61,905</b>   | <b>34,870</b>   | <b>55,244</b>   | <b>22,249</b>   | <b>42,150</b>   | <b>31,951</b>   | <b>29,260</b>   | <b>277,629</b>   |
| <b>Insurance and Legal</b>                |                 |                 |                 |                 |                 |                 |                 |                  |
| Liability/Property/Auto                   | 4,007           | 1,353           | 2,797           | 930             | 3,123           | 2,278           | 1,599           | 16,088           |
| Net Claims / SI                           | 249             | 84              | 174             | 58              | 194             | 142             | 99              | 1,000            |
| Claims Administration                     | 462             | 156             | 323             | 107             | 360             | 263             | 185             | 1,856            |
| <b>Total Net Insurance and Legal</b>      | <b>4,718</b>    | <b>1,593</b>    | <b>3,293</b>    | <b>1,095</b>    | <b>3,678</b>    | <b>2,683</b>    | <b>1,883</b>    | <b>18,944</b>    |
| <b>Total Expense</b>                      | <b>66,623</b>   | <b>36,463</b>   | <b>58,537</b>   | <b>23,345</b>   | <b>45,828</b>   | <b>34,634</b>   | <b>31,143</b>   | <b>296,573</b>   |
| <b>Loss / Member Support Required</b>     | <b>(48,052)</b> | <b>(30,236)</b> | <b>(48,592)</b> | <b>(20,271)</b> | <b>(33,246)</b> | <b>(26,757)</b> | <b>(25,397)</b> | <b>(232,550)</b> |

Numbers may not foot due to rounding

## History of actual and budgeted Operating Subsidy with variances of FY23 vs FY22

### Support by Member Agency

|                             | <b>Total Support</b> | <b>METRO Share</b> | <b>OCTA Share</b> | <b>RCTC Share</b> | <b>SBCTA Share</b> | <b>VCTC Share</b> |
|-----------------------------|----------------------|--------------------|-------------------|-------------------|--------------------|-------------------|
| <b>FY22 Amended Budget</b>  | \$198,208,745        | \$101,451,894      | \$39,084,641      | \$21,923,093      | \$23,181,207       | \$12,567,910      |
| <b>FY23 Proposed Budget</b> | \$232,549,743        | \$120,454,841      | \$46,167,104      | \$26,695,637      | \$25,742,176       | \$13,489,985      |

| <b>Year-Over-Year Change</b> | <b>Total Support</b> | <b>METRO Share</b> | <b>OCTA Share</b> | <b>RCTC Share</b> | <b>SBCTA Share</b> | <b>VCTC Share</b> |
|------------------------------|----------------------|--------------------|-------------------|-------------------|--------------------|-------------------|
| <b>FY23 vs FY22</b>          |                      |                    |                   |                   |                    |                   |
| \$ increase                  | \$34,340,998         | \$19,002,947       | \$7,082,463       | \$4,772,545       | \$2,560,969        | \$922,074         |
| % increase                   | 17.3%                | 18.7%              | 18.1%             | 21.8%             | 11.0%              | 7.3%              |

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



# REHABILITATION PROJECT PROPOSALS FOR FY2023 BUDGET

REVISED: 02/11/22

| ROW# | CREATOR | PROJECT # | TYPE  | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITI ON | IMPACT | ASSET TYPE        | PROJECT  | SCOPE   | TOTAL REQUEST | METRO      | OCTA      | RCTC      | SBCTA     | VCTC      |
|------|---------|-----------|-------|------------|--------------|------------|------------|--------|-------------------|--|---|---------------|------------|-----------|-----------|-----------|-----------|
| 1    | HOLMANS | 2417      | Rehab | ALL        | All          | NA         | Worn       | High   | Rolling Stock     | BOMBARDIER RAILCAR REBUILD   | Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars.<br><br>Specific work includes:<br>Bombardier Railcar Rebuild - Option order for 38 Generation 1 cars  | 30,000,000    | 14,250,000 | 5,940,000 | 3,330,000 | 4,320,000 | 2,160,000 |
| 2    | HOLMANS | 2556      | Rehab | ALL        | All          | NA         | Worn       | High   | Facilities        | FACILITIES REHABILITATION  | Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include:<br>- Phase 2: MOW health and welfare facilities installation, rehab and utility connections. Designs and replace rented crew trailer including furniture, equipment and repositioning to meet CPUC mandated clearances as well as connect to utilities.<br>- Automate and install predictive failure notifications to some of the facilities equipment to detect and repair failures before they become impact to rail operation. Include some title 24 upgrades.<br>- Add and update ground power at yards and Laguna Niguel siding.<br>- Rehab ground air in the yards.<br>- Fall protection/roof platform rehab CMF.<br>- Phase 1: Replacement of 30 year old south electrical switchgear at CMF.<br>- Install permanent power at Lang Yard.<br>- Systemwide facilities and yard paving, striping, fencing, access carts, signage, paint rehab.   | 5,200,000     | 2,470,000  | 1,029,600 | 577,200   | 748,800   | 374,400   |
| 3    | HOLMANS | 2557      | Rehab | ALL        | All          | NA         | Worn       | High   | Non-Revenue Fleet | MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL | MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.<br>Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and potentially medium duty vehicles (subject to manufacture production schedules).<br><br>Heavy - 2<br>Medium - 4<br>Light Duty - 25<br>Equipment - 4   | 3,510,000     | 1,667,250  | 694,980   | 389,610   | 505,440   | 252,720   |
| 4    | HOLMANS | 2558      | Rehab | ALL        | All          | NA         | Worn       | High   | Train Control     | SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION                        | Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.<br>Train Control Back Office:<br>1) DOC/MOC Backup Systems<br>2) Workstations/Laptops<br>3) CAD/BOS/MDM/IC3<br>4) Routers/Switches<br>5) On-Board Train Control Systems<br>6) Software/Hardware for Locomotives & Cab Cars   | 5,000,000     | 2,375,000  | 990,000   | 555,000   | 720,000   | 360,000   |
| 5    | HOLMANS | 2559      | Rehab | ALL        | All          | NA         | Worn       | High   | Track             | SYSTEMWIDE TRACK REHABILITATION  | Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:<br>- Rail Grinding: ongoing systemwide program<br>- Surfacing Program to restore track profiles and cross sections<br>- Infrastructure planning and data collection for condition assessments   | 5,000,000     | 2,375,000  | 990,000   | 555,000   | 720,000   | 360,000   |
| 6    | HOLMANS | 2597      | Rehab | ALL        | All          | NA         | Worn       | High   | Rolling Stock     | ROLLING STOCK DAMAGE REPAIR  | Rolling Stock Damage Repair – Oxnard accident cars – see attached STV report.<br>The cost estimate includes the following considerations and assumptions:<br>1) The estimated costs to repair are based solely on visible damages during the inspection and engineering estimations made accounted for anticipated hidden damages.<br>2) The estimated costs to repair is to restore the cars to an “as-new condition” for revenue service.<br>3) The estimated costs to repair do not consider internal structural, air piping, cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages.<br>4) The estimate costs to repair do not consider underfloor air piping and cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages.<br>5) The estimated costs to repair does not include “non-recurring engineering cost” and production setup cost.<br>6) Engineering costs are a rough order of magnitude and do not account for influences such as market forces.<br>7) Market Adjustments: STV report says \$5M but it is almost 5 years old. Considering 7% of market price increase for 7 years, it is \$5.35M.<br>8) Additional Adjustments: STV report does not include structural inspection and repair. Due to the heavy accident, it will require engineering analysis on the structural integrity to ensure its road-worthy – estimation is \$2M, including engineering consultant and actual repair. 10% for internal costs. | 8,000,000     | 3,800,000  | 1,584,000 | 888,000   | 1,152,000 | 576,000   |

| ROW#  | CREATOR | PROJECT # | TYPE  | ROUTE LINE | SUB DIVISION          | MILE POSTS | CONDITI ON | IMPACT | ASSET TYPE             | PROJECT  | SCOPE  | TOTAL REQUEST     | METRO             | OCTA              | RCTC             | SBCTA            | VCTC             |
|---|---------|-----------|-------|------------|-----------------------|------------|------------|--------|------------------------|--|--|-------------------|-------------------|-------------------|------------------|------------------|------------------|
| 7   | HOLMANS | 2598      | Rehab | ALL        | All                   | NA         | Worn       | High   | Rolling Stock          | ROLLING STOCK REHABILITATION                                       | Rolling Stock rehabilitation addresses the revenue fleet of locomotives, railcars and cab cars.<br>Specific work includes:<br>1) Rotem HVAC Overhaul/Rebuild - \$2M<br>a. Continuous cashflow for 4 rebuilt HVAC units every 30 days<br>b. Risk - termination of equipment for faulty HVAC units - this is already an issue<br>c. This is an ongoing program with funding to be requested in future budget years<br>2) Fleetwide Condition-based Maintenance Program (CBM) - \$3M<br>a. Program targeting a proactive approach to identify, plan and perform repair/replacement of parts prior to failure and a tailored schedule to each component.<br>1. Document the CBM program for user manuals, process, flow-chart, training and support algorithm.<br>2. Develop the reliability and availability algorithm along with RBA process.<br>3. Deliver on-hand tools and add-on sensors to the maintenance end-users and rolling stocks.<br>4. Re-structure the maintenance process and facility support for CBM.<br>5. Analysis and develop the daily maintenance onsite process to accommodate the best efficiency in CBM program.<br>6. Code the algorithm and process for an application to Metrolink configurational management tool.<br>7. Code the system for an automatic notification, RBA alert and predictive failure warning.<br>8. Send notification of resolution to reporting source of any issues or failures.<br>9. Run development for the supply quality assurance.<br>3) Communication System Overhaul - \$640K<br>a. Upgrade the communication control system for wireless control, onboard Ethernet network.<br>b. Upgrade the destination panel.<br>c. Overhaul the minor components such as speakers, microphone, etc.<br>d. This is an ongoing program with funding to be requested next year to complete<br>4) HVAC Air Quality Solution - COVID-19 - \$2.3M<br>a. Mitigation for COVID-19.<br>b. F125 & MP36 locomotive and Rotem passenger car.<br>c. This is already underway for Bombardier cars.<br>d. This is an ongoing program with funding to be requested in future budget years.<br>5) MP36 Loco lifecycle management - \$3.6M<br>a. MP36s are approaching their midlife in 2023.<br>b. Highest priority systems to be addressed in order to keep these locomotives serviceable.<br>c. This is an ongoing program with funding to be requested in future budget years. | 11,600,000        | 5,510,000         | 2,296,800         | 1,287,600        | 1,670,400        | 835,200          |
| 8   | WONGS   | 2631      | Rehab | ALL        | All                   | NA         | Worn       | Low    | Information Technology | GENERAL INFORMATION TECHNOLOGY EQUIPMENT AND SYSTEM REHABILITATION | The Metrolink IT environment is in need of rehabilitation. The scope involves the replacement of end-user equipment and systems (e.g. laptops, desktops, tablets, monitors, cellphones, software systems), office equipment (e.g. multifunction printers, plotters, audio/video conferencing systems), and infrastructure equipment.   | 485,000           | 230,375           | 96,030            | 53,835           | 69,840           | 34,920           |
| <b>ALL SHARE PROJECT PROPOSAL REQUEST</b>                   |         |           |       |            |                       |            |            |        |                        |  |  | <b>68,795,000</b> | <b>32,677,625</b> | <b>13,621,410</b> | <b>7,636,245</b> | <b>9,906,480</b> | <b>4,953,240</b> |
| 9   | HOLMANS | 2386      | Rehab | ALL        | River Sub - West Bank | 0 - 485.20 | Worn       | High   | Structures             | RIVER SUBDIVISION STRUCTURES REHABILITATION - WEST BANK            | River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:<br>- Bridges<br>- Culverts<br>- Tunnels<br>Specific work for this request is for rehabilitation of the Arroyo Seco Bridge.  | 6,900,000         | 3,277,500         | 1,366,200         | 765,900          | 993,600          | 496,800          |
| <b>RIVER SUBDIVISION-WEST BANK PROJECT PROPOSAL REQUEST</b> |         |           |       |            |                       |            |            |        |                        |  |  | <b>6,900,000</b>  | <b>3,277,500</b>  | <b>1,366,200</b>  | <b>765,900</b>   | <b>993,600</b>   | <b>496,800</b>   |

| ROW#                                  | CREATOR | PROJECT # | TYPE  | ROUTE LINE           | SUB DIVISION | MILE POSTS     | CONDITI ON | IMPACT | ASSET TYPE    | PROJECT   | SCOPE   | TOTAL REQUEST    | METRO            | OCTA      | RCTC | SBCTA | VCTC |
|---------------------------------------|---------|-----------|-------|----------------------|--------------|----------------|------------|--------|---------------|---|---|------------------|------------------|-----------|------|-------|------|
| 10                                    | HOLMANS | 2617      | Rehab | Antelope Valley Line | Valley       | 3.67 - 76.63   | Worn       | High   | Track         | VALLEY SUBDIVISION TRACK REHABILITATION                 | Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:<br>- Rail<br>- Ties<br>- Crossings<br>- Special Trackwork<br>- Ballast<br><br>Specific work includes Tunnel 25 Rehabilitation:<br>Option 1: Partial funding necessary for the complete track rehabilitation of Track in the Tunnel. (Additional \$8M would need to be secured elsewhere).<br><br>Option 2: Take advantage of economies of scale and perform major maintenance in the Tunnel by combining scope, equipment and labor forces with the work coming on Tunnel 26 which is funded through separate outside FRA Grant. Work would remove & replace approximately 20% of ties and ballast.   | 4,000,000        | 4,000,000        | -         | -    | -     | -    |
| 11                                    | HOLMANS | 2627      | Rehab | Antelope Valley Line | Valley       | 3.67 - 76.63   | Worn       | High   | Train Control | VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:<br>- Signal systems<br>- Crossing systems<br>- Communication systems<br><br>COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB<br><br>SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED:<br>1) CP Courrier MP 6.4 - Replace CP House, internal control equipment, and power switch machine \$550,000<br>2) EC Repeater & Switch Leaving Signal MP 7.51 - Replace house, internal control equipment and battery back-up - \$250,000<br>3) Int Signal 71-73 MP 7.9 Replace Signal House, internal control equipment - \$350,000<br>4) Int Signal 141-142 MP 14.2 Replace Signal House, internal control equipment - \$350,000<br>5) DED MP 15.10 - Replace detector and control equipment - \$250,000<br>6) Int Signal 191-192 MP 19.22 Replace Signal House, internal control equipment - \$350,000<br>7) Int Signal 201-202 MP 20.8 Replace Signal House, internal control equipment - \$350,000<br>8) EC4 Repeater MP 21.8 Replace Signal House, internal control equipment - \$350,000<br>9) EC4 Repeater MP 22.6 Replace Signal House, internal control equipment - \$350,000 | 2,500,000        | 2,500,000        | -         | -    | -     | -    |
| <b>METRO PROJECT PROPOSAL REQUEST</b> |         |           |       |                      |              |                |            |        |               |   |   | <b>6,500,000</b> | <b>6,500,000</b> | -         | -    | -     | -    |
| 12                                    | HOLMANS | 2620      | Rehab | Orange County Line   | Orange       | NA             | Worn       | High   | Track         | ORANGE SUBDIVISION TRACK REHABILITATION                 | Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:<br>- Rail<br>- Ties<br>- Crossings<br>- Special Trackwork<br>- Ballast<br>Specific work includes Metrolink Share of NCTD Turnout at Basilone Spur<br><br>Rail replacement, and upgrade from 115 lb rail to 136 lb rail from Beach Rd to CP Serra (Scope removed from 2021 due to SCORE coordination issues).<br><br>Riprap and track protection along the coast.  | 6,700,000        | -                | 6,700,000 | -    | -     | -    |
| 13                                    | HOLMANS | 2626      | Rehab | Orange County Line   | Orange       | 165.08 - 207.4 | Worn       | High   | Structures    | ORANGE SUBDIVISION STRUCTURES REHABILITATION            | Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:<br>- Bridges<br>- Culverts<br>- Tunnels<br>Specific work includes construction funding for Culverts designed and environmentally cleared in FY20, but do not have sufficient construction funding. Culverts MP 205.8 and 207.2 Orange Sub, and Olive Sub MP 5.4.  | 2,220,000        | -                | 2,220,000 | -    | -     | -    |



| ROW#  | CREATOR | PROJECT # | TYPE  | ROUTE LINE         | SUB DIVISION | MILE POSTS | CONDITI ON | IMPACT | ASSET TYPE    | PROJECT   | SCOPE   | TOTAL REQUEST     | METRO             | OCTA              | RCTC             | SBCTA             | VCTC             |
|---|---------|-----------|-------|--------------------|--------------|------------|------------|--------|---------------|---|---|-------------------|-------------------|-------------------|------------------|-------------------|------------------|
| 14  | HOLMANS | 2630      | Rehab | Orange County Line | Orange       | NA         | Worn       | High   | Train Control | ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | <p>Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Signal systems</li> <li>- Crossing systems</li> <li>- Communication systems</li> </ul> <p>COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB</p> <p>SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED:</p> <ul style="list-style-type: none"> <li>1) CP La Palma MP 167.3 - Replace CP House, internal control equipment, and power switch machine \$600,000</li> <li>2) CP College MP 169.8 - Replace CP House, internal control equipment, and power switch machine \$550,000</li> <li>3) CP Maple MP 172.4 - Replace CP House, internal control equipment, and power switch machine \$600,000</li> <li>4) CP Lincoln MP 174.7 - Replace CP House, internal control equipment, and power switch machine \$600,000</li> <li>5) CP Aliso MP 178.9 - Replace CP House, internal control equipment, and power switch machine \$550,000</li> <li>6) CP Tinkham MP 184.5 - Replace CP House, internal control equipment, and power switch machine \$600,000</li> </ul> | 3,330,000         | -                 | 3,330,000         | -                | -                 | -                |
| <b>OCTA PROJECT PROPOSAL REQUEST</b>          |         |           |       |                    |              |            |            |        |               |   |   | <b>12,250,000</b> | <b>-</b>          | <b>12,250,000</b> | <b>-</b>         | <b>-</b>          | <b>-</b>         |
| <b>FY2023 PROPOSED REHABILITATION REQUEST</b> |         |           |       |                    |              |            |            |        |               |   |   | <b>94,445,000</b> | <b>42,455,125</b> | <b>27,237,610</b> | <b>8,402,145</b> | <b>10,900,080</b> | <b>5,450,040</b> |



## NEW CAPITAL PROJECTS PROPOSALS FOR FY2023 BUDGET

REVISED: 03/22/22

| ROW# | CREATOR    | PROJECT # | TYPE    | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITION | IMPACT | ASSET TYPE             | PROJECT   | SCOPE   | TOTAL REQUEST | METRO     | OCTA    | RCTC    | SBCTA   | VCTC    | OTHER | PURSUIING RAISE GRANT | OTHER-SECURED CARL MOYER GRANT |  |  |
|------|------------|-----------|---------|------------|--------------|------------|-----------|--------|------------------------|---|---|---------------|-----------|---------|---------|---------|---------|-------|-----------------------|--------------------------------|--|--|
| 1    | CHAKLADARA | 2456      | Capital | ALL        | All          | NA         | NA        | NA     | Information Technology | AGENCYWIDE CYBERSECURITY IMPLEMENTATION   | Cyber threats have proliferated and have become more sophisticated over the years. Most organizations have a dedicated cybersecurity team led by a CISO (Chief Information Security Officer). A Cybersecurity Manager was approved in the FY22 budget, however the position once hired, will not have a dedicated team of cybersecurity experts. Instead, the Cybersecurity Manager will have to rely on several part-time resources from the Infrastructure, Networking and HelpDesk teams in the IDTS team. This project aims to build a cybersecurity framework, monitor evolving security threats, build a mitigation strategies for incidence management, and proactively harden the security posture of the agency from cyberthreats. The project envisions deploying contract services and software and hardware products.   | 439,000       | 208,525   | 86,922  | 48,729  | 63,216  | 31,608  |       |                       |                                |  |  |
| 2    | STEWARTM   | 2476      | Capital | ALL        | All          | NA         | NA        | NA     | Facilities             | CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION PHASE I DESIGN & ENVIRONMENTAL             | Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Additionally, Metrolink has addition work platforms, cranes, tables use of Wi-Fi and improve layouts for warehousing parts. Many of the projects that would increase operational efficiency of maintenance activities also contribute to addressing the community concerns by reducing the number of idling locomotives in the yard and the duration of their idling reducing the noise and emissions from locomotives. Due to the limitations of the property situated between San Fernando Road and the LA River which is built out with the current buildings and tracks and the need to maintain service while any project is constructed there are some limitations to the improvements that can be made and any construction to the existing site and buildings needs carefully planned staging plans. | 3,721,000     | 1,767,475 | 736,758 | 413,031 | 535,824 | 267,912 |       |                       |                                |  |  |
| 3    | STEWARTM   | 2477      | Capital | ALL        | All          | NA         | NA        | NA     | Facilities             | CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION EARLY ACTION TO ADDRESS COMMUNITY CONCERNS | Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Metrolink has committed to the CMF Action Plan, which promises continuous improvements to ensure Metrolink is a good neighbor. This budget request will allow Metrolink to advance an additional sound barrier at CMF. Following a successful demonstration of steel sound barriers at the service and inspection track (pilot barriers face the Elysian Valley community), additional sound barriers will be installed on the other side of the servicing area to dampen the noise generated by idling locomotives. This investment has been repeatedly requested by the Cypress Park community.  | 515,000       |           |         |         |         |         |       | 515,000               |                                |  |  |

| ROW#   | CREATOR  | PROJECT # | TYPE    | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITION | IMPACT | ASSET TYPE       | PROJECT  | SCOPE  | TOTAL REQUEST      | METRO            | OCTA             | RCTC             | SBCTA            | VCTC             | OTHER          | PURSUIING RAISE GRANT | OTHER-SECURED CARL MOYER GRANT |  |  |
|--|----------|-----------|---------|------------|--------------|------------|-----------|--------|------------------|--|--|--------------------|------------------|------------------|------------------|------------------|------------------|----------------|-----------------------|--------------------------------|--|--|
| 4  | VEGAR    | 2576      | Capital | ALL        | All          | NA         | Worn      | High   | Business Systems | ENTERPRISE ASSET MANAGEMENT (EAM) IMPROVEMENT PROJECT - PHASE II                   | <p>Metrolink is building out the use of Trapeze Enterprise Asset Management System (EAM) as part of an effort to consolidate a series of standalone asset management systems into a single repository in a phased approach. The Metrolink Board approved a single source procurement back in May 2021 with Trapeze Software Group to add 2 new modules, optimization, implementation services, and Organizational Change Management as part of Phase I for \$1.5M. While Phase I (Project No. 519093) has been launched in FY2022, staff anticipates the project timeline will extend beyond the current fiscal year and into FY2023. As staff works to deliver Phase I of this EAM Improvement Project, there is a possibility of potential change orders that will be needed. Approximately \$200K of this budget request would be a placeholder in the capital budget for any unexpected consulting services, interfaces, customization, and configuration needs. Furthermore, Phase II would include the purchase of additional licenses and modules, implementation services, additional Organizational Change Management support, and other expenses as needed. The modules included in Phase II include: Application Interface Programming (API), Telematics, Mobile Focus Enterprise, Network Restrictions, Linear Visualization, and Illustrated Parts Catalog. This new phase will also require the support of a project management consultant, agency staff time, and project reserve at a similar percentage as budgeted for Trapeze EAM Phase I.</p> <p>In addition to building out the use of its prominent EAM System; Metrolink staff is also exploring software solutions that can be integrated in its EAM system to support prescriptive rail maintenance and allow the agency to measure the life extension and cost savings from rail grinding, milling and friction management allowing Metrolink to make well-informed investment decisions. The agency is seeking a software solution that will provide track engineering data, economics, and physics-based models that can be easily integrated into capital planning, budgeting and work execution processes. A prescriptive rail maintenance solution will enhance the agency's ability to develop the business case and identify the optimal rail maintenance strategy. This will allow Metrolink to more easily plan, approve, and fund rail maintenance, ultimately reducing maintenance costs and extending rail life and support the agency's State of Good Repair objectives. This effort combined with the investment in new modules and interfaces as part of Phase II of the EAM Improvement Project is anticipated to cost approximately \$1.7M.</p> | 1,700,000          | 807,500          | 336,600          | 188,700          | 244,800          | 122,400          |                |                       |                                |  |  |
| 5  | HOLMANS  | 2636      | Capital | ALL        | All          | NA         | Marginal  | High   | Business Systems | PMIS PURCHASE AND CONFIGURATION  | <p>Implementation of a robust project management information, (PMIS), providing program controls support for ongoing and future work associated with capital improvement and rehabilitation projects initiated by SCRRA. The scope of the PMIS includes: Project Controls, Schedule Management, Cost Management, Estimating, Risk Management, Reporting Management, Contract Management and Document Management.</p> <p>The implementation phase tasks include:</p> <ul style="list-style-type: none"> <li>o Configuring the PMIS system to provide the following functionalities: Contract Mgmt., Cost Mgmt., Scheduling Mgmt., Risk Mgmt., Reporting, Document Control, etc.</li> <li>o Pilot project</li> <li>o Data Migration</li> <li>o Training &amp; Roll out</li> </ul> <p>The planning phase tasks include those already funded in prior FY21 project:</p> <ul style="list-style-type: none"> <li>o Requirements gathering and documentation</li> <li>o Gap analysis</li> <li>o Updating Business processes</li> <li>o Support in documenting and development of technical requirements that will be included in the forthcoming RFP for PMIS software and integration</li> <li>o Develop a comprehensive implementation plan</li> </ul>  | 5,725,000          | 2,719,375        | 1,133,550        | 635,475          | 824,400          | 412,200          |                |                       |                                |  |  |
| <b>FY2023 PROPOSED NEW CAPITAL REQUEST</b>       |          |           |         |            |              |            |           |        |                  |  |  | <b>12,100,000</b>  | <b>5,502,875</b> | <b>2,293,830</b> | <b>1,285,935</b> | <b>1,668,240</b> | <b>834,120</b>   | <b>515,000</b> | <b>-</b>              | <b>-</b>                       |  |  |
| 6  | STEWARTM | 2479      | Capital | ALL        | All          | NA         | Marginal  | High   | Rolling Stock    | *MP36 LOCOMOTIVE REPLACEMENT - 10 OUT OF 15 LOCOMOTIVES - SUBJECT TO GRANT PURSUIT | <p>The Tier 2 MP36 fleet of 15 locomotives was deployed in 2008-2009 and is now approaching its mid-life and the RAMS metrics are trending down as expected for locomotives at this age and use. This project request is for replacement of the MP36 fleet with new Tier 4 locomotives. (Agency is pursuing the goal to fund with grants up-to 94.3% with Member Agency contribution of 5.7%. This project proposal #2479 covers the first 10 out of a total of 15 locomotives with a 5.7% Member Agency contribution of \$5.82M out of this total \$102.52M funding request. The Agency has already secured \$51.6M in Carl Moyer grant funding for this project. Currently pursuing RAISE grant of \$45.0M.)</p>   | 102,521,951        | 2,767,283        | 1,153,520        | 646,670          | 838,924          | 419,462          | -              | 45,000,000            | 51,696,093                     |  |  |
| <b>FY2023 PROPOSED NEW CAPITAL TOTAL REQUEST</b> |          |           |         |            |              |            |           |        |                  |  |  | <b>114,621,951</b> | <b>8,270,158</b> | <b>3,447,350</b> | <b>1,932,605</b> | <b>2,507,164</b> | <b>1,253,582</b> | <b>515,000</b> | <b>45,000,000</b>     | <b>51,696,093</b>              |  |  |

**NOTE:**

\*Staff will continue to secure additional grant funding for this project.

**FY23 PROPOSED CAPITAL PROGRAM CASHFLOW**

as of 03.18.22

| Cash Basis                 |                    |                |               |                |               |               |                |
|----------------------------|--------------------|----------------|---------------|----------------|---------------|---------------|----------------|
|                            | METRO              | OCTA           | RCTC          | SBCTA          | VCTC          | OTHER         | TOTAL          |
| <b>FY23 Rehabilitation</b> | <b>\$42.5M</b>     | <b>\$27.2M</b> | <b>\$8.4M</b> | <b>\$10.9M</b> | <b>\$5.5M</b> | <b>\$0.0M</b> | <b>\$94.4M</b> |
|                            | <b>CASH OUTLAY</b> |                |               |                |               |               |                |
| 2022-23                    | \$2.1M             | \$1.4M         | \$0.4M        | \$0.5M         | \$0.3M        | \$0.0M        | \$4.7M         |
| 2023-24                    | \$14.9M            | \$9.5M         | \$2.9M        | \$3.8M         | \$1.9M        | \$0.0M        | \$33.1M        |
| 2024-25                    | \$12.7M            | \$8.2M         | \$2.5M        | \$3.3M         | \$1.6M        | \$0.0M        | \$28.3M        |
| 2025-26                    | \$12.7M            | \$8.2M         | \$2.5M        | \$3.3M         | \$1.6M        | \$0.0M        | \$28.3M        |
| <b>Totals</b>              | <b>\$42.5M</b>     | <b>\$27.2M</b> | <b>\$8.4M</b> | <b>\$10.9M</b> | <b>\$5.5M</b> | <b>\$0.0M</b> | <b>\$94.4M</b> |

| Cash Basis              |                    |               |               |               |               |               |                |
|-------------------------|--------------------|---------------|---------------|---------------|---------------|---------------|----------------|
|                         | METRO              | OCTA          | RCTC          | SBCTA         | VCTC          | OTHER         | TOTAL          |
| <b>FY23 New Capital</b> | <b>\$5.5M</b>      | <b>\$2.3M</b> | <b>\$1.3M</b> | <b>\$1.7M</b> | <b>\$0.8M</b> | <b>\$0.5M</b> | <b>\$12.1M</b> |
|                         | <b>CASH OUTLAY</b> |               |               |               |               |               |                |
| 2022-23                 | \$0.3M             | \$0.1M        | \$0.1M        | \$0.1M        | \$0.0M        | \$0.0M        | \$0.6M         |
| 2023-24                 | \$1.9M             | \$0.8M        | \$0.5M        | \$0.6M        | \$0.3M        | \$0.2M        | \$4.2M         |
| 2024-25                 | \$1.7M             | \$0.7M        | \$0.4M        | \$0.5M        | \$0.3M        | \$0.2M        | \$3.6M         |
| 2025-26                 | \$1.7M             | \$0.7M        | \$0.4M        | \$0.5M        | \$0.3M        | \$0.2M        | \$3.6M         |
| <b>Totals</b>           | <b>\$5.5M</b>      | <b>\$2.3M</b> | <b>\$1.3M</b> | <b>\$1.7M</b> | <b>\$0.8M</b> | <b>\$0.5M</b> | <b>\$12.1M</b> |

Cash Basis

|                                   | METRO              | OCTA          | RCTC          | SBCTA         | VCTC          | OTHER         | RAISE          | CARL MOYER     | TOTAL           |
|-----------------------------------|--------------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|-----------------|
| <b>FY23 MP36 LOCO REPLACEMENT</b> | <b>\$2.8M</b>      | <b>\$1.2M</b> | <b>\$0.6M</b> | <b>\$0.8M</b> | <b>\$0.4M</b> | <b>\$0.0M</b> | <b>\$45.0M</b> | <b>\$51.7M</b> | <b>\$102.5M</b> |
|                                   | <b>CASH OUTLAY</b> |               |               |               |               |               |                |                |                 |
| 2022-23                           | \$0.1M             | \$0.1M        | \$0.0M        | \$0.0M        | \$0.0M        | \$0.0M        | \$2.3M         | \$2.6M         | \$5.1M          |
| 2023-24                           | \$1.0M             | \$0.4M        | \$0.2M        | \$0.3M        | \$0.1M        | \$0.0M        | \$15.8M        | \$18.1M        | \$35.9M         |
| 2024-25                           | \$0.8M             | \$0.3M        | \$0.2M        | \$0.3M        | \$0.1M        | \$0.0M        | \$13.5M        | \$15.5M        | \$30.8M         |
| 2025-26                           | \$0.8M             | \$0.3M        | \$0.2M        | \$0.3M        | \$0.1M        | \$0.0M        | \$13.5M        | \$15.5M        | \$30.8M         |
| <b>Totals</b>                     | <b>\$2.8M</b>      | <b>\$1.2M</b> | <b>\$0.6M</b> | <b>\$0.8M</b> | <b>\$0.4M</b> | <b>\$0.0M</b> | <b>\$45.0M</b> | <b>\$51.7M</b> | <b>\$102.5M</b> |

**FY2023-24 Forecast - Operating Budget  
by Member Agency**

|   | <b>FY24 BUDGET FORECAST</b> |                 |                 |                 |                 |                  |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>(000's)</b>                            | <b>METRO</b>                | <b>OCTA</b>     | <b>RCTC</b>     | <b>SBCTA</b>    | <b>VCTC</b>     | <b>TOTAL</b>     |
| <b>Operating Revenue</b>                  |                             |                 |                 |                 |                 |                  |
| Farebox Revenue                           | 26,779                      | 14,896          | 6,258           | 8,022           | 1,242           | 57,196           |
| Fare Reduction Subsidy                    | 1,555                       | -               | -               | 1,044           | -               | 2,599            |
| Other Train Subsidies                     | 2,575                       | -               | -               | -               | -               | 2,575            |
| Special Trains                            | -                           | -               | -               | -               | -               | -                |
| <b>Subtotal-Pro Forma FareBox</b>         | <b>30,909</b>               | <b>14,896</b>   | <b>6,258</b>    | <b>9,066</b>    | <b>1,242</b>    | <b>62,370</b>    |
| Dispatching                               | 1,354                       | 1,080           | 15              | 103             | 315             | 2,867            |
| Other Revenues                            | 395                         | 171             | 72              | 111             | 24              | 773              |
| MOW Revenues                              | 6,176                       | 3,157           | 756             | 1,492           | 446             | 12,027           |
| <b>Total Operating Revenue</b>            | <b>38,834</b>               | <b>19,303</b>   | <b>7,102</b>    | <b>10,772</b>   | <b>2,026</b>    | <b>78,037</b>    |
| <b>Operating Expenses</b>                 |                             |                 |                 |                 |                 |                  |
| <b>Operations &amp; Services</b>          |                             |                 |                 |                 |                 |                  |
| Train Operations                          | 29,475                      | 11,103          | 4,971           | 6,142           | 2,185           | 53,876           |
| Equipment Maintenance                     | 20,258                      | 10,260          | 5,389           | 5,251           | 1,948           | 43,107           |
| Fuel                                      | 18,363                      | 7,453           | 3,138           | 3,927           | 1,269           | 34,150           |
| Non-Scheduled Rolling Stock Repairs       | 51                          | 26              | 11              | 13              | 4               | 105              |
| Operating Facilities Maintenance          | 1,136                       | 587             | 244             | 283             | 78              | 2,329            |
| Other Operating Train Services            | 487                         | 135             | 116             | 164             | 78              | 981              |
| Rolling Stock Lease                       | -                           | -               | -               | -               | -               | -                |
| Security                                  | 8,075                       | 3,384           | 2,431           | 1,835           | 801             | 16,525           |
| Public Safety Program                     | 51                          | 19              | 16              | 11              | 11              | 109              |
| Passenger Relations                       | 1,014                       | 485             | 176             | 285             | 46              | 2,006            |
| TVM Maintenance/Revenue Collection        | 2,344                       | 1,307           | 991             | 631             | 361             | 5,634            |
| Marketing                                 | 1,683                       | 729             | 292             | 469             | 79              | 3,252            |
| Media & External Communications           | 185                         | 67              | 58              | 41              | 39              | 391              |
| Utilities/Leases                          | 1,950                       | 708             | 612             | 432             | 409             | 4,110            |
| Transfers to Other Operators              | 1,914                       | 789             | 246             | 418             | 72              | 3,440            |
| Amtrak Transfers                          | 290                         | 529             | -               | -               | 46              | 865              |
| Station Maintenance                       | 1,426                       | 342             | 133             | 297             | 96              | 2,294            |
| Rail Agreements                           | 2,463                       | 1,046           | 1,416           | 362             | 283             | 5,570            |
| Holiday Trains                            | -                           | -               | -               | -               | -               | -                |
| Special Trains                            | 249                         | 104             | 58              | 76              | 38              | 525              |
| <b>Subtotal Operations &amp; Services</b> | <b>91,415</b>               | <b>39,075</b>   | <b>20,300</b>   | <b>20,636</b>   | <b>7,842</b>    | <b>179,269</b>   |
| <b>Maintenance-of-Way</b>                 |                             |                 |                 |                 |                 |                  |
| MoW - Line Segments                       | 29,981                      | 10,687          | 3,480           | 6,821           | 3,084           | 54,054           |
| MoW - Extraordinary Maintenance           | 644                         | 157             | 105             | 117             | 76              | 1,100            |
| <b>Subtotal Maintenance-of-Way</b>        | <b>30,625</b>               | <b>10,844</b>   | <b>3,585</b>    | <b>6,938</b>    | <b>3,160</b>    | <b>55,154</b>    |
| <b>Administration &amp; Services</b>      |                             |                 |                 |                 |                 |                  |
| Ops Salaries & Fringe Benefits            | 8,999                       | 3,282           | 2,814           | 1,994           | 1,881           | 18,970           |
| Ops Non-Labor Expenses                    | 6,343                       | 2,624           | 1,466           | 1,394           | 755             | 12,582           |
| Indirect Administrative Expenses          | 10,732                      | 3,898           | 3,366           | 2,375           | 2,251           | 22,623           |
| Ops Professional Services                 | 1,338                       | 486             | 420             | 296             | 281             | 2,820            |
| <b>Subtotal Admin &amp; Services</b>      | <b>27,412</b>               | <b>10,289</b>   | <b>8,067</b>    | <b>6,059</b>    | <b>5,167</b>    | <b>56,994</b>    |
| <b>Contingency</b>                        | <b>45</b>                   | <b>16</b>       | <b>14</b>       | <b>10</b>       | <b>9</b>        | <b>95</b>        |
| <b>Total Operating Expenses</b>           | <b>149,497</b>              | <b>60,225</b>   | <b>31,966</b>   | <b>33,644</b>   | <b>16,179</b>   | <b>291,511</b>   |
| <b>Insurance and Legal</b>                |                             |                 |                 |                 |                 |                  |
| Liability/Property/Auto                   | 8,243                       | 4,257           | 1,768           | 2,056           | 568             | 16,892           |
| Net Claims / SI                           | 512                         | 265             | 110             | 128             | 35              | 1,050            |
| Claims Administration                     | 951                         | 491             | 204             | 237             | 66              | 1,949            |
| <b>Total Net Insurance and Legal</b>      | <b>9,706</b>                | <b>5,013</b>    | <b>2,082</b>    | <b>2,421</b>    | <b>669</b>      | <b>19,891</b>    |
| <b>Total Expense</b>                      | <b>159,203</b>              | <b>65,238</b>   | <b>34,048</b>   | <b>36,065</b>   | <b>16,848</b>   | <b>311,402</b>   |
| <b>Loss / Member Support Required</b>     | <b>(120,370)</b>            | <b>(45,934)</b> | <b>(26,946)</b> | <b>(25,293)</b> | <b>(14,821)</b> | <b>(233,365)</b> |

**FY2024-25 Forecast - Operating Budget  
by Member Agency**

|   | <b>FY25 BUDGET FORECAST</b> |                 |                 |                 |                 |                  |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>(000's)</b>                            | <b>METRO</b>                | <b>OCTA</b>     | <b>RCTC</b>     | <b>SBCTA</b>    | <b>VCTC</b>     | <b>TOTAL</b>     |
| <b>Operating Revenue</b>                  |                             |                 |                 |                 |                 |                  |
| Farebox Revenue                           | 28,599                      | 15,872          | 6,664           | 8,542           | 1,323           | 61,000           |
| Fare Reduction Subsidy                    | 1,655                       | -               | -               | 1,112           | -               | 2,766            |
| Other Train Subsidies                     | 2,652                       | -               | -               | -               | -               | 2,652            |
| Special Trains                            | -                           | -               | -               | -               | -               | -                |
| <b>Subtotal-Pro Forma FareBox</b>         | <b>32,907</b>               | <b>15,872</b>   | <b>6,664</b>    | <b>9,653</b>    | <b>1,323</b>    | <b>66,418</b>    |
| Dispatching                               | 1,392                       | 1,121           | 16              | 107             | 325             | 2,960            |
| Other Revenues                            | 395                         | 171             | 72              | 111             | 24              | 773              |
| MOW Revenues                              | 6,412                       | 3,277           | 785             | 1,549           | 463             | 12,485           |
| <b>Total Operating Revenue</b>            | <b>41,105</b>               | <b>20,441</b>   | <b>7,537</b>    | <b>11,419</b>   | <b>2,135</b>    | <b>82,637</b>    |
| <b>Operating Expenses</b>                 |                             |                 |                 |                 |                 |                  |
| <b>Operations &amp; Services</b>          |                             |                 |                 |                 |                 |                  |
| Train Operations                          | 30,935                      | 11,658          | 5,234           | 6,445           | 2,299           | 56,570           |
| Equipment Maintenance                     | 21,285                      | 10,774          | 5,638           | 5,518           | 2,047           | 45,262           |
| Fuel                                      | 19,278                      | 7,811           | 3,308           | 4,123           | 1,338           | 35,858           |
| Non-Scheduled Rolling Stock Repairs       | 54                          | 28              | 12              | 13              | 4               | 110              |
| Operating Facilities Maintenance          | 1,193                       | 616             | 256             | 298             | 82              | 2,445            |
| Other Operating Train Services            | 512                         | 141             | 122             | 172             | 82              | 1,030            |
| Rolling Stock Lease                       | -                           | -               | -               | -               | -               | -                |
| Security                                  | 8,475                       | 3,571           | 2,529           | 1,931           | 846             | 17,352           |
| Public Safety Program                     | 54                          | 20              | 17              | 12              | 11              | 114              |
| Passenger Relations                       | 1,066                       | 508             | 185             | 299             | 49              | 2,107            |
| TVM Maintenance/Revenue Collection        | 2,461                       | 1,372           | 1,041           | 663             | 379             | 5,915            |
| Marketing                                 | 1,767                       | 766             | 307             | 492             | 83              | 3,415            |
| Media & External Communications           | 195                         | 71              | 61              | 43              | 41              | 411              |
| Utilities/Leases                          | 2,047                       | 743             | 642             | 453             | 429             | 4,315            |
| Transfers to Other Operators              | 2,010                       | 829             | 259             | 439             | 75              | 3,612            |
| Amtrak Transfers                          | 304                         | 556             | -               | -               | 48              | 908              |
| Station Maintenance                       | 1,497                       | 360             | 140             | 311             | 101             | 2,409            |
| Rail Agreements                           | 2,586                       | 1,098           | 1,487           | 381             | 297             | 5,849            |
| Holiday Trains                            | -                           | -               | -               | -               | -               | -                |
| Special Trains                            | 262                         | 109             | 61              | 79              | 40              | 551              |
| <b>Subtotal Operations &amp; Services</b> | <b>95,979</b>               | <b>41,030</b>   | <b>21,299</b>   | <b>21,674</b>   | <b>8,250</b>    | <b>188,232</b>   |
| <b>Maintenance-of-Way</b>                 |                             |                 |                 |                 |                 |                  |
| MoW - Line Segments                       | 31,488                      | 11,212          | 3,661           | 7,157           | 3,239           | 56,756           |
| MoW - Extraordinary Maintenance           | 677                         | 165             | 110             | 123             | 80              | 1,155            |
| <b>Subtotal Maintenance-of-Way</b>        | <b>32,165</b>               | <b>11,377</b>   | <b>3,771</b>    | <b>7,280</b>    | <b>3,319</b>    | <b>57,911</b>    |
| <b>Administration &amp; Services</b>      |                             |                 |                 |                 |                 |                  |
| Ops Salaries & Fringe Benefits            | 9,449                       | 3,445           | 2,956           | 2,093           | 1,975           | 19,918           |
| Ops Non-Labor Expenses                    | 6,660                       | 2,755           | 1,540           | 1,464           | 792             | 13,211           |
| Indirect Administrative Expenses          | 11,269                      | 4,093           | 3,535           | 2,494           | 2,364           | 23,754           |
| Ops Professional Services                 | 1,404                       | 510             | 441             | 311             | 295             | 2,961            |
| <b>Subtotal Admin &amp; Services</b>      | <b>28,782</b>               | <b>10,803</b>   | <b>8,471</b>    | <b>6,362</b>    | <b>5,426</b>    | <b>59,844</b>    |
| <b>Contingency</b>                        | <b>47</b>                   | <b>17</b>       | <b>15</b>       | <b>10</b>       | <b>10</b>       | <b>99</b>        |
| <b>Total Operating Expenses</b>           | <b>156,973</b>              | <b>63,227</b>   | <b>33,555</b>   | <b>35,326</b>   | <b>17,004</b>   | <b>306,086</b>   |
| <b>Insurance and Legal</b>                |                             |                 |                 |                 |                 |                  |
| Liability/Property/Auto                   | 8,655                       | 4,470           | 1,857           | 2,159           | 597             | 17,737           |
| Net Claims / SI                           | 538                         | 278             | 115             | 134             | 37              | 1,103            |
| Claims Administration                     | 999                         | 516             | 214             | 249             | 69              | 2,046            |
| <b>Total Net Insurance and Legal</b>      | <b>10,192</b>               | <b>5,264</b>    | <b>2,186</b>    | <b>2,542</b>    | <b>703</b>      | <b>20,886</b>    |
| <b>Total Expense</b>                      | <b>167,165</b>              | <b>68,491</b>   | <b>35,741</b>   | <b>37,868</b>   | <b>17,707</b>   | <b>326,972</b>   |
| <b>Loss / Member Support Required</b>     | <b>(126,060)</b>            | <b>(48,050)</b> | <b>(28,204)</b> | <b>(26,449)</b> | <b>(15,572)</b> | <b>(244,335)</b> |

**FY2025-26 Forecast - Operating Budget  
by Member Agency**

|   | <b>FY26 BUDGET FORECAST</b> |                 |                 |                 |                 |                  |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>(000's)</b>                            | <b>METRO</b>                | <b>OCTA</b>     | <b>RCTC</b>     | <b>SBCTA</b>    | <b>VCTC</b>     | <b>TOTAL</b>     |
| <b>Operating Revenue</b>                  |                             |                 |                 |                 |                 |                  |
| Farebox Revenue                           | 29,940                      | 16,599          | 6,968           | 8,931           | 1,383           | 63,821           |
| Fare Reduction Subsidy                    | 1,730                       | -               | -               | 1,162           | -               | 2,892            |
| Other Train Subsidies                     | 2,732                       | -               | -               | -               | -               | 2,732            |
| Special Trains                            | -                           | -               | -               | -               | -               | -                |
| <b>Subtotal-Pro Forma FareBox</b>         | <b>34,402</b>               | <b>16,599</b>   | <b>6,968</b>    | <b>10,093</b>   | <b>1,383</b>    | <b>69,444</b>    |
| Dispatching                               | 1,739                       | 1,439           | 16              | 111             | 469             | 3,775            |
| Other Revenues                            | 395                         | 171             | 72              | 111             | 24              | 773              |
| MOW Revenues                              | 6,800                       | 3,657           | 815             | 1,607           | 542             | 13,422           |
| <b>Total Operating Revenue</b>            | <b>43,336</b>               | <b>21,866</b>   | <b>7,871</b>    | <b>11,922</b>   | <b>2,418</b>    | <b>87,413</b>    |
| <b>Operating Expenses</b>                 |                             |                 |                 |                 |                 |                  |
| <b>Operations &amp; Services</b>          |                             |                 |                 |                 |                 |                  |
| Train Operations                          | 32,467                      | 12,240          | 5,509           | 6,764           | 2,418           | 59,398           |
| Equipment Maintenance                     | 22,364                      | 11,313          | 5,899           | 5,799           | 2,150           | 47,525           |
| Fuel                                      | 20,238                      | 8,187           | 3,488           | 4,328           | 1,410           | 37,651           |
| Non-Scheduled Rolling Stock Repairs       | 56                          | 29              | 12              | 14              | 4               | 116              |
| Operating Facilities Maintenance          | 1,253                       | 647             | 269             | 312             | 86              | 2,567            |
| Other Operating Train Services            | 537                         | 149             | 128             | 181             | 86              | 1,081            |
| Rolling Stock Lease                       | -                           | -               | -               | -               | -               | -                |
| Security                                  | 8,895                       | 3,767           | 2,632           | 2,033           | 893             | 18,219           |
| Public Safety Program                     | 57                          | 21              | 18              | 13              | 12              | 120              |
| Passenger Relations                       | 1,120                       | 531             | 195             | 315             | 51              | 2,212            |
| TVM Maintenance/Revenue Collection        | 2,584                       | 1,441           | 1,093           | 696             | 398             | 6,211            |
| Marketing                                 | 1,856                       | 804             | 322             | 517             | 87              | 3,586            |
| Media & External Communications           | 204                         | 74              | 64              | 45              | 43              | 431              |
| Utilities/Leases                          | 2,149                       | 781             | 674             | 476             | 451             | 4,531            |
| Transfers to Other Operators              | 2,110                       | 871             | 271             | 461             | 79              | 3,793            |
| Amtrak Transfers                          | 319                         | 583             | -               | -               | 51              | 953              |
| Station Maintenance                       | 1,572                       | 378             | 147             | 327             | 106             | 2,529            |
| Rail Agreements                           | 2,715                       | 1,153           | 1,562           | 400             | 312             | 6,141            |
| Holiday Trains                            | -                           | -               | -               | -               | -               | -                |
| Special Trains                            | 275                         | 115             | 64              | 83              | 42              | 579              |
| <b>Subtotal Operations &amp; Services</b> | <b>100,771</b>              | <b>43,083</b>   | <b>22,347</b>   | <b>22,763</b>   | <b>8,678</b>    | <b>197,643</b>   |
| <b>Maintenance-of-Way</b>                 |                             |                 |                 |                 |                 |                  |
| MoW - Line Segments                       | 33,019                      | 11,845          | 3,819           | 7,503           | 3,407           | 59,594           |
| MoW - Extraordinary Maintenance           | 710                         | 173             | 116             | 129             | 84              | 1,213            |
| <b>Subtotal Maintenance-of-Way</b>        | <b>33,729</b>               | <b>12,018</b>   | <b>3,935</b>    | <b>7,633</b>    | <b>3,491</b>    | <b>60,807</b>    |
| <b>Administration &amp; Services</b>      |                             |                 |                 |                 |                 |                  |
| Ops Salaries & Fringe Benefits            | 9,921                       | 3,617           | 3,104           | 2,198           | 2,074           | 20,914           |
| Ops Non-Labor Expenses                    | 6,993                       | 2,892           | 1,617           | 1,537           | 832             | 13,871           |
| Indirect Administrative Expenses          | 11,832                      | 4,297           | 3,711           | 2,619           | 2,482           | 24,942           |
| Ops Professional Services                 | 1,475                       | 536             | 463             | 326             | 309             | 3,109            |
| <b>Subtotal Admin &amp; Services</b>      | <b>30,222</b>               | <b>11,343</b>   | <b>8,894</b>    | <b>6,680</b>    | <b>5,697</b>    | <b>62,836</b>    |
| <b>Contingency</b>                        | <b>49</b>                   | <b>18</b>       | <b>16</b>       | <b>11</b>       | <b>10</b>       | <b>104</b>       |
| <b>Total Operating Expenses</b>           | <b>164,772</b>              | <b>66,462</b>   | <b>35,192</b>   | <b>37,087</b>   | <b>17,877</b>   | <b>321,390</b>   |
| <b>Insurance and Legal</b>                |                             |                 |                 |                 |                 |                  |
| Liability/Property/Auto                   | 9,088                       | 4,693           | 1,949           | 2,267           | 626             | 18,624           |
| Net Claims / SI                           | 565                         | 292             | 121             | 141             | 39              | 1,158            |
| Claims Administration                     | 1,048                       | 541             | 225             | 261             | 72              | 2,149            |
| <b>Total Net Insurance and Legal</b>      | <b>10,701</b>               | <b>5,527</b>    | <b>2,295</b>    | <b>2,669</b>    | <b>738</b>      | <b>21,930</b>    |
| <b>Total Expense</b>                      | <b>175,473</b>              | <b>71,989</b>   | <b>37,488</b>   | <b>39,756</b>   | <b>18,615</b>   | <b>343,320</b>   |
| <b>Loss / Member Support Required</b>     | <b>(132,136)</b>            | <b>(50,123)</b> | <b>(29,616)</b> | <b>(27,834)</b> | <b>(16,197)</b> | <b>(255,907)</b> |



**FY2026-27 Forecast - Operating Budget  
by Member Agency**

|   | <b>FY27 BUDGET FORECAST</b> |                 |                 |                 |                 |                  |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>(000's)</b>                              | <b>METRO</b>                | <b>OCTA</b>     | <b>RCTC</b>     | <b>SBCTA</b>    | <b>VCTC</b>     | <b>TOTAL</b>     |
| <b>Operating Revenue</b>                    |                             |                 |                 |                 |                 |                  |
| Farebox Revenue                             | 30,449                      | 16,902          | 7,094           | 9,092           | 1,408           | 64,946           |
| Fare Reduction Subsidy                      | 1,761                       | -               | -               | 1,183           | -               | 2,944            |
| Other Train Subsidies                       | 2,814                       | -               | -               | -               | -               | 2,814            |
| Special Trains                              | -                           | -               | -               | -               | -               | -                |
| <b>Subtotal-Pro Forma FareBox</b>           | <b>35,024</b>               | <b>16,902</b>   | <b>7,094</b>    | <b>10,275</b>   | <b>1,408</b>    | <b>70,703</b>    |
| Dispatching                                 | 1,791                       | 1,493           | 17              | 115             | 485             | 3,902            |
| Other Revenues                              | 395                         | 171             | 72              | 111             | 24              | 773              |
| MOW Revenues                                | 7,060                       | 3,796           | 846             | 1,668           | 563             | 13,933           |
| <b>Total Operating Revenue</b>              | <b>44,270</b>               | <b>22,363</b>   | <b>8,029</b>    | <b>12,170</b>   | <b>2,480</b>    | <b>89,311</b>    |
| <b>Operating Expenses</b>                   |                             |                 |                 |                 |                 |                  |
| <b><u>Operations &amp; Services</u></b>     |                             |                 |                 |                 |                 |                  |
| Train Operations                            | 34,077                      | 12,852          | 5,798           | 7,099           | 2,543           | 62,368           |
| Equipment Maintenance                       | 23,497                      | 11,879          | 6,174           | 6,094           | 2,259           | 49,902           |
| Fuel  | 21,246                      | 8,582           | 3,676           | 4,544           | 1,486           | 39,533           |
| Non-Scheduled Rolling Stock Repairs         | 59                          | 31              | 13              | 15              | 4               | 122              |
| Operating Facilities Maintenance            | 1,315                       | 679             | 282             | 328             | 91              | 2,696            |
| Other Operating Train Services              | 564                         | 156             | 135             | 190             | 90              | 1,135            |
| Rolling Stock Lease                         | -                           | -               | -               | -               | -               | -                |
| Security                                    | 9,335                       | 3,973           | 2,740           | 2,139           | 942             | 19,130           |
| Public Safety Program                       | 60                          | 22              | 19              | 13              | 12              | 126              |
| Passenger Relations                         | 1,177                       | 556             | 205             | 330             | 54              | 2,323            |
| TVM Maintenance/Revenue Collection          | 2,713                       | 1,513           | 1,148           | 730             | 417             | 6,521            |
| Marketing                                   | 1,948                       | 844             | 338             | 543             | 91              | 3,765            |
| Media & External Communications             | 215                         | 78              | 67              | 48              | 45              | 453              |
| Utilities/Leases                            | 2,257                       | 820             | 708             | 500             | 473             | 4,757            |
| Transfers to Other Operators                | 2,215                       | 915             | 285             | 484             | 83              | 3,983            |
| Amtrak Transfers                            | 335                         | 612             | -               | -               | 53              | 1,001            |
| Station Maintenance                         | 1,650                       | 396             | 154             | 343             | 112             | 2,656            |
| Rail Agreements                             | 2,850                       | 1,211           | 1,640           | 420             | 327             | 6,447            |
| Holiday Trains                              | -                           | -               | -               | -               | -               | -                |
| Special Trains                              | 289                         | 120             | 67              | 88              | 44              | 608              |
| <b>Subtotal Operations &amp; Services</b>   | <b>105,803</b>              | <b>45,239</b>   | <b>23,448</b>   | <b>23,907</b>   | <b>9,128</b>    | <b>207,525</b>   |
| <b><u>Maintenance-of-Way</u></b>            |                             |                 |                 |                 |                 |                  |
| MoW - Line Segments                         | 34,680                      | 12,426          | 4,018           | 7,873           | 3,578           | 62,574           |
| MoW - Extraordinary Maintenance             | 746                         | 182             | 121             | 136             | 88              | 1,273            |
| <b>Subtotal Maintenance-of-Way</b>          | <b>35,425</b>               | <b>12,608</b>   | <b>4,139</b>    | <b>8,008</b>    | <b>3,666</b>    | <b>63,847</b>    |
| <b><u>Administration &amp; Services</u></b> |                             |                 |                 |                 |                 |                  |
| Ops Salaries & Fringe Benefits              | 10,417                      | 3,797           | 3,259           | 2,308           | 2,178           | 21,960           |
| Ops Non-Labor Expenses                      | 7,343                       | 3,037           | 1,698           | 1,614           | 874             | 14,565           |
| Indirect Administrative Expenses            | 12,424                      | 4,512           | 3,897           | 2,750           | 2,606           | 26,189           |
| Ops Professional Services                   | 1,548                       | 562             | 486             | 343             | 325             | 3,264            |
| <b>Subtotal Admin &amp; Services</b>        | <b>31,733</b>               | <b>11,909</b>   | <b>9,340</b>    | <b>7,014</b>    | <b>5,982</b>    | <b>65,978</b>    |
| <b>Contingency</b>                          | <b>52</b>                   | <b>19</b>       | <b>16</b>       | <b>11</b>       | <b>11</b>       | <b>109</b>       |
| <b>Total Operating Expenses</b>             | <b>173,013</b>              | <b>69,774</b>   | <b>36,943</b>   | <b>38,942</b>   | <b>18,787</b>   | <b>337,459</b>   |
| <b>Insurance and Legal</b>                  |                             |                 |                 |                 |                 |                  |
| Liability/Property/Auto                     | 9,542                       | 4,928           | 2,047           | 2,380           | 658             | 19,555           |
| Net Claims / SI                             | 593                         | 306             | 127             | 148             | 41              | 1,216            |
| Claims Administration                       | 1,101                       | 569             | 236             | 275             | 76              | 2,256            |
| <b>Total Net Insurance and Legal</b>        | <b>11,236</b>               | <b>5,803</b>    | <b>2,410</b>    | <b>2,802</b>    | <b>775</b>      | <b>23,026</b>    |
| <b>Total Expense</b>                        | <b>184,249</b>              | <b>75,577</b>   | <b>39,354</b>   | <b>41,744</b>   | <b>19,562</b>   | <b>360,486</b>   |
| <b>Loss / Member Support Required</b>       | <b>(139,979)</b>            | <b>(53,215)</b> | <b>(31,324)</b> | <b>(29,574)</b> | <b>(17,082)</b> | <b>(271,174)</b> |

**FY23 Proposed Operating Budget****Arrow Service**

4 Months (July-October 2022)

Revenue Service starts Late October 2022

| (\$000s)                                    | FY 22-23<br>Proposed Budget<br>Arrow Service<br>(4 months) |
|---|--|
| <b>Operating Revenue</b>                    |  |
| Farebox Revenue                             |  |
| Fare Reduction Subsidy                      | 0  |
| Other Train Subsidies                       | 0  |
| Special Trains                              | 0  |
| <b>Subtotal-Pro Forma FareBox</b>           | <b>0</b>   |
| Dispatching                                 | 0  |
| Other Revenues                              | 0  |
| MOW Revenues                                | 0  |
| <b>Total Operating Revenue</b>              | <b>0</b>   |
| <b>Operating Expenses</b>                   |  |
| <b><u>Operations &amp; Services</u></b>     |  |
| Train Operations                            | 1,315,663  |
| Equipment Maintenance                       | 926,525  |
| Fuel  | 166,667  |
| Non-Scheduled Rolling Stock Repairs         | 0  |
| Operating Facilities Maintenance            | 82,401   |
| Other Operating Train Services              | 13,333   |
| Rolling Stock Lease                         | 0  |
| Security                                    | 280,376  |
| Public Safety Program                       | 0  |
| Passenger Relations                         | 15,266   |
| TVM Maintenance/Revenue Collection          | 56,033   |
| Marketing                                   | 75,000   |
| Media & External Communications             | 5,000  |
| Utilities/Leases                            | 92,133   |
| Transfers to Other Operators                | 0  |
| Amtrak Transfers                            | 0  |
| Station Maintenance                         | 0  |
| Rail Agreements                             | 0  |
| Holiday Trains                              | 0  |
| Special Trains                              | 0  |
| <b>Subtotal Operations &amp; Services</b>   | <b>3,028,396</b>   |
| <b><u>Maintenance-of-Way</u></b>            |  |
| MoW - Line Segments                         | 589,001  |
| MoW - Extraordinary Maintenance             | 0  |
| <b>Subtotal Maintenance-of-Way</b>          | <b>589,001</b>   |
| <b><u>Administration &amp; Services</u></b> |  |
| Ops Salaries & Benefits                     | 306,694  |
| Ops Non-Labor Expenses                      | 1,667  |
| Indirect Administrative Expenses            | 266,667  |
| Ops Professional Services                   | 0  |
| <b>Subtotal Admin &amp; Services</b>        | <b>575,028</b>   |
| <b>Contingency</b>                          | <b>0</b>   |
| <b>Total Operating Expenses</b>             | <b>4,192,425</b>   |
| <b>Insurance and Legal</b>                  |  |
| Liability/Property/Auto                     | 76,310   |
| Net Claims / SI                             | 3,333  |
| Claims Administration                       | 1,833  |
| <b>Total Net Insurance and Legal</b>        | <b>81,477</b>  |
| <b>Total Expense</b>                        | <b>4,273,901</b>   |
| <b>Loss / Member Support Required</b>       | <b>(4,273,901)</b>   |

Numbers may not foot due to rounding