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**Agenda - Final**

**Wednesday, May 19, 2021**

**1:30 PM**

To give written or live public comment, please see the top of page 4

**Finance, Budget and Audit Committee**

*James Butts, Chair*

*Kathryn Barger, Vice Chair*

*Fernando Dutra*

*Paul Krekorian*

*Holly Mitchell*

*Tony Tavares, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**  
(ALSO APPLIES TO BOARD COMMITTEES)

**PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at [www.metro.net](http://www.metro.net) or on CD's and as MP3's for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

## ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



**323.466.3876**

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - [www.metro.net](http://www.metro.net)

TDD line (800) 252-9040

**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

### **Live Public Comment Instructions:**

Live public comment can only be given by telephone.

The Committee Meeting begins at 1:30 PM Pacific Time on May 19, 2021; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter  
English Access Code: 8231160#  
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***Public comment may be taken at the beginning of the meeting or as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.***

### **Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 1:30 PM, hora del Pacifico, el 19 de Mayo de 2021. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo  
Codigo de acceso en ingles: 8231160#  
Codigo de acceso en espanol: 4544724#

***Los comentarios del público se pueden tomar al comienzo de la reunión o cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

### **Written Public Comment Instructions:**

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment.

Email: [goinsc@metro.net](mailto:goinsc@metro.net)

Post Office Mail:

Board Secretary's Office

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012



## CALL TO ORDER

## ROLL CALL

APPROVE Consent Calendar Items: 5 and 6.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

## CONSENT CALENDAR

5. **SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2021-25** [2021-0178](#)

### RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed price Contract No. PS71091000, to Vasquez and Company, LLP (Vasquez) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment C (Package A) for fiscal years (FY) 2021 - 2025 in the amount of \$2,506,618.26, effective July 1, 2021, subject to resolution of protest(s) if any; and
- B. AWARD a five-year, firm fixed price Contract No. PS71091001, to Simpson and Simpson, LLP (Simpson) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment D (Package B) for fiscal years (FY) 2021 -2025 in the amount of \$2,955,150, effective July 1, 2021, subject to resolution of protest(s), if any.

Attachments:      [Attachment A - Package A.pdf](#)  
[Attachment B - Package B.pdf](#)  
[Attachment C - Procurement Summary.pdf](#)  
[Attachment D - DEOD Summary.pdf](#)

6. **SUBJECT: WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES** [2021-0045](#)

### RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award an eight-year, firm fixed unit price Contract No. PS73428000, to Genex Services, LLC to provide workers' compensation utilization review, peer review, physician consulting and expedited review services in an amount not-to-exceed \$400,000 for the four-year base term, effective July 1, 2021 through June 30, 2025, plus \$418,180, for the two (2), two-year options, for a total not-to-exceed amount of

\$818,180 subject to resolution of protest(s), if any.

Attachments:        [Attachment A - Procurement Summary](#)  
                                 [Attachment B - DEOD Summary](#)

**NON-CONSENT**

7.    **SUBJECT:    FY22 METRO BUDGET EQUITY ASSESSMENT** [2021-0239](#)

**RECOMMENDATION**

RECEIVE AND FILE update on FY22 Metro Budget Equity Assessment.

Attachments:        [Attachment A - Metro Budget Equity Assessment Tool](#)

8.    **SUBJECT:    FISCAL YEAR 2022 (FY22) BUDGET** [2021-0208](#)

**RECOMMENDATION**

A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);

1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the

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provision that actual debt issuance will require separate Board approval.

- Attachments:**
- [Attachment A-FY22 New Capital Projects](#)
  - [Attachment B-FY22 Reimbursement Resolution](#)
  - [Attachment C-FY22 Budget Public Outreach](#)
  - [Attachment D-Compensation Adjustment](#)
  - [Attachment E-FY22 Non-Represented and Represented FTEs Presentation](#)

**8.1. SUBJECT: AMENDMENT TO PROPOSED FY22 METRO BUDGET [2021-0343](#)**

**RECOMMENDATION**

APPROVE Motion by Directors Butts, Solis, Najarian, Dupont-Walker, and Dutra that the proposed FY 22 Budget be amended to reflect the addition of three (3) FTEs for Grants Management reflecting a total of four (4) FTEs for the Grants Management Team.

**9. SUBJECT: FY 2021-22 METROLINK REHABILITATION AND CAPITAL PROGRAM [2021-0219](#)**

**RECOMMENDATIONS**

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2021-22 Rehabilitation and Capital Budget in the amount of \$33,349,794 as detailed in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
  - FY 2013-14 extended from June 30, 2020 to June 30, 2022 - \$13,991
  - FY 2014-15 extended from June 30, 2020 to June 30, 2023 - \$3,423
  - FY 2016-17 extended from June 30, 2020 to June 30, 2023 - \$586,002
  - FY 2017-18 extended from June 30, 2021 to June 30, 2024 - \$2,975,013
  - MRROTEMSET extended from June 30, 2020 to June 30, 2026 - \$7,041,544
  - 94-DORANSCRRA extended from June 30, 2020 to June 30, 2022 - \$161,492

- 94SCRRAMLUS extended from June 30, 2020 to June 30, 2022 - \$73,848
  - MRTVMLACTY extended from June 30, 2020 to June 30, 2023 - \$2,417,002
  - MRBRIGHTRX extended from June 30, 2020 to June 30, 2022 - \$271,974;
- C. APPROVING Funding Agreement Time Extension to December 31, 2022 for City of Palmdale Rancho Vista Grade Separation Project;
- D. APPROVING the FY22 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
- E. APPROVING Funding Agreement for Track and Signal mobilization cost of \$1,548,164; and
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

Attachments:      [Attachment A Metrolink FY 21-22 Budget to JPA](#)

**10. SUBJECT:      MEASURE R BONDS**

[2021-0123](#)

**RECOMMENDATION**

CONSIDER:

A. Adopting a Resolution, Attachment A, that:

1. Authorizes the negotiated sale and issuance of up to \$850 million in aggregate principal amount of Measure R Senior Sales Tax Revenue Bonds in one or more series, to finance capital projects; and refinance outstanding commercial paper notes.
2. Approves the forms of the Supplemental Trust Agreement, Continuing Disclosure Certificate, Preliminary Official Statement, Bond Purchase Contract and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution subject to modification as set forth in the Resolution;
3. Authorizes taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Measure R Senior Sales Tax Revenue Bonds, Series 2021-A (the "Bonds").





## Board Report

File #: 2021-0178, File Type: Contract

Agenda Number: 5.

...Meeting\_Body

### FINANCE, BUDGET AND AUDIT COMMITTEE MAY 19, 2021

**SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2021-25**

**ACTION: APPROVE CONTRACT AWARD**

#### RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed price Contract No. PS71091000, to Vasquez and Company, LLP (Vasquez) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment C (Package A) for fiscal years (FY) 2021 - 2025 in the amount of \$2,506,618.26, effective July 1, 2021, subject to resolution of protest(s) if any; and
- B. AWARD a five-year, firm fixed price Contract No. PS71091001, to Simpson and Simpson, LLP (Simpson) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment D (Package B) for fiscal years (FY) 2021 -2025 in the amount of \$2,955,150, effective July 1, 2021, subject to resolution of protest(s), if any.

#### ISSUE

As the Regional Transportation Planner for Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and other transportation programs. Metro has the fiduciary responsibility to provide assurance that recipients of funds included in the Consolidated Audit adhere to the statutes, program guidelines, and/or agreements with each applicable funding source and that operations data used to allocate funds are fair and are in accordance with Federal Transit Administration (FTA) guidelines.

The consolidated audit process includes financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.
  - a) Proposition A Local Return
  - b) Proposition C Local Return
  - c) Measure R Local Return
  - d) Measure M Local Return
  - e) Transit Development Act (TDA) Article 3
  - f) Transit Development Act (TDA) Article 8
  - g) Proposition A Discretionary Incentive Program

2. Transit System Funds to Commerce, Redondo Beach, and Torrance
  - a) Transit Development Act (TDA) Article 4
  - b) State Transit Assistance (STA)
  - c) Proposition A 95% of 40% Discretionary
  - d) Proposition C 5% Security
  - e) Proposition C 40% Discretionary
  - f) Measure R 20% Bus Operations
  - g) Measure M 20% Transit Operations
3. Proposition A 40% Discretionary - Growth Over Inflation (GOI) Funds to the transit system operators of LADOT, Glendale, Pasadena, and Burbank
4. Fare Subsidies Programs
  - a) Low Income Fare is Easy (LIFE)
  - b) Support for Homeless Re-Entry (SHORE) Program
5. SCRRRA Metrolink Program
6. Access Services
7. EZ Transit Pass Program
8. LADOT Operating Data (Proposition A Incentive Programs)

Metro allocates over \$650 million annually to the stated programs and distributes to the 88 cities (Cities) in Los Angeles County including the County of Los Angeles (County), and other agencies. Annual audits of the programs ensure that the agencies comply with the applicable rules, regulations, policies, guidelines and executed memorandums of understanding (MOU). The audits also serve as a program management tool for effectively managing and administering the programs.

Vasquez and Simpson will perform the financial and compliance audits to provide reasonable assurance to management whether recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source. The audits will be conducted in accordance with generally accepted government auditing standards and will meet the American Institute of Certified Public Accountants' Standards. In performing these audits, Vasquez and Simpson will report on management deficiencies where noted, and report on findings that may result in funds being returned to Metro based on trades or exchange of funds, unused and lapsed funds, and disallowable expenditures.

### **DISCUSSION**

The Consolidated Audit Project is divided into two separate packages (Package A and Package B) based primarily on the district geographic location, which creates a more efficient audit process by streamlining the number of audits performed by one firm.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funding of \$1,079,728 for the audit services was requested in Management Audit Services' FY2022 budget in cost center 2510 under project numbers 100055, 100058 and 405510. Management Audit Services Department will be accountable for budgeting the costs in future years recognizing this a multi-year contract.

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**IMPACT TO BUDGET**

The source of funds for Project 100055 is Measure R administration. The fund is not eligible for bus/rail operating or capital expense. The source of funds for Project 100058 is Measure M administration. The fund is not eligible for bus/rail operating or capital expense. The source of funds for Project 405510 is Other P&P Planning. The fund is not eligible for bus/rail operating or capital expense.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

**ALTERNATIVES CONSIDERED**

No alternatives were considered, as state laws and federal provisions require that audits be conducted on the allocated funds. The Consolidated Audit process addresses the requirements and plays a major role in the continued implementation, management, and administration of the funding programs.

**NEXT STEPS**

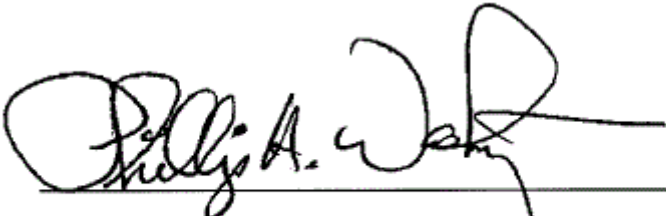
Upon Board approval, staff will execute Contract No. PS71091000 with Vasquez and Company, LLP, and Contract No. PS71091001 with Simpson and Simpson, LLP, for the Consolidated Financial and Compliance Audits for Fiscal Years 2021 - 2025, effective July 1, 2021.

**ATTACHMENT**

- Attachment A - Package A
- Attachment B - Package B
- Attachment C - Procurement Summary
- Attachment D - DEOD Summary

Prepared by: Lauren Choi, Sr. Director, Audit (Interim), (213) 922-3926  
Monica Del Toro, Audit Support Manager, (213) 922-7494

Reviewed by: Shalonda Baldwin, Executive Officer, Administration  
(213) 418-3265  
Debra Avila, Chief Vendor/Contract Management Officer  
(213) 418-3051



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Phillip A. Washington  
Chief Executive Officer





List of Jurisdictions/Agencies and Funding Sources

PACKAGE A Jurisdictions/Agencies	Local Funding						EZ Pass	Transit Funding					Fare Subsidy Programs		Package A
	Prop A Local Return	Prop C Local Return	MR Local Return	Measure M Local Return	Article 3	Article 8		Prop A Incentive	Transit System Funds	Proposition A GOI Funds	Metrolink Program	Access Services	SHORE	LIFE	
City of Agoura Hills	*	*	*	*	*			*							*
Antelope Valley Transit Authority							*	*							*
City of Azusa	*	*	*	*	*			*							*
City of Baldwin Park	*	*	*	*	*			*							*
City of Bell	*	*	*	*	*			*							*
City of Bell Gardens	*	*	*	*	*			*							*
City of Beverly Hills	*	*	*	*	*			*							*
City of Calabasas	*	*	*	*	*			*							*
City of Carson	*	*	*	*	*		*	*							*
City of Commerce	*	*	*	*	*				*						*
City of Compton	*	*	*	*	*			*							*
City of Cudahy	*	*	*	*	*			*							*
City of Culver City	*	*	*	*	*		*	*							*
City of El Monte	*	*	*	*	*			*							*
City of Gardena	*	*	*	*	*		*	*							*
City of Hawthorne	*	*	*	*	*										*
City of Hidden Hills	*	*	*	*	*										*
City of Huntington Park	*	*	*	*	*			*							*
City of Industry	*	*	*	*	*										*
City of Inglewood	*	*	*	*	*			*							*
City of Irwindale	*	*	*	*	*										*
City of La Puente	*	*	*	*	*										*
City of Lawndale	*	*	*	*	*			*							*
County of Los Angeles	*	*	*	*	*	*	*	*							*
City of Lynwood	*	*	*	*	*			*							*
City of Malibu	*	*	*	*	*			*							*
City of Maywood	*	*	*	*	*			*							*
City of Montebello	*	*	*	*	*		*								*
City of Monterey Park	*	*	*	*	*		*	*							*
City of Pico Rivera	*	*	*	*	*			*							*
City of Pomona	*	*	*	*	*			*							*
Pomona Valley Transportation Authority								*							*
City of Rosemead	*	*	*	*	*			*							*
City of San Fernando	*	*	*	*	*										*
City of Santa Fe Springs	*	*	*	*	*			*							*
City of Santa Monica	*	*	*	*	*		*								*
City of South El Monte	*	*	*	*	*										*
City of South Gate	*	*	*	*	*			*							*
City of Vernon	*	*	*	*	*										*
City of Walnut	*	*	*	*	*										*
City of West Hollywood	*	*	*	*	*			*							*
City of Westlake Village	*	*	*	*	*										*
SCRRA - Metrolink Program										*					*
Access Services											*				*
	40	40	39	39	39	1	8	28	1	0	1	1	0	0	44

PACKAGE B Jurisdictions/Agencies	Local Funding						EZ Pass	Transit Funding					Fare Subsidy Programs		Package B
	Prop A Local Return	Prop C Local Return	MR Local Return	Measure M Local Return	Article 3	Article 8		Prop A Incentive	Transit System Funds	Proposition A GOI Funds	MetroLink Program	Access Services	SHORE	LIFE	
City of Alhambra	*	*	*	*	*	*		*							*
City of Arcadia	*	*	*	*	*	*	*								*
City of Artesia	*	*	*	*	*	*		*							*
City of Avalon	*	*	*	*	*	*									*
City of Bellflower	*	*	*	*	*	*		*							*
City of Bradbury	*	*	*	*	*	*									*
City of Burbank	*	*	*	*	*	*	*	*		*					*
City of Cerritos	*	*	*	*	*	*		*							*
City of Claremont	*	*	*	*	*	*	*								*
City of Covina	*	*	*	*	*	*		*							*
City of Diamond Bar	*	*	*	*	*	*									*
City of Downey	*	*	*	*	*	*		*							*
City of Duarte	*	*	*	*	*	*		*							*
City of El Segundo	*	*	*	*	*	*									*
Foothill Transit							*								*
City of Glendale	*	*	*	*	*	*	*	*		*					*
City of Glendora	*	*	*	*	*	*		*							*
City of Hawaiian Gardens	*	*	*	*	*	*									*
City of Hermosa Beach	*	*	*	*	*	*									*
City of La Canada Flintridge	*	*	*	*	*	*									*
City of La Habra Heights	*	*	*	*	*	*									*
City of La Mirada	*	*	*	*	*	*									*
City of La Verne	*	*	*	*	*	*									*
City of Lakewood	*	*	*	*	*	*									*
LADOT							*			*					*
City of Lancaster	*	*	*	*	*	*	*								*
City of Lomita	*	*	*	*	*	*									*
City of Long Beach	*	*	*	*	*	*	*								*
City of Los Angeles City	*	*	*	*	*	*		*							*
Los Angeles World Airports							*								*
City of Manhattan Beach	*	*	*	*	*	*		*							*
City of Monrovia	*	*	*	*	*	*		*							*
City of Norwalk	*	*	*	*	*	*	*								*
City of Palmdale	*	*	*	*	*	*									*
City of Palos Verdes Estates	*	*	*	*	*	*	*	*							*
City of Paramount	*	*	*	*	*	*									*
City of Pasadena	*	*	*	*	*	*	*	*		*					*
City of Rancho Palos Verdes	*	*	*	*	*	*									*
City of Redondo Beach	*	*	*	*	*	*	*	*	*						*
City of Rolling Hills	*	*	*	*	*	*									*
City of Rolling Hills Estates	*	*	*	*	*	*									*
City of San Dimas	*	*	*	*	*	*									*
City of San Gabriel	*	*	*	*	*	*									*
City of San Marino	*	*	*	*	*	*									*
City of Santa Clarita	*	*	*	*	*	*	*	*							*
City of Sierra Madre	*	*	*	*	*	*									*
City of Signal Hill	*	*	*	*	*	*									*
City of South Pasadena	*	*	*	*	*	*		*							*
City of Temple City	*	*	*	*	*	*									*
City of Torrance	*	*	*	*	*	*		*	*						*
City of West Covina	*	*	*	*	*	*		*							*
City of Whittier	*	*	*	*	*	*		*							*
Fame Assistance Corp.													*		*
Int'l Institute of LA												*	*		*
Shelter Partnership- SHORE												*			*
	49	49	49	49	49	4	14	20	2	4	0	0	1	2	55

## PROCUREMENT SUMMARY

## CONSOLIDATED AUDITS / PS71091000 and PS71091001

1.	<b>Contract Number A: PS71091000</b> <b>Contract Number B: PS71091001</b>	
2.	<b>Recommended Vendor Package A:</b> Vasquez and Company, LLP <b>Recommended Vendor Package B:</b> Simpson and Simpson, LLP	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> October 28, 2020	
	<b>B. Advertised/Publicized:</b> October 28, 2020	
	<b>C. Pre-Proposal Conference:</b> November 6, 2020	
	<b>D. Proposals Due:</b> December 8, 2020	
	<b>E. Pre-Qualification Completed:</b> March 11, 2021	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> February 10, 2021	
	<b>G. Protest Period End Date:</b> May 24, 2021	
5.	<b>Solicitations Picked up/Downloaded:</b>  27	<b>Bids/Proposals Received:</b>  3
6.	<b>Contract Administrator:</b> Greg Baker	<b>Telephone Number:</b> (213) 922-7577
7.	<b>Project Manager:</b> Lauren Choi	<b>Telephone Number:</b> (213) 922-3926

**A. Procurement Background**

This Board action is to approve the award of Contract No. PS71091000 to Vasquez and Company, LLP (Vasquez) and Contract No. PS71091001 to Simpson and Simpson, LLP (Simpson) to perform consolidated financial and compliance audits of programs, jurisdictions and agencies listed in Packages A and B for fiscal years (FY) 2021 – 2025, respectively, in order to provide assurances that recipients of subsidies are adhering to the statutes of each applicable funding source. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The scope of services to be provided are divided into two separate packages (Package A and B) based primarily on the geographical locations of the agencies to be audited.

On October 28, 2020, Request for Proposals (RFP) No. PS71091 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued with an SBE goal of 27% and DVBE goal of 3%.

The RFP allowed interested firms to propose on Package A, Package B, or both. However, the RFP stated that a proposer can only be awarded one package. This aims to streamline the audit process and to ensure that audit firms will be able to meet Metro' strict audit schedule.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 13, 2020 extended the proposal due date; revised the Submittal Requirements; and replaced Exhibit 2 Schedule of Quantities and Prices form.

A virtual pre-proposal conference was held on November 6, 2020. A total of 27 firms downloaded the RFP and were included in the planholders' list. A total of 14 questions were received, and Metro provided responses prior to the proposal due date.

A total of three proposals were received on December 8, 2020 and are listed below in alphabetical order:

1. Choi Hong Lee & Kang, LLP
2. Simpson & Simpson, LLP
3. Vasquez & Company, LLP

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Accounting, Management Audit Services, and Office of Management & Budget departments convened and conducted a comprehensive technical evaluation of the proposals received.

On December 9, 2020, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the three proposals to initiate the evaluation phase.

The proposals were initially evaluated based on the pass/fail criteria minimum qualifications criteria outlined in the RFP. The pass/fail requirements included years of experience as a Certified Public Accountant (CPA) firm doing business in the State of California and record of satisfactory Peer Review within the last three (3) years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

The PET determined that all three proposals passed the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

- |   |            |
|---|------------|
| • Qualifications of the Prime Contractor/Team | 20 Percent |
| • Qualifications of Proposed Key Personnel    | 20 Percent |
| • Understanding and Approach to the Work      | 30 Percent |
| • Cost Proposal                               | 30 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar consolidated financial and compliance audit services procurements. Several factors were considered in developing these weights, giving the greatest importance to the understanding and approach to the work and cost.

Evaluations were conducted from December 9, 2020 to December 28, 2020. At the conclusion of the evaluation process, the PET determined that of the three proposals received, one firm was determined to be outside the competitive range and was not included for further consideration.

The two firms within the competitive range are listed below in alphabetical order:

1. Simpson & Simpson, LLP
2. Vasquez & Company, LLP

Each firm's proposal provided an overview of existing clientele, presented the industry experience of each team member, proposed commitment to the project and existing engagements that may impact work performance on this contract.

The PET determined Simpson to be the top ranked firm for both Package A and Package B. However, since a proposer cannot be awarded both packages as provided in the RFP, the PET recommended the award of Package A to Vasquez, the second highest ranking firm and Package B to Simpson, the top ranked firm.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **Simpson & Simpson, LLP**

Simpson established in 1976, is a local minority-owned firm of Certified Public Accountants. The firm specializes in comprehensive annual financial report, financial statement audits, audits of state and local governments, audits of non-profit organizations, performance audits, agreed upon procedures, compliance audits, single audits, and pension plans.

#### **Vasquez & Company, LLP**

Vasquez has been in business for over 50 years, and provides accounting, auditing and consulting services to government entities, private sector, not-for-profit organizations and to individuals. Its audit experience includes audit and advisory services to local municipalities, successor agencies to redevelopment agencies, water districts, transportation authorities, joint power authorities and airports. The firm is experienced in financial statement audits, uniform guidance audits, benefit plan audits and FAR compliance.

A summary of the PET scores for Package A is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Vasquez</b>				
3	Qualifications of the Prime Contractor/Team	88.90	20.00%	17.78	
4	Qualifications of Proposed Key Personnel	88.90	20.00%	17.78	
5	Understanding and Approach to the Work	85.57	30.00%	25.67	
6	Cost Proposal	3.00	30.00%	0.90	
7	<b>Total</b>		<b>100.00%</b>	<b>62.13</b>	<b>2</b>
8	<b>Simpson</b>				
9	Qualifications of the Prime Contractor/Team	93.35	20.00%	18.67	
10	Qualifications of Proposed Key Personnel	94.45	20.00%	18.89	
11	Understanding and Approach to the Work	91.10	30.00%	27.33	
12	Cost Proposal	3.13	30.00%	0.94	
13	<b>Total</b>		<b>100.00%</b>	<b>65.83</b>	<b>1</b>

A summary of the PET scores for Package B is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Simpson</b>				
3	Qualifications of the Prime Contractor/Team	93.35	20.00%	18.67	
4	Qualifications of Proposed Key Personnel	94.45	20.00%	18.89	
5	Understanding and Approach to the Work	91.10	30.00%	27.33	
6	Cost Proposal	3.07	30.00%	0.92	
7	<b>Total</b>		<b>100.00%</b>	<b>65.81</b>	<b>1</b>
8	<b>Vasquez</b>				
9	Qualifications of the Prime Contractor and Team	88.90	20.00%	17.78	
10	Qualifications of Proposed Key Personnel	88.90	20.00%	17.78	
11	Understanding and Approach to the Work	85.57	30.00%	25.67	

12	Cost Proposal	3.03	30.00%	0.91	
13	<b>Total</b>		<b>100.00%</b>	<b>62.14</b>	<b>2</b>

### C. Cost/Price Analysis

The recommended prices for Packages A and B have been determined to be fair and reasonable based on adequate price competition, technical evaluation, price analysis, independent cost estimate (ICE) and negotiations.

#### Package A

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or Award
1.	Vasquez	\$2,506,618.26	\$3,228,314.00	\$2,506,618.26
2.	Simpson	\$2,399,950.00	\$3,228,314.00	N/A

#### Package B

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or Award
1.	Simpson	\$3,035,200.00	\$3,248,781.00	\$2,955,150.00
2.	Vasquez	\$3,077,166.55	\$3,248,781.00	N/A

### D. Background on Recommended Contractors

#### Vasquez & Company, LLP (Package A)

Vasquez headquartered in Glendale, CA, is a full service Certified Public Accounting firm. It has been providing consolidated audit services to Metro under Package A for the last five years and performance has been satisfactory.

The Vasquez team includes one SBE subcontractor: BCA Watson Rice, LLP and one DVBE subcontractor: Daniel Arguello & Associates, which shall assist in providing auditing and accounting services.

The proposed Lead Partner has over 20 years of public accounting experience, centered on the public transportation industry.

#### Simpson & Simpson, LLP (Package B)

Simpson, based in Los Angeles, CA, has been providing consolidated audit services to Metro under Package B for the last five years and performance has been satisfactory.



The Simpson team includes one SBE subcontractor: Qui Accountancy and one DVBE subcontractor: Dennis Nelson, CPA, which shall assist in providing auditing and accounting services.

The proposed Lead Engagement Partner has over 30 years' experience auditing government and non-profit sectors.

## DEOD SUMMARY

## CONSOLIDATED AUDITS/PS71091000 and PS71091001

**A. Small Business Participation – Vasquez and Company**

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Vasquez and Company made a 27.04% SBE and 3.02% DVBE commitment.

**Package A:**

<b>Small Business Goal</b>	<b>27% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>27.04% SBE 3.02% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	BCA Watson Rice LLP	27.04%
	<b>Total SBE Commitment</b>	<b>27.04%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Daniel R. Arguello & Associates	3.02%
	<b>Total DVBE Commitment</b>	<b>3.02%</b>

**B. Small Business Participation – Simpson and Simpson**

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Simpson and Simpson made a 30% SBE and 3% DVBE commitment.

**Package B:**

<b>Small Business Goal</b>	<b>27% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>30% SBE 3% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	QIU Accountancy Corporation	30%
	<b>Total SBE Commitment</b>	<b>30%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Dennis Nelson CPA APC	3%
	<b>Total DVBE Commitment</b>	<b>3%</b>

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**D. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**E. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

**Board Report**

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**File #:** 2021-0045, **File Type:** Contract**Agenda Number:** 6.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
MAY 19, 2021****SUBJECT: WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award an eight-year, firm fixed unit price Contract No. PS73428000, to Genex Services, LLC to provide workers' compensation utilization review, peer review, physician consulting and expedited review services in an amount not-to-exceed \$400,000 for the four-year base term, effective July 1, 2021 through June 30, 2025, plus \$418,180, for the two (2), two-year options, for a total not-to-exceed amount of \$818,180 subject to resolution of protest(s), if any.

**ISSUE**

Metro's current contract for workers' compensation utilization review services expires June 30, 2021. To ensure workers' compensation utilization review, peer review, physician consulting and expedited review services are able to continue, a new contract must be in effect on July 1, 2021.

**DISCUSSION**

Risk Management's Workers' Compensation Claims Administration unit is a self-insured and self-administered employer for workers' compensation claims. The unit processes thousands of payments monthly for such items as medical services, equipment, pharmaceuticals, legal fees, indemnity benefits and other expenses. Our actuary Aon Risk Services estimates total expenditures for workers' compensation claims payments (excluding the cost of administration) for claims occurring in FY22 will exceed \$72 million, with more than a third of these expenditures covering medical costs.

Consistent with industry best practices, we use a variety of techniques to lower our medical expenditures. Such techniques include Bill Review, Utilization Review (UR), Preferred Provider Organizations (PPO) discounts and Nurse Case Management Services.

The California Labor Code makes provisions for insurers and self-insured employers to evaluate the appropriateness of medical care prescribed by an injured employee's treating physician or other medical provider and to deny treatments inconsistent with accepted protocols. Types of treatment subject to review include surgeries, some diagnostic tests, physical therapy and others. This UR process in California and other states has decreased medical and indemnity costs by reducing unnecessary medical treatments.

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In general, our in-house occupational nurse (or in the case of overflow or absence, a contract nurse) certifies obviously acceptable treatments or tests. Non-certified treatments are forwarded to a peer review physician, as required by law, to review specific medical documentation and issue a report citing guidelines under which the requested treatment complies or fails to comply. For complicated cases, we might request a more extensive consultation with a physician regarding treatment options. Administrative rules specify a timeframe (five days) by which insurers and self-insured employers must respond to a treatment request. Hence, a very fast response time is necessary to complete reviews in order to avoid possible penalties or sanctions. The highest quality UR firms assist in the development of referral guidelines, the integration of UR, bill review and claims systems, as well as contracting with the highest quality peer review physicians licensed and domiciled in California.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

The funding of \$100,000 for workers' compensation UR Services is included in the FY22 budget in cost center 0531, Risk Management, Project 300004, Workers' Compensation, line item 50316, Professional Services. Since this is a multi-year contract, the Chief Risk, Safety and Asset Management Officer will be accountable for budgeting the cost in future years, including any options exercised. In FY21, an estimated \$45,000 will be expended on these services.

#### **Impact to Budget**

The fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. No other sources of funds were considered because these are the activities that benefit from these services. This activity will result in an increase to operating costs from the current fiscal year.

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

Recommendation supports strategic plan goal # 5 "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's workers' compensation claims includes the use of UR services consistent with California statutes.

### **ALTERNATIVES CONSIDERED**

If we did not contract for these services, the medical cost savings generated by the application of UR services would not be realized. This service is legally mandated by the Workers' Compensation Labor code and is required to dispute treatment requests. A medical review must be completed by using a UR service for any treatment that may not be medically necessary. Metro claims staff and the nurse case manager can evaluate treatment requests and approve if warranted. However, in the case where the treatment may not be reasonable or medically necessary, the treatment can only be denied by a medical professional, thus the necessity of the UR service.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. PS73428000 with Genex Services, LLC to provide workers' compensation utilization review and peer review services, effective July 1, 2021.

**ATTACHMENTS**

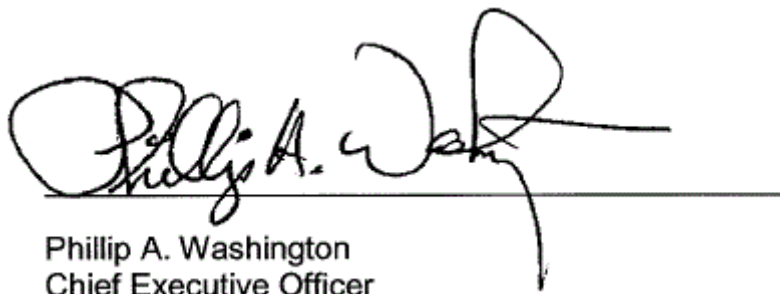
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Cathy Yates, Director, Workers' Compensation Claims Administration, (213) 922-4297

Reviewed by: Kenneth Hernandez, Chief Risk, Safety and Asset Management Officer, (213) 922-2990

Debra Avila, Chief Vendor/Contract Management, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW/PS73428000

1.	<b>Contract Number:</b> PS73428000	
2.	<b>Recommended Vendor:</b> Genex Services, LLC	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> January 5, 2021	
	<b>B. Advertised/Publicized:</b> January 5, 2021	
	<b>C. Pre-Proposal Conference:</b> N/A	
	<b>D. Proposals Due:</b> February 4, 2021	
	<b>E. Pre-Qualification Completed:</b> In Process	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> February 9, 2021	
	<b>G. Protest Period End Date:</b> May 24, 2021	
5.	<b>Solicitations Picked up/Downloaded:</b>  45	<b>Bids/Proposals Received:</b>  6
6.	<b>Contract Administrator:</b> Greg Baker	<b>Telephone Number:</b> (213) 922-7577
7.	<b>Project Manager:</b> Cathy Yates	<b>Telephone Number:</b> (213) 922-4297

**A. Procurement Background**

This Board action is to approve the award of Contract No. PS73428000 to Genex Services, LLC to provide workers' compensation utilization review, peer review, physician consulting and expedited review services. Board approval of contract award is subject to resolution of any properly submitted protests.

On January 5, 2021, Request for Proposal (RFP) No. PS73428 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. This RFP was issued with a DBE goal of 0%.

Metro did not issue any amendments and did not conduct a pre-proposal conference. Forty-five firms downloaded the RFP and were included in the planholders' list. Fifteen questions were received, and Metro provided responses prior to the proposal due date.

A total of six proposals were received on February 4, 2021 from firms listed below in alphabetical order:

1. Allied Managed Care, Inc.
2. Arissa Cost Strategies, LLC
3. Ascential Care Partners, LLC
4. Genex Services, LLC
5. Propeer Resources, LLC

6. Rising Medical Solutions, LLC

**B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Risk Management and Employee & Labor Relations departments was convened and conducted a comprehensive technical evaluation of the proposals received.

On February 5, 2021, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the six proposals to initiate the evaluation phase. Evaluations were conducted from February 5, 2021 through February 17, 2021.

The proposals were initially evaluated based on pass/fail minimum qualifications criteria to determine if proposals were “technically acceptable”. The pass/fail criteria included certification the firm is utilization review accreditation commission certified; years of experience conducting utilization review and peer review services within the State of California; firm’s medical provider network must be licensed and domiciled in the State of California; firm must have a diverse network of physicians that cover all subspecialties in the scope of services; and firm must have a web-based software that is accessible by claims staff for review of submissions, status, review and retrieval of contractor produced letters as prescribed by the State of California.

The PET determined that all six firms passed the minimum qualification requirements and proceeded to evaluate their proposals based on the following weighted evaluation criteria:

- |   |            |
|---|------------|
| • Qualifications of the Contractor and Team                               | 40 Percent |
| • Qualifications of Key Personnel   | 25 Percent |
| • Understanding of the Scope of Services and Management Plan and Approach | 25 Percent |
| • Cost Proposal   | 10 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar worker’s compensation utilization and peer review services procurements. Several factors were considered in developing these weights, giving the greatest importance to the qualifications of the contractor and team.

On February 17, 2021, the PET reconvened and determined that of the six proposals received, four were outside the competitive range and were excluded from further consideration. The two firms within the competitive range are listed below in alphabetical order:

1. Allied Managed Care, Inc.
2. Genex Services, LLC



On March 4, 2021, oral presentations were held with the two proposers within the competitive range. The project managers and key team members from each were invited to present their firm’s respective qualifications and respond to the PET’s questions.

Each firm provided an overview of existing clientele, presented the industry experience of each team member, proposed commitment to the project and existing engagements that may impact work performance on this contract.

**Qualifications Summary of Firms within the Competitive Range:**

**Allied Managed Care, Inc.**

Allied Managed Care, Inc. established in 1995 and headquartered in Sacramento, CA is a medical management organization serving the workers’ compensation, auto and liability markets.

**Genex Services, LLC**

Genex Services, LLC, established in 1978, provides health care cost-containment and disability management services, mostly in the worker's compensation, occupational, non-occupational, auto, and group health care markets. Its clients include the City of Glendale, City of Los Angeles, and State Compensation Insurance Fund.

At the conclusion of the evaluation process, Genex Services, LLC was determined to be the top ranked firm.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Genex Services, LLC</b>				
3	Qualifications of the Contractor and Team	98.88	40.00%	39.55	
4	Qualifications of Key Personnel	97.36	25.00%	24.59	
5	Understanding of the Scope of Services and Management Plan and Approach	97.76	25.00%	24.44	
6	Cost Proposal	66.00	10.00%	6.60	
7	<b>Total</b>		<b>100.00%</b>	<b>95.17</b>	<b>1</b>

<b>8</b>	<b>Allied Managed Care, Inc.</b>				
<b>9</b>	Qualifications of the Contractor and Team	97.75	40.00%	39.10	
<b>10</b>	Qualifications of Key Personnel	98.36	25.00%	24.59	
<b>11</b>	Understanding of the Scope of Services and Management Plan and Approach	96.64	25.00%	24.16	
<b>12</b>	Cost Proposal	65.10	10.00%	6.51	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>94.36</b>	<b>2</b>

**C. Cost/Price Analysis**

The recommended firm fixed unit rates have been determined to be fair and reasonable based upon adequate price competition, price analysis, fact finding, negotiation and technical analysis.

**D. Background on Recommended Contractor**

The recommended firm, Genex Services, LLC is headquartered in Wayne, PA. It has been providing utilization and review services to Metro for the past ten years. Genex Services, LLC's performance has been satisfactory.

The proposed Executive Lead and Project Manager have over 40 years of combined experience in worker's compensation utilization and peer review services that is centered on public agencies, including the transportation industry.

DEOD SUMMARY

**WORKERS' COMPENSATION UTILIZATION REVIEW SERVICES / PS73428**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of subcontracting opportunities. Genex Services, LLC did not make a DBE commitment.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



## Board Report

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**File #:** 2021-0239, **File Type:** Informational Report

**Agenda Number:** 7.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
MAY 19, 2021**

**SUBJECT: FY22 METRO BUDGET EQUITY ASSESSMENT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE update on FY22 Metro Budget Equity Assessment.

**ISSUE**

During the Executive Management Committee meeting on September 17, 2020, Director Garcetti requested that an Equity Assessment Tool be used to evaluate the FY21 Mid-Year Budget report as well as each Annual Budget moving forward. After an initial pilot application of the Metro Budget Equity Assessment Tool (MBEAT) (Attachment A) to 25 new or expanded scope budget requests during the FY21 Mid-Year Budget Review, the MBEAT was applied to the FY22 Annual Budget development process.

**BACKGROUND**

Metro believes that access to opportunity should be at the center of decision-making around public investments and services. Equity means that Metro's service delivery, project delivery, policymaking, and distribution of resources account for the different histories, challenges, and needs of communities across Los Angeles County; it is what we are striving towards.

After an unprecedented and extremely challenging year, it is clearer than ever that Metro must work to center equity in everything we do. As the region emerges from the pandemic and public health crisis, Metro's role in connecting all people in Los Angeles to daily life destinations remains critical. Centering equity means prioritizing the most marginalized communities, including those that continue to rely on Metro's essential service, as we conduct our essential work for the region.

Agency budgets are a reflection of agency values. The MBEAT provides Metro with a tool to intentionally consider and embed equity into the Annual Budget process. It introduces a way to measure equity, on par with other performance measures that Metro tracks such as service,

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environmental impacts, and cost efficiencies. The long-term goal of the MBEAT is to help the entire Metro budget drive equitable outcomes and ultimately eliminate the need to target and address disparities--because they will no longer exist. To get there, we start with reviewing and applying an equity lens to all aspects of the budget.

## **DISCUSSION**

The FY22 MBEAT analysis comprised both an assessment of equity in Metro FY22 budget requests and an assessment of the MBEAT pilot process itself.

### Equity Assessment of Metro FY22 Budget Requests

The MBEAT was the first equity assessment integrated into one of Metro's agencywide processes, starting with the FY21 Mid-Year Budget process. The FY22 MBEAT process expanded tool application to include 17 department-wide budgets, as well as 61 new and adjusted budget requests. The MBEAT methodology, scoring, and evaluation is further detailed in the "MBEAT Process Assessment" section below.

### *Line Item Budget Adjustments*

There were 61 budget adjustments analyzed through the FY22 MBEAT process. After a robust review of the new and adjusted budget requests, staff recommends the following budget adjustment for reconsideration. The reduced budgetary adjustment was described as follows:

- Project Name: Ridership Campaign  
Department: Communications  
Estimated Budget: \$1,748,974  
Allocated Budget: \$1,163,750

Project Scope: An overall Ridership campaign was planned for promotion in FY22 to get riders back on our system, educate them about fare and service changes, and increase ridership now that we have a COVID vaccine and spread numbers have decreased. Our campaign would promote and highlight that it is safe to take transit to major destinations, use for commuting, and simply use for everyday needs. Our goal is to get ridership back to pre-pandemic levels. Promoting a new ridership campaign can help boost our ridership numbers and instill trust in the Metro brand.

FY22 Budget Request: Every fiscal year the CEO, in consultation with the Office of Management and Budget, sets the Senior Leadership Team's respective office and department non-labor budget targets based on available funding, historical performance, cost curves, and other constraints. The total advertising budget target allocated by the Communications Department for FY22 is \$585,224 less than allocated before the pandemic in FY20, though it is \$455,820 higher than allocated in FY21. The total FY22 advertising budget target includes the ridership campaign. New ridership advertising budget demands anticipated for FY22 include promotion for the expansion of bus service, new line opening, and a rider-focused health campaign. Further overall advertising budget demands include website hosting

and services, Metro Bike Share, and bus operator hiring. Despite these competing budget priorities and estimated increased cost demands, Communications did not make an additional FY22 budget request above the FY22 target, due to uncertainty over ridership advertising priorities because of rapidly evolving COVID-19 pandemic conditions and guidelines. However, given more current updates to anticipated public safety and ridership improvements, the existing budget target now may not include sufficient funds for an increasingly urgent targeted ridership advertising campaign.

MBEAT Recommendation: Based on the MBEAT assessment of this project scope reduction, Office of Equity and Race staff recommends this budgetary reduction be remedied during the mid-year budget cycle. In FY22, projected improvements in vaccination and COVID-19 positivity rates may lead riders who stopped using the Metro system during 2020 to return to transit service. Service restoration is a stated goal of both the Metro board and executive leadership, and Metro must provide timely, reliable information to help riders understand what to expect on our system and be able to plan their transit trips. The Ridership campaign is an opportunity to instill trust in our services for current and returning riders and rebuild Metro ridership numbers to pre-pandemic levels. It would also educate the public about future NextGen service changes, the reestablishment of front door boarding, and other potential service and fare related updates.

By mid-fiscal year 2021-2022, Metro will have a better understanding of the timing and efforts needed to properly promote and support ridership in a landscape that is anticipated to continue changing between the start and middle of the fiscal year. Staff recommends reevaluating ridership advertising needs at mid-year with updated information on public health guidelines, new fare policy structures, and relevant eligible ridership categories. If additional funding is needed to support additional and ongoing ridership advertising needs, this should be strongly considered during the mid-year budget assessment.

### *Department Budgets*

The FY22 MBEAT process also assessed Metro department budgets for funding allocated toward engaging marginalized communities and supporting a diverse and inclusive workforce, disaggregated data collection and analysis, and programmatic equity considerations despite any budget limitations. The 17 department budget submissions ranged in total annual budget from \$137,608 to \$3 billion. Because of this vast range, departments were generally categorized by budget size during assessment:

- Extra-large (XL): annual budget over \$1 billion, two departments
- Large (L): annual budget between \$100 million - \$1 billion, four departments
- Medium (M): annual budget between \$1 million - \$100 million, nine departments
- Small (S): annual budget under \$1 million, two departments

The FY22 MBEAT department review process did not result in any budget reconsideration recommendations for department budgets. Staff will continue to work with departments to strengthen equity considerations, engagement funding opportunities, and MBEAT submissions in subsequent fiscal years.

### MBEAT process assessment

The MBEAT process has challenged Metro staff to apply an equity lens and more explicitly explain how budgetary decisions might specifically benefit or potentially harm or negatively impact marginalized communities. During the FY21 Mid-Year MBEAT Review, staff from the offices of Equity and Race and Management and Budget met with key staff from the departments and each department was then charged with completing: a) one MBEAT submission for each new, expanded scope, or reduced budgetary request, and b) one MBEAT submission for the whole department budget. Going into the Annual Budget process, staff incorporated a broader MBEAT training session into the Metro Budget Training for staff in February 2021. Staff also enhanced the online version of the tool to collect and track the larger number of anticipated budgetary requests and ensure integration with the Metro budget process.

The MBEAT budget adjustment review was applied to 61 new or adjusted scope FY22 budget requests from nine departments, including the Office of the CEO (Customer Experience), Office of Management and Budget (OMB), Communications, Congestion Reduction Management, Countywide Planning, Program Management, Operations, Risk, Safety & Assessment Management, and Safety Security and Law Enforcement. The MBEAT assessments highlight how many of the requests will help improve access to opportunities for some of our most marginalized and/or vulnerable communities. There are a range of requests that are anticipated to create benefits for marginalized communities, such as affordable housing in Joint Development projects, bus stop improvements, and bus-only network expansion. Some submissions also focused on pandemic impacts, including a ridership campaign (see “Metro FY22 Budget Requests” above) and COVID-19 street teams.

The MBEAT departmental budget review assessed 17 submissions from the Office of the CEO (Customer Experience and Policy), Civil Rights & Inclusion (CR&I), Ethics, Human Capital & Development (HCD), Audit, Information & Technology Services (ITS), Office of Extraordinary Innovation (OEI), and Vendor Contract Management (VCM). This review highlighted the immense diversity in scope, size, and funding across Metro departments and specifically sought what percentage of department budgets were spent on engagement with marginalized communities.

### *Scoring*

The MBEAT looks for demonstrated, focused benefits to marginalized communities (including funded engagement), strong equity considerations, harm prevention or equitable mitigation strategies, and commitment to evaluation of actual impact on affected populations. It is a tool to apply an equity lens to several levels of the agency budget. Quantitative scores are assigned to each submission. These scores are not intended to rank projects as higher or lower value, but rather allow for a standardized assessment of budget adjustments and departments along the diverse spectrum of Metro projects, programs, and services. Not every submission will present an equity opportunity; for example, the MBEAT submission budget increase to replace the Overhead Catenary System (OCS) System on the Metro Green Line may prove to be a straightforward equipment upgrade to maintain state of good repair. However, scoring categorization allows for MBEAT reviewers to identify projects and department budget priorities that might enhance benefits to marginalized groups or equity considerations in budget decision-making.

Scoring ranges also serve to identify equity educational opportunities across Metro departments and

budget staff. As with any response, a vague or incomplete answer may indicate lack of understanding the question or scope of expected responses. Equity assessment and implementation are ongoing, iterative processes that seek to include perspectives and constraints of Metro staff while striving for more equitable outcomes, as well as internal processes.

As part of the robust scoring methodology developed for the FY22 MBEAT review process, all budgetary adjustment and department-wide submissions were reviewed by at least two staff. Quantitative scores applied to each of the MBEAT questions were averaged between staff reviewers. Total averaged scores were combined into a scoring range that offers a general assessment and recommendations for next steps. The scoring ranges, assessments, and next steps for both MBEAT sections are detailed below.

FY22 MBEAT Budget Adjustment Scoring Range

Range	General assessment	Recommended next steps
<b>81-100</b>	Strongly benefits marginalized groups/communities and demonstrates strong equity consideration	Identify methods to monitor for equity impacts
<b>61-80</b>	Generally benefits marginalized groups/communities and/or demonstrates intentional equity considerations	Identify opportunities for enhanced equity considerations and data collection methods
<b>41-60</b>	May lack targeted benefits to marginalized groups and/or equity considerations	Identify opportunities for enhanced benefits, harm reduction, and/or evaluation
<b>21-40</b>	Generally lacks targeted benefits to marginalized groups/communities and/or equity considerations	Identify opportunities for enhanced equity considerations, mitigation, and/or evaluation
<b>20 and less</b>	Project may not present an equity opportunity or submission may require further support/training	Follow-up with department staff

FY22 MBEAT Department Budget Scoring Range



Range	General assessment	Recommended next steps
81-100	Department budget demonstrated strong funding commitment to engagement activities, diverse and inclusive workforce, and identified disaggregated data evaluation and consideration of equity, despite budget limitations	Identify methods to monitor for equity impacts and/or funding shortfalls inhibiting equity
61-80	Department budget demonstrated general funding commitment to engagement activities, diverse and inclusive workforce, and/or identified disaggregated data evaluation	Identify opportunities for enhanced equity considerations and data collection methods
41-60	Department did not demonstrate clear funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation	Follow-up with department staff
21-40	Department may require further support to demonstrate funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation, AND/OR may require further support developing MBEAT submissions	Follow-up with department staff
20 and less	Department may require further support to identify engagement and/or equity opportunities AND/OR may require further support developing MBEAT submissions	Follow-up with department staff

*Process Evaluations*

The FY22 MBEAT pilot is the first equity assessment used in the development of a Metro Annual Budget. Staff have been tracking and documenting opportunities for improvements to the process for subsequent fiscal years, such as lengthening the review process and offering a variety of educational resources and training materials for Metro staff. Further, staff from the Office of Equity and Race will conduct interviews with department staff to further refine the MBEAT process and better integrate it into the agency’s Annual Budget cycle.

Overall, implementation of the MBEAT has highlighted budgetary requests with a wide range of benefits for marginalized and/or vulnerable communities, helped staff identify potential barriers or harms to address, and helped staff consider how Metro budgets influence marginalized communities’ access to opportunities and reduce potential barriers or harms. It also highlighted the need for continued training to streamline the MBEAT process and continued support for staff to consider how investments, projects, programs, and policies might cause harm or not benefit all as intended, given historic and current disparities and systemic inequities.

**FINANCIAL IMPACT**

There is no specific financial impact to the FY22 budget as a result of development and applications of the Metro Budget Equity Assessment Tool, however there may be some impacts during the FY22

Mid-Year assessment.

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

This recommendation supports strategic plan goals #1.1, 3.3, and 5.7 by helping Metro to target programmatic, infrastructure, and service investments toward those with the greatest needs and enhancing communities and lives through mobility and access to opportunity.

### **NEXT STEPS**

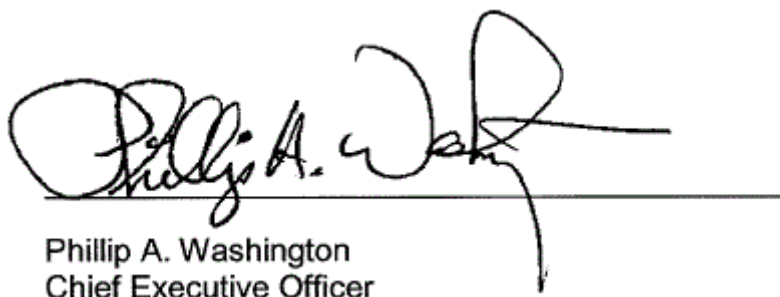
Upon culmination of the FY22 Budget cycle, staff will immediately work to refine the MBEAT process for subsequent fiscal years' annual and mid-year budget efforts.

### **ATTACHMENTS**

Attachment A - Metro Budget Equity Assessment Tool

Prepared by: Naomi Iwasaki, Sr Director, Equity & Race, (213) 424-6015  
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Phillip A. Washington  
Chief Executive Officer

# Metro Budget Equity Assessment Tool

The Metro Budget Equity Assessment Tool (MBEAT) is a set of questions to guide Metro staff in considering racial and social equity explicitly in its budgetary decisions. Metro believes that access to opportunity should be at the center of decision-making around public investments and services. This is especially true for transportation, which is an essential lever to enabling that access. Vast disparities among neighborhoods and individuals in LA County limit this access, making opportunity harder to reach for some, whether it's jobs, housing, education, health care, safe environments or other essential tenets of thriving, vibrant communities. Transportation infrastructure, programs, and service investments must be targeted toward those with the greatest mobility needs first, in order to improve access to opportunity for all. The MBEAT is designed to help Metro center equity in its decision-making.

## What is "Equity"?

Equity is both an outcome and a process to address racial, socioeconomic, and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options, and healthier communities. It is achieved when one's outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic, or social identities. It requires community informed and needs-based provision, implementation, and impact of services, programs, and policies that reduce and ultimately prevent disparities.

Equity means that Metro's service delivery, project delivery, policymaking, and distribution of resources account for the different histories, challenges, and needs of communities across Los Angeles County; it is what we are striving towards.

## Why use the Metro Budget Equity Assessment Tool?

Use of the MBEAT can help develop strategies and actions, through budgetary decisions, that reduce, and eventually eliminate, racial and socioeconomic inequities and improve access to opportunities for all groups. Understanding the potential impacts of our decisions for those faring the worse, will enable us to improve conditions for all of our customers, front-line Metro family, and the broader Los Angeles County community. MBEAT questions help staff apply an equity lens as they allocate existing and future resources to meet the diverse needs of those who live, work, and play in Los Angeles County. This represents a shift from an equality-based approach to a more strategic equity-based application and helps operationalize Metro's Equity Platform.

## How should you use the MBEAT?

- **Please read this entire document.**
- Utilize the MBEAT as you prepare your annual budget request.
- ***Complete part one of the MBEAT for all budgetary adjustment requests.*** Budgetary adjustments are budgetary changes including new, expanded scope, or reduced budgetary requests. This excludes requests for ongoing approved budgets or requests with standardized adjustments, such as cost of living adjustments.
- ***Complete part two of the MBEAT for your Department's overall budget.***
- All questions should be answered to the best extent possible before submitting budget requests.
- Consult with your Department's Equity Liaison(s) for assistance.
- For additional questions, email [equityandrace@metro.net](mailto:equityandrace@metro.net).



# Metro Budget Equity Assessment Tool

## PART ONE: Budgetary Adjustment

**Fiscal Year:** Click or tap here to enter text.

**Department:** Click or tap here to enter text.

**Unit or Program** Click or tap here to enter text.

**FY Budget Request:** Click or tap here to enter text.

**Cost Center:** Click or tap here to enter text.

**Project number:** Click or tap here to enter text.

**Account Number:** Click or tap here to enter text.

**Life of Project Budget:** Click or tap here to enter text.

**Who completed the MBEAT? (Staff Names):** Click or tap here to enter text.

**Who completed the MBEAT? (Staff Names):** Click or tap here to enter text.

**Is this board directed program or project?** Yes  No

**Project Name:** Click or tap here to enter text.

**Project Scope:** Click or tap here to enter text.

**1. Which area(s), neighborhood(s), or employees will the budgetary adjustment, or the subject of the budgetary adjustment, impact? For area(s) or neighborhood(s), are they Equity Focus Communities (see the map on page 6)?**

**2. Does your budgetary adjustment directly benefit or potentially cause harm or negative impact to one or more of the following groups?** Negative impacts may be unintended and impact some more than others. Consider unique needs and who might have difficulty accessing the service, program, or project, including cost barriers, physical access, safety, language access, etc.

Population Impacted	No Specific Impact	Potential Positive Impact	Potential Negative Impact
Black, Indigenous, or People of Color (Specify when discussing impact.)			
People with Low Incomes (Avg. HH incomes < \$35K)			
People with Limited English Proficiency			
People with Disabilities			
Minority or Women Owned Businesses, DBEs, or DVBEs			
Other underrepresented groups facing inequities.			

## Metro Budget Equity Assessment Tool

Ex: Older Adults, LGBTQ+, Women, etc. (Specify when discussing impact.)			
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**3. What considerations were taken into account to maximize equity in this request? Be specific.**

Ex: Racial or social disparities data, inequitable service levels, concerns from a high need community, potential to meet an identified community need, potential to support or engage with a high need community, etc. This information may be anecdotal or incomplete but specify what you considered.

**4. What steps will you take to mitigate any potential harm or negative impact caused by this request? Potential Mitigation Steps: 1) identify the equity challenge and 2) reprioritize to address the equity challenge 3) promote an equity connection - what other areas did you make decision to promote equity or 4) address the concerns and provide mitigations. Please include specific strategies. Ex: funding redistribution, service or program reprioritization, related program coordinating, coordination with other services, targeted outreach, etc.**

**5. How will you monitor impacts to the affected populations and evaluate outcomes over time?**

Identify specific metrics, qualitative (surveys, focus groups, etc.) or quantitative (program participants, number of riders, etc.), disaggregate by race, income, language access, or other demographics as relevant to monitor disparity levels.

# Metro Budget Equity Assessment Tool

## PART TWO: Department Budget Proposal:

**Department:** Click or tap here to enter text.

**Fiscal Year:** Click or tap here to enter text.

**Total Departmental Budget:** Click or tap here to enter text.

**Who completed the MBEAT? (Staff Names):** Click or tap here to enter text.




- 1. How will the proposed budget build the Department’s capacity to engage with and include communities of color, low-income communities, and others most impacted by inequities?** Specify how much funding is allocated to support specific activities including, but not limited to, community engagement (meetings, events, surveys, committees, focus groups, etc.), live speech captioning and oral translation at meetings, the translation of written documents, and ensuring public documents, policies, plans, and meetings are readily accessible to the public.
- 2. How will your overall budget for the next fiscal year be realigned in targeted ways to advance equity and support a diverse and inclusive workforce?** This may include shifts relating to programmatic commitments that are intended to reduce or eliminate disparities experienced by communities of color, low-income communities, or other experiencing inequities; and/or staff time allocations for the purposes of advancing diversity, equity, and inclusion, including, but not limited to, staff participation in internal or external trainings, conferences, or book clubs. Specify funding and/or staff time allocated to these activities.
- 3. Are there recurring funding gaps or limitations in your overall budget that could inhibit your Department’s ability to advance racial and social equity?** Consider funding limitations beyond your control, staff capacity, time constraints, and recognition that racial and socioeconomic disparities are vast, deep, and influenced by many factors beyond Metro's control.

## Metro Budget Equity Assessment Tool

4. **Does your Department have, collect, or track the disaggregated demographic data your Department needs to evaluate equity impacts in the community moving forward, and to inform your future budget decisions?** If so, please give examples. If not, what data is needed to help evaluate equity impacts and how will you obtain the data?

# Metro Budget Equity Assessment Tool

## Equity Focus Communities Map

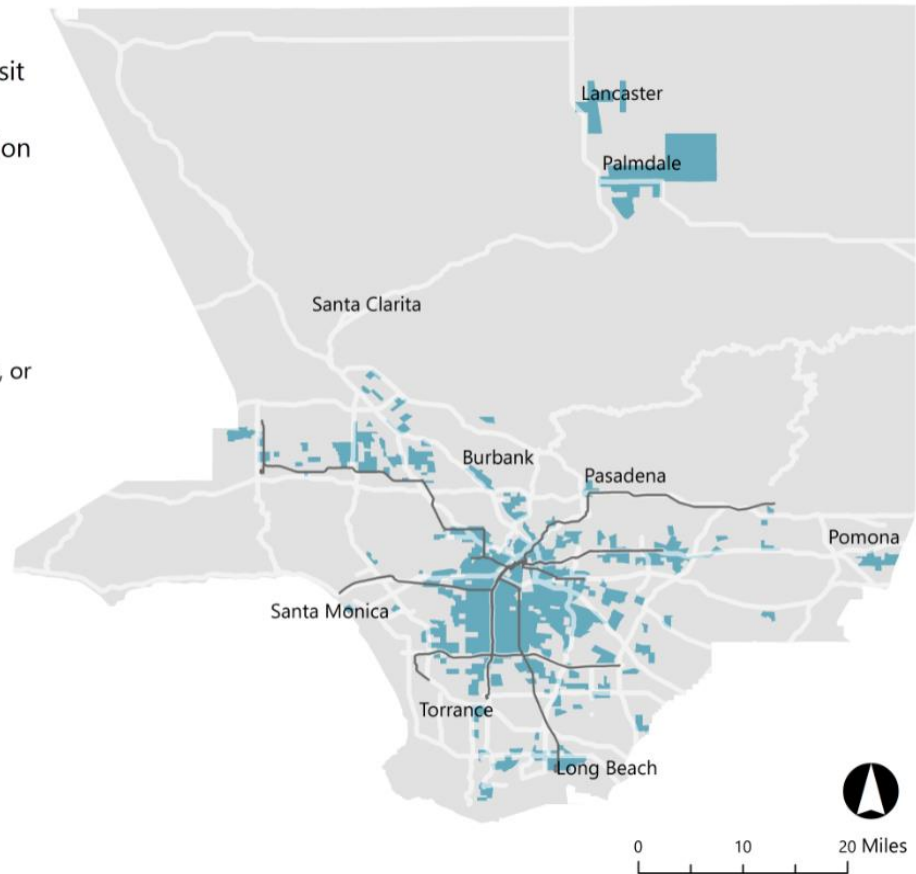
-  Highways
-  Fixed guideway transit
-  EFC Communities  
30% of LAC Population

Census Tract Thresholds

- > **40%** Low Income
- > **80%** Non-white
- > **10%** Zero Car

\*Thresholds are based on:

- 1) Non-white AND Low Income, or
- 2) Low Income AND Zero Car



**Acknowledgements:** This tool was developed with inspiration and borrowing from the “COVID-19 Equity Framework and Rapid Response Tool” from the City of San Antonio Office of Equity and the “EOC Equity Framework” from the City of Denver.



## Metro Budget Equity Assessment Tool

For internal purposes only.

	<b>Status</b>	<b>Comment</b>
<input type="checkbox"/>	Reviewed, no concerns	
<input type="checkbox"/>	Reviewed, need more information.	
<input type="checkbox"/>	Reviewed, pull for further discussion.	

# FY22 MBEAT

Finance, Budget, and Audit – May 19, 2021

# MBEAT timeline

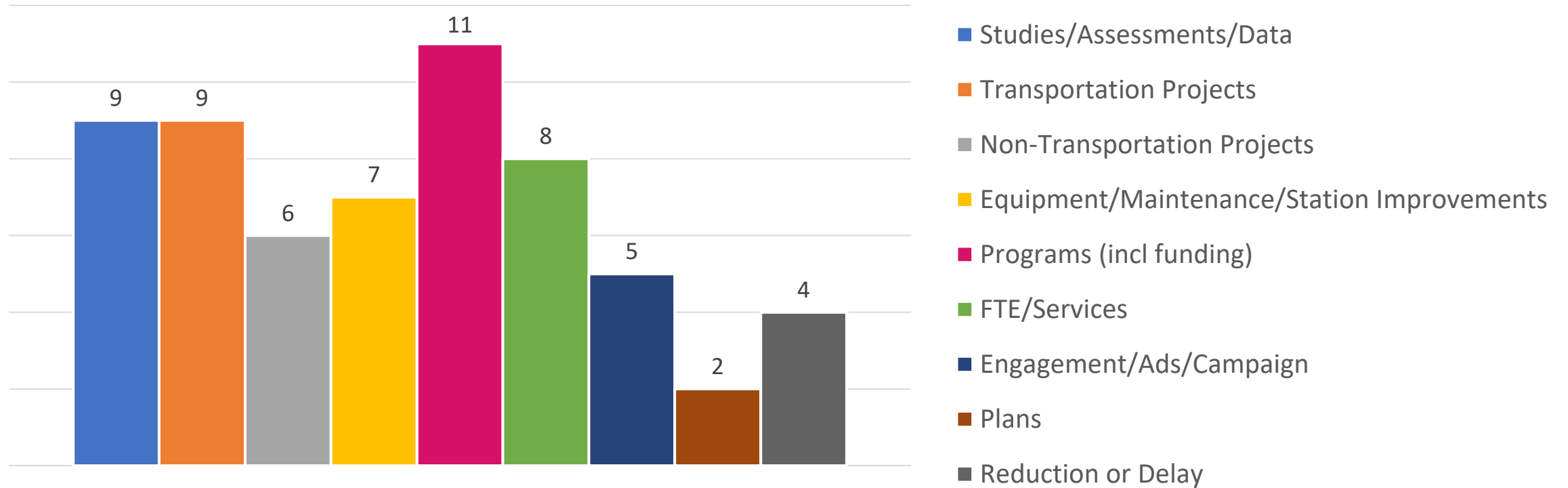


# FY22 MBEAT Review



- 61 budgetary adjustment submissions from 9 departments
- 17 department budget submissions
- Identified potential impacts to marginalized communities
- Highlighted opportunities to educate staff and departments

# FY22 MBEAT Budget Adjustments Stats



# FY22 MBEAT Budget Adjustment Scoring Ranges

Scoring Range	General assessment	Recommended Next Steps
81 – 100	Strongly benefits marginalized groups/communities and has strong equity consideration	Identify methods to monitor for equity impacts
61 – 80	Generally benefits marginalized groups/communities and/or demonstrates intentional equity considerations	Identify opportunities for enhanced equity considerations and data collection methods
41 – 60	May lack targeted benefits to marginalized groups and/or equity considerations	Identify opportunities for enhanced benefits, harm reduction, and/or evaluation
21 – 40	Generally lacks targeted benefits to marginalized groups/communities and/or equity considerations	Identify opportunities for enhanced equity considerations, mitigation, and/or evaluation
20 or less	Project may not present an equity opportunity, may present harms, and/or submission may require further support/training	Follow-up with department staff

# FY22 MBEAT Budget Adjustment Scoring Ranges

MBEAT submissions	General assessment	Recommended Next Steps
0	Strongly benefits marginalized groups/communities and has strong equity consideration	Identify methods to monitor for equity impacts
13	Generally benefits marginalized groups/communities and/or demonstrates intentional equity considerations	Identify opportunities for enhanced equity considerations and data collection methods
21	May lack targeted benefits to marginalized groups and/or equity considerations	Identify opportunities for enhanced benefits, harm reduction, and/or evaluation
12	Generally lacks targeted benefits to marginalized groups/communities and/or equity considerations	Identify opportunities for enhanced equity considerations, mitigation, and/or evaluation
11	Project may not present an equity opportunity, may present harms, and/or submission may require further support/training	Follow-up with department staff

# FY22 MBEAT Budget Adjustment Recommendations

- Ridership campaign reduction
- Priorities to restore ridership and provide up-to-date info about service and fares
- Mid-year reconsideration and potential backfill





# FY22 MBEAT Department Budgets



- Huge range in department budgets
- Funding commitments to engagement, diverse and inclusive workforce, and advancing equity (with or without budget limitations)
- Clarity needed to distinguish MBEAT parts and submission types

# FY22 MBEAT Department Scoring Ranges

Scoring Range	General assessment	Recommended Next Steps
81-100	Demonstrated strong funding commitment to engagement activities, diverse and inclusive workforce, and identified disaggregated data evaluation and consideration of equity, despite budget limitations	Identify methods to monitor for equity impacts and/or funding shortfalls inhibiting equity
61-80	Demonstrated general funding commitment to engagement activities, diverse and inclusive workforce, and/or identified disaggregated data evaluation	Identify opportunities for enhanced equity considerations and data collection methods
41-60	Did not demonstrate clear funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation	Follow-up with department staff
21-40	May require support to demonstrate funding commitment to engagement activities, diverse and inclusive workforce, disaggregated data, AND/OR may require further support with MBEAT submissions	Follow-up with department staff
20 or less	May require further support to identify engagement and/or equity opportunities, AND/OR may require further support on MBEAT submissions	Follow-up with department staff

# FY22 MBEAT Department Scoring Ranges

MBEATs	General assessment	Recommended Next Steps
4	Demonstrated strong funding commitment to engagement activities, diverse and inclusive workforce, and identified disaggregated data evaluation and consideration of equity, despite budget limitations	Identify methods to monitor for equity impacts and/or funding shortfalls inhibiting equity
5	Demonstrated general funding commitment to engagement activities, diverse and inclusive workforce, and/or identified disaggregated data evaluation	Identify opportunities for enhanced equity considerations and data collection methods
3	Did not demonstrate clear funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation	Follow-up with department staff
4	May require support to demonstrate funding commitment to engagement activities, diverse and inclusive workforce, disaggregated data, AND/OR may require further support with MBEAT submissions	Follow-up with department staff
1	May require further support to identify engagement and/or equity opportunities, AND/OR may require further support on MBEAT submissions	Follow-up with department staff



## Board Report

File #: 2021-0208, File Type: Public Hearing

Agenda Number: 8.

**BUDGET PUBLIC HEARING  
FINANCE, BUDGET AND AUDIT COMMITTEE  
MAY 19, 2021**

**SUBJECT: FISCAL YEAR 2022 (FY22) BUDGET**

**ACTION: ADOPT THE FY22 BUDGET**

**RECOMMENDATION**

- A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
  2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
  3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
  4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
  5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
  6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

## **ISSUE**

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the Agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which is authorized on a life of project basis.

Since February 2021, staff has provided a series of status updates on the FY22 Budget development process to the Metro Board's Finance, Budget and Audit Committee. Meanwhile, an extensive public outreach process was launched to communicate the budget proposal and to collect public comments as the budget development was in progress. On May 4, 2021, the FY22 Proposed Budget in its entirety were made available to the public at [www.metro.net](http://www.metro.net), in printed copies through the Records Management Center (RMC) at [RMC@metro.net](mailto:RMC@metro.net), and on the plaza level of the Gateway building. The public hearing is scheduled on May 19, 2021. On April 9, 2021 and April 23, 2021, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than 11 news publications and in various languages.

## **DISCUSSION**

The FY22 Proposed Budget is balanced at \$8.0 billion, an increase of \$1.0 billion or 14.4%, from the \$7.0 billion FY21 Budget. The \$1.0 billion will allow Metro to restore and enhance transit services, as well as resume planning and construction activities temporarily slowed down at the beginning of the pandemic. As COVID-19 vaccines continue to roll out in Los Angeles County, schools and the economy begin to open, and the region prepares for a new normal, service restoration is a priority as Metro Transit looks to supply service to pre-pandemic levels by September 2021. Service enhancements are planned as NextGen enters its final phase, delivering more reliable service with speed improvements and covering more miles in less time. The final phase also includes expansion of Metro Micro to nine zones.

Metro will continue to advance transportation by keeping transit assets in a state of good repair, progressing Measure R and M projects as several are moving into construction phase while projects in planning phase are moving towards shovel readiness for new highways and transportation infrastructure projects. Funding will continue according to the forecasted economic recovery for local cities and operators under regional transportation activities. Further, the FY22 Proposed Budget includes several initiatives and considerations to improve customer experience, public safety, and security. The FY22 budget allocation has been comprehensively evaluated through an equity lens.

## **Resources Summary**

The FY22 Proposed Budget ensures resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current economic conditions such as the continuing economic impacts of the pandemic, anticipated

economic recovery in FY22 due to accelerated rollout of vaccinations, leading regional forecasting sources, and recent transit system usage.

The total FY22 Proposed Budget planned resources are \$8.0 billion which is 14.4% more than the FY21 Budget.

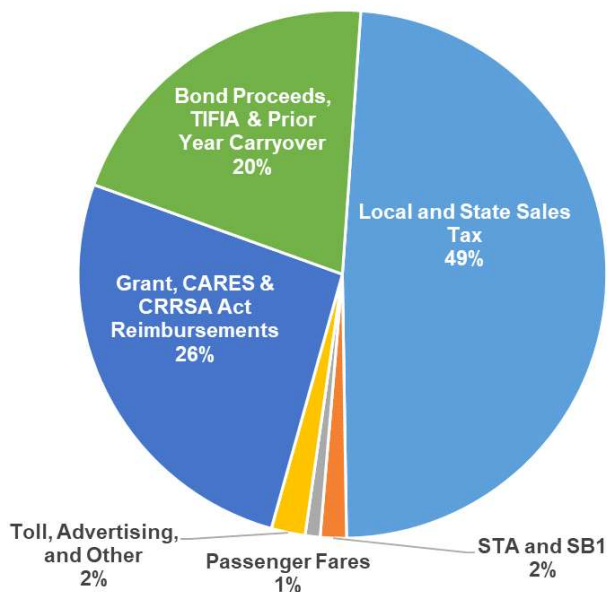
- Local sales tax and Transportation Development Act (TDA) revenues are projected to increase by 2.9% based on economic analysis of the recovery from the COVID-19 pandemic's impact on taxable sales, nationally recognized forecasting sources, and Metro's own historical experience.
- State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues are expected to be \$127.7 million region wide, representing a 30.4% decrease from FY21 Budget based on State Controller's Office (SCO) estimates.
- Passenger fares are expected to come in at \$73.2 million for FY22, reflecting ridership projections, fare collection impact of social distancing measures, and impacts of promotional fare adopted by Metro Board.
- Expresslanes toll revenues are expected to be \$46.6 million in anticipation of increased traffic and service demand during the pandemic recovery.
- Advertising revenues of \$24.1 million are expected in FY22, which is 27.8% above the FY21 Budget.
- Other revenues are expected to come in at \$95.5 million which include bike program, park and ride, lease, vending, film, Service Authority for Freeway Emergencies (SAFE), credits, fees, investment income, and other miscellaneous revenues.
- Metro received \$776.5 million from Federal CRRSA Act to facilitate fund exchanges for transit operator allocations, with \$682.5 million for Metro Transit.
- Bond proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA), and sales tax carryover are in line with planned Transit Infrastructure Development and State of Good Repair expenditure activities.

	Resources (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Local and State Sales Tax	\$ 3,783.6	\$ 3,892.5	\$ 108.9	2.9%
2	STA and SB1	183.6	127.8	(55.8)	-30.4%
3	<b>Sales Tax and STA/SB1 Revenues Subtotal</b>	<b>\$ 3,967.2</b>	<b>\$ 4,020.3</b>	<b>\$ 53.1</b>	<b>1.3%</b>
4	Passenger Fares	22.2	73.2	51.0	229.7%
5	Toll, Advertising, and Other	109.6	166.2	56.6	51.6%
6	<b>Operating &amp; Other Revenues Subtotal</b>	<b>\$ 131.8</b>	<b>\$ 239.4</b>	<b>\$ 107.6</b>	<b>81.6%</b>
7	Grant, CARES & CRRSA Act Reimbursements	1,948.8	2,094.2	145.4	7.5%
8	Bond Proceeds, TIFIA & Prior Year Carryover	945.0	1,648.7	703.7	74.5%
9	<b>Capital &amp; Bond Resources Subtotal</b>	<b>\$ 2,893.8</b>	<b>\$ 3,742.9</b>	<b>\$ 849.1</b>	<b>29.3%</b>
10	<b>Resources Total</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>

(1) Represents use of Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) drawdowns and sales tax revenues received and unspent in prior years.

Note: Totals may not add up due to rounding

Resources % of FY22 Budget



**Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)**

In December 2020, additional federal relief was provided through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which will be used to support the transit operations for Metro and 68 other transit operators in Los Angeles County. The Southern California Association of Governments (SCAG) Regional Council approved the distribution of \$911.5 million to



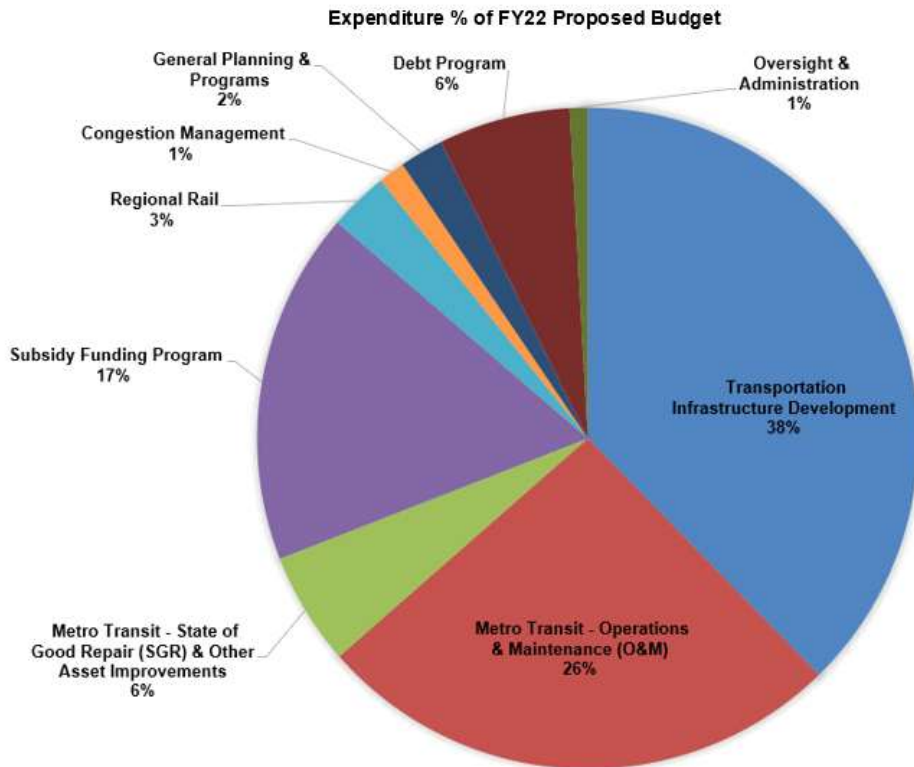
Los Angeles County. \$776.5 million is allocated to Metro to facilitate fund exchanges for transit operator allocations, with \$682.5 million for Metro Transit and \$93.9 million to Tier 2 Operators, Metrolink, Access Services, Regional Paratransit and Voluntary Reporters.

**Expenditure Summary**

The total proposed budget of \$8.0 billion, an increase of 14.4%, is aligned with Board priorities of service restoration and enhancement, as well as improving customer experience and public safety through an equity lens. Each program, function, and department budget are developed accordingly to reflect the new economic realities and progress on projects. The table below illustrates the expenditures by program type in FY22 Proposed Budget.

Expenditure by Program Type (\$ in millions)		FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Transportation Infrastructure Development	\$ 2,367.9	\$ 3,015.1	\$ 647.2	27.3%
2	Metro Transit	2,357.3	2,512.2	154.8	6.6%
3	Metro Transit - Operations & Maintenance (O&M)	1,844.1	2,069.9	225.8	12.2%
4	Metro Transit - State of Good Repair (SGR) & Other Asset Improvements	513.2	442.3	(70.9)	-13.8%
5	Subsidy Funding Program	1,239.0	1,380.7	141.7	11.4%
6	Regional Rail	244.7	233.0	(11.7)	-4.8%
7	Congestion Management	88.0	103.9	15.9	18.0%
8	General Planning & Programs	157.4	172.0	14.6	9.3%
9	Debt Program	474.9	516.0	41.1	8.7%
10	Oversight & Administration	63.6	69.7	6.1	9.6%
11	<b>Total Budget</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>

Note: Totals may not add due to rounding.





**Full-Time Equivalent (FTE) Summary**

During FY21, Metro implemented the Board approved Voluntary Separation Incentive Program (VSIP) to eligible Non-Represented, AFSCME, and Teamsters Represented employees who voluntarily agree to separate or retire from Metro within a pre-designated retirement period. A total of 179 FTEs (Non-Represented and Represented) elected to participate in VSIP and 87 (57 Non-Represented and 30 Represented) positions were eliminated in the FY22 Proposed Budget.

The FY22 Proposed Budget includes a total of 1,717 Non-Represented FTEs, a net decrease of 25 Non-Represented FTEs from FY21 resulting from the elimination of 57 VSIP positions and the addition of 32 new positions to implement new initiatives in delivery Metro’s Transit and Transportation programs. Represented FTEs for FY22 total 8,630 which is an increase of 148 Represented FTEs from FY21, resulting from an elimination of 30 VSIP positions and 178 new positions. Please refer to Attachment E for more details.

Agencywide FTEs	FY21 Budget	VSIP	New Initiatives	FY22 Proposed	Change
1 AFSCME	821	(26)	33	828	7
2 ATU	2,444		36	2,480	36
3 TCU	915		4	919	4
4 TEAMSTERS	175	(4)		171	(4)
5 SMART	4,127		105	4,232	105
6 Non-Contract	1,742	(57)	32	1,717	(25)
<b>7 Total FTEs</b>	<b>10,224</b>	<b>(87)</b>	<b>210</b>	<b>10,347</b>	<b>123</b>
8 Total Agencywide Represented	8,482	(30)	178	8,630	148
9 Total Agencywide Non-Represented	1,742	(57)	32	1,717	(25)
<b>10 Grand Total</b>	<b>10,224</b>	<b>(87)</b>	<b>210</b>	<b>10,347</b>	<b>123</b>

**Labor Summary**

The FY22 Proposed Budget includes contract wage increases of 5.0% on average according to the pre-negotiated Collective Bargaining Agreements with the Represented union groups. An average 3.5% performance increase is included for Non-Represented employees which will be distributed on a merit-based system. Non-Represented employees did not receive any salary increase in FY21. The labor cost increases reflect the rising wage inflation and living wage standards. Health and welfare benefits for Represented employees are based on Collective Bargaining Agreements. Non-Represented medical and dental benefits reflect the carrier contract rates previously approved by the Board.

Non-Represented pay grade levels were last adjusted in July 2019. To reflect best practice, Human Capital & Development (HCD) will be adjusting the current compensation pay grade levels by 2.0%. There will be minimal impact to budget and current employees’ salaries. Please refer to Attachment D for more details.

**Life of Project (LOP) Budgets**

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New capital projects with LOP budgets exceeding \$5.0 million must be approved by the Board as separate Board actions.

Attachment A includes a detailed listing of new capital projects for FY22 with LOP in excess of \$5.0 million. These new capital projects in the FY22 Proposed Budget include Metro Green Line Overhead Catenary System Replacement, Metro Gold Line Arroyo Seco Hill Stabilization, Union Station Gateway Fire Detection System Renovation, as well as other new State of Good Repair projects.

### **Reimbursement Resolution**

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date, in order to reimburse expenditures incurred prior to the bond issuance. See Attachment B for anticipated expenditures in the budget related to proceeds from future bond issuance.

### **Public Outreach**

The budget outreach process began in February 2021 with an e-blast to more than 375,000 Metro subscribers that directed them to the metro.net/myvoice landing page where information about the budget was available, including stakeholders' meeting schedules and a special Budget Briefing for all five Regional Service Councils. The landing page also allowed access to the questionnaire to provide comments (budgetcomments@metro.net) and presented information about the Budget Public Hearing. The budget communication campaign was initiated via social media platforms such as Metro's Facebook page, Instagram, NextDoor, Twitter, TheSource alongside print media through the utilization of interior car cards on Metro buses and trains.

Office of Management & Budget (OMB) staff provided FY22 Proposed Budget Briefings at other meetings for stakeholder groups, including but not limited to the Citizens Advisory Council, Technical Advisory Committee, Policy Advisory Committee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets, Freeways Committee, Valley Industry Commerce Association as well as the Gateway Cities and San Gabriel Valley Councils of Governments. In addition to the meetings listed above, OMB staff was invited to present to Metro's Accessibility Advisory Committee. Engagement at all meetings were conducted virtually, thus continuing to follow physical distancing guidelines currently in place.

The budget public hearing is legally required, pursuant to California PUC codes 130106 - *Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code, and shall be published not later than the 15th day prior to the date of the hearing.*

A summary of the public outreach efforts, feedback received, as well as results from the budget questionnaire are shown in Attachment C.

### **EQUITY ASSESSMENT**

*Metro Budget Equity Assessment Tool (MBEAT) - Process Evaluations*

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The FY22 Metro Budget Equity Assessment Tool (MBEAT) pilot is a comprehensive agencywide budget equity assessment process that helps staff consider how Metro's annual budget influences marginalized communities' access to opportunities and addresses potential barriers or harms. Implementation of the MBEAT has created a process to highlight budgetary requests with benefits for marginalized and/or vulnerable communities and identifies opportunities to improve budget equity outcomes.

Together with the Office of Management and Budget, staff from the Office of Equity and Race have tracked and documented opportunities for improvements to the MBEAT process for subsequent fiscal years, such as lengthening the review process and offering a variety of educational resources and training materials for Metro staff. There is additional need for continued training to streamline the MBEAT process and continued support for staff to consider how investment, projects, programs, and policies might cause harm or not benefit all as intended, given historic and current disparities and systemic inequities. Furthermore, they will conduct interviews with department staff to further refine the MBEAT process and continue to build on this foundation in future budget cycles.

Please see the FY22 Budget Equity Assessment - Receive and File Report for a full summary.

### **DETERMINATION OF SAFETY IMPACT**

This recommendation will not have an impact on safety standards at Metro.

### **FINANCIAL IMPACT**

The FY22 Proposed Budget (provided in a separate submittal) at \$8.0 billion is balanced and appropriates the resources necessary to fund them. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from federal and state governments and to administer regional transportation funding to local cities and municipal operators.

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

Recommendation supports the following Metro Strategic Plan Goal:

Goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

### **ALTERNATIVES CONSIDERED**

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impact Metro's stated goal of improving transportation in Los Angeles County.

### **NEXT STEPS**

Upon Board authorization and adoption of the FY22 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in this document and program funding to regional transit/transportation partnering agencies, cities and recipients.

Staff will closely monitor the financial situation and will request Board approval of Mid-Year budget amendments, if needed. In addition, as part of the performance management process, Metro will

monitor progress throughout the year relative to the Agency goals using measurements such as budget variances, Key Performance Indicators (KPIs) target achievement, Project Milestone achievement and cost savings. This reinforces Metro's commitment to strategic monitoring of performance and the improvement of accountability. In addition, continuous improvements will be implemented to the process and regular updates will be reported to the Board.

**ATTACHMENTS**

Proposed FY22 Budget document can be accessed at

<https://media.metro.net/2021/FY22-Proposed-Budget-Book.pdf>

Attachment A - FY22 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY22

Attachment C - FY22 Public Outreach

Attachment D - Compensation Adjustment

Attachment E - FY22 Non-Represented and Represented FTEs

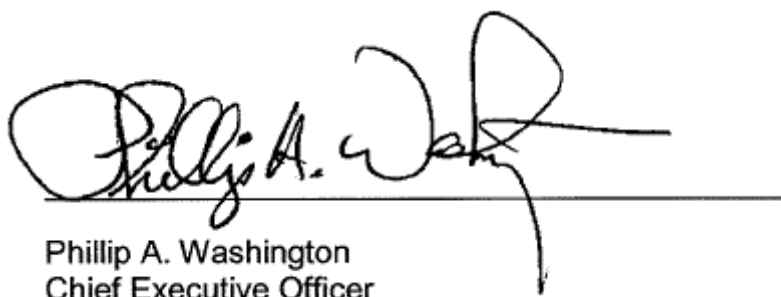
Prepared by:

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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer



## FY22 New Capital Projects

## State of Good Repair Projects

1	<b>PROJECT: USG Fire Detection System Renovation</b>
	PROJECT OWNER: Human Capital & Development - Technology
	LOP: \$5,950,000 <span style="float: right;">FY22: \$1,000,000</span>
	SCOPE: Complete replacement of the Fire Alarm Panel, devices, wiring and related components at Union Station Gateway Building, USG Parking, Union Station East Portal, and Patsaouras Bus plaza.
	JUSTIFICATION: Replacement parts for the existing Siemens model MXL are hard to find. Siemens will no longer support this model after 2022. Reduced reliability of the existing system is due to age and many tenant improvement during the years. New technologies are now available to improve communication and add features such as an earthquake early warning system, connection to user interfaces (GUI's), remote monitoring, and improvement in troubleshooting capabilities. The Siemens XLS fire alarm equipment is proprietary, and there are limited authorized installation / maintenance contractors available. Full replacement will allow other manufacturers/contractors such as Edwards and Notifier to bid to replace the existing MXL with a new system in compliance with the current NFPA 72 requirements.
ELIGIBLE FUNDING SOURCE: TDA 4	
2	<b>PROJECT: FY22 AQMD 1196 Rule Non-Revenue Vehicles</b>
	PROJECT OWNER: Operations - Non-Revenue Vehicles
	LOP: \$9,400,000 <span style="float: right;">FY22: \$150,000</span>
	SCOPE: This project spans three Fiscal Years (FY22, FY23, and FY24) for the replacement of Non-Revenue Vehicles non-compliant with AQMD Rule 1196 (CLEAN ON-ROAD HEAVY-DUTY PUBLIC FLEET VEHICLES). This project is for the replacement of Metro's non-compliant vehicles in Bus Maintenance, Facilities Maintenance, Logistics, and Community Relations.
	JUSTIFICATION: The vehicles identified for replacement were procured between 2003 and 2010 have been identified as non-compliant with AQMD Rule 1196.
ELIGIBLE FUNDING SOURCE: TDA 4	
3	<b>PROJECT: Integrated Data and Communications System (IDCS)</b>
	PROJECT OWNER: Operations - Rail Vehicle Systems
	LOP: \$33,980,000 <span style="float: right;">FY22: \$5,000</span>
	SCOPE: Design and procure an on-board Integrated Data and Communications System that utilizes both cellular and wi-fi connectivity for remote and real-time access to the on-board CCTV system while also providing real-time access to vehicle systems. This will also allow us to determine vehicle location in the absence of GPS and will provide on-board passenger wi-fi.
	JUSTIFICATION: The project will improve Rail Fleet management and tracking while providing improved customer communication services. Live stream access will support safety and security, allowing staff to monitor the train in case of an emergency.
ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceed	

4	<b>PROJECT: P2000 Vehicle Component Replacement</b>
	PROJECT OWNER: Operations - Rail Vehicle Maintenance
	LOP: \$16,100,000 <span style="float: right;">FY22: \$200,000</span>
	SCOPE: Overhauling 52 cars plus spares of P2000 truck systems on the powered and non-powered trucks. This would include axles, journal bearings, couplers, and friction brake / air compressor.
	JUSTIFICATION: The P2000 component overhaul is required because of fleet age, vehicle mileage, and original equipment manufacturer (OEM) recommendations to maintain the availability, reliability, safety and passenger comfort of the fleet. Based on regular OEM preventative maintenance inspections, the fleet is in need of component overhauls.
ELIGIBLE FUNDING SOURCE: TDA 4	
5	<b>PROJECT: P3010 Fleet-Friction Brake Overhaul</b>
	PROJECT OWNER: Operations - Rail Vehicle Maintenance
	LOP: \$35,990,000 <span style="float: right;">FY22: \$200,000</span>
	SCOPE: Overhaul of Friction Brake and Air Compressor Equipment. Overhaul will be at 5 kits per month to achieve overhaul compliance within a 4 to 5 year period.
	JUSTIFICATION: Friction Brake Overhaul is on a time based (5 year) interval as mandated by the car builder and CPUC regulations.
ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceed	
6	<b>PROJECT: Metro Red Line SEG-2 Supervisory Control and Data Acquisition Systems Equip Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$8,270,000 <span style="float: right;">FY22: \$5,000</span>
	SCOPE: The project / program includes complete replacement of the Fire/Emergency Management (FEM) Programmable Logic Controllers (PLC) and Local Emergency Management Panels (EMP).
	JUSTIFICATION: The majority of the Metro Red Line Segment 2 equipment is obsolete and spare parts are no longer available. Equipment is Fire/Life/Safety critical and must be replaced as soon as possible.
ELIGIBLE FUNDING SOURCE: PA35%	
7	<b>PROJECT: Metro Green Line Overhead Catenary System (OCS) Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$38,350,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: The proposed project will replace the OCS on the Metro Green Line. In order to deliver the project staff will procure materials, tools, equipment and road-rail vehicles.
	JUSTIFICATION: The OCS on Metro Green Line is near the end of its useful life. Equipment, tools and materials are required to keep the current rail system operational.
ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceeds	

8	<b>PROJECT: Metro Gold Line Arroyo Seco Hill Stabilization</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$10,660,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: The Arroyo Seco Hillside Improvement project will conduct geotechnical surveys then excavate the hillside, repairing the slope.
	JUSTIFICATION: During the rainy season, the hillside at Arroyo Seco gives away and dirt and debris falls onto mainline tracks. This is a safety concern and there is potential for derailment, impacting revenue service and the risk of injury to patrons and employees.
ELIGIBLE FUNDING SOURCE: TDA 4	
9	<b>PROJECT: Systemwide Corrosion Control</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$21,350,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: Defective components of the corrosion control system must be replaced with new rectifiers, sacrificial anodes, field test terminals, and wiring.
	JUSTIFICATION: The components are critical for long term continuous use of the rail network.
ELIGIBLE FUNDING SOURCE: TDA 4	
10	<b>PROJECT: Metro Red Line Mainline Fastener Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$28,130,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: Need to replace approximately 112,000 fasteners in order to maintain our current service levels.
	JUSTIFICATION: Metro Red and Purple Line Mainline Fasteners have been in service for 27 years and the (Type 1) fasteners are showing signs of wear and cracking. The damp environment in the tunnels coupled with weight stress is detrimental to the structural integrity of the fasteners.
ELIGIBLE FUNDING SOURCE: PA35%	
11	<b>PROJECT: Metro Red Line UPS/Batteries FY22-FY25</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$5,640,000 <span style="float: right;">FY22: \$30,000</span>
	SCOPE: Replacement of obsolete Uninterruptible Power Supplies (UPS) with new energy efficient units.
	JUSTIFICATION: The manufacturer no longer supports repairs. Also, the Battery Banks have reached the end of their useful life. The UPS provides power for emergency operation of Public Address (PA) Systems, Fire Protection Detection Systems, Security System/CCTV, Radio Communication Systems, Gas Monitoring Systems, Emergency Backup Power Systems (EBPS) Load Shed Panels and Traction Power Substation Control Power to operate High Voltage Breakers.
ELIGIBLE FUNDING SOURCE: TDA 4	
12	<b>PROJECT: Metro Blue Line 7th/Metro Substation Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$7,860,000 <span style="float: right;">FY22: \$30,000</span>



SCOPE: The job involves design and review of existing structural and electrical systems for compatibility and updated code requirements. A contractor will manufacture and install a new Traction Power Substation (TPSS) along with all necessary ancillary components, and structural upgrades necessary to make the system operational.

JUSTIFICATION: The 7th/Metro Traction Power Substation that handles the Blue and Expo lines failed and needs to be replaced for proper operation of Blue and Expo lines.

ELIGIBLE FUNDING SOURCE: PA35%

13 **PROJECT: Call Point Security Light Boxes**

PROJECT OWNER: System Security and Law Enforcement - Regional & Hubs

LOP: \$13,950,000

FY22: \$5,000,000

SCOPE: Replace the existing emergency blue light call boxes systemwide.

JUSTIFICATION: The existing analog emergency telephones are obsolete and no longer comply with updated American Disabilities Act standards. ITS is transitioning from analog to digital technology. The new call boxes will have voice over internet protocol (VOIP) with a phone integrated camera and a blue light for more visibility. The new system will be ADA compliant and will enhance safety and security for the general public, patrons, and employees.

ELIGIBLE FUNDING SOURCE: TDA 4

**ATTACHMENT B**

REIMBURSEMENT RESOLUTION  
OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
FOR FISCAL YEAR 2022

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines including the Crenshaw/LAX Transit Corridor project ; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage related to Purple Line Extension Sections 1, 2, and 3; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY22 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

WHEREAS, Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, or grant revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS, Metro expects to expend moneys of the Enterprise Fund (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$200.0 million for Measure R, \$200.0 million for Measure M and \$300 million for grant revenues.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event

later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$200.0 million for Measure R, \$200.0 million for Measure M and \$300 million for grant revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

**FY22 Budget – Public Outreach**

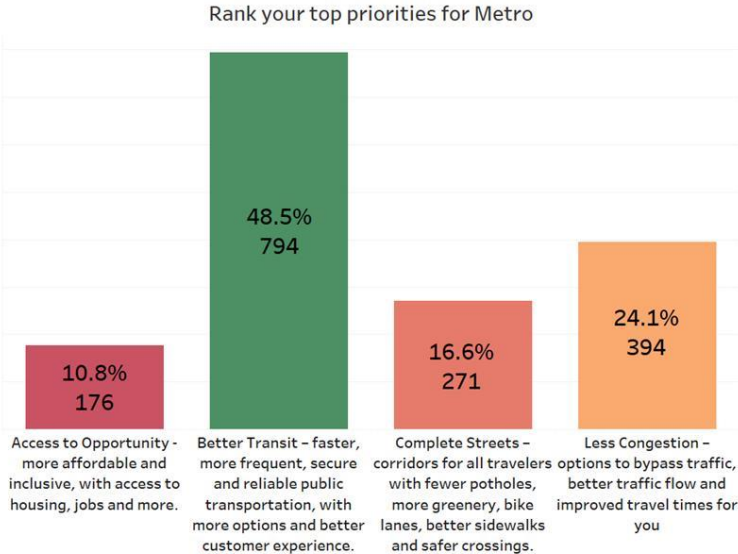
Summary of FY22 Proposed Budget Public and Stakeholder Efforts and Comments Received

EVENTS	PARTICIPATION
Budget Briefings and Meetings	Covering all five Regional Service Councils, riders, the public and key stake holder meetings throughout Los Angeles County
Interactive Questionnaire	1,700 February – April
Web Page visits	2,249 February – April
Questionnaire & Email/mail Comments	700 February – April

Interactive Questionnaire

For the FY22 Budget an interactive questionnaire was used to solicit feedback and comments, thereby engaging the public in all areas of Los Angeles County. Respondents were asked a series of questions on transportation priorities. The questionnaire focused on four key areas: Better Transit, Less Congestions, Complete Streets and Access to Opportunity. These key areas are in line with the Long-Range Transportation Plan.

Respondents were able to rank what they considered top priorities. Below are results of the survey:



The questionnaire further broke down each four areas into subcategories for respondents to choose their priorities. The results indicate the following:

- Respondents selected “Expand Rail Network” and “Increased Safety” as their top choices for a faster more frequent, secure and reliable *Better Transit* experience;
- Respondents selected “Dedicated Bus Lanes” when considering *Less Congestion* as their main option to bypass traffic and better traffic flow;
- Respondents selected “Improve Pedestrian Crossing” as their first choice for *Complete Streets* when considering better sidewalks and safer crossings; and
- Respondents selected “High Density Developments Around Transit” and “Easier Reduced Fare Program” as their top priorities for *Access to Opportunity* when considering access to housing jobs and more.

### Public Comments

Comments received from the public during the Metro FY22 Budget outreach process are summarized below. Key stakeholders, and customers provided input and suggestions on virtually every Metro function. However, due to the volume, not all comments can be included in this summary, but all questions and comments received during the budget briefing, stakeholder meetings, and public hearing have been addressed. Furthermore, comments received via mail, email and questionnaire were reviewed and forwarded to relevant departments for consideration in the development of their programs, projects or initiative. This is an ongoing process and we continue to receive comments on a daily basis.

Key Topics	Summary of Comments
<p>Access to Opportunities</p> <ul style="list-style-type: none"> <li>• High Density -Development</li> <li>• Better Mobile &amp; Web experience</li> </ul>	<ul style="list-style-type: none"> <li>– That the times on electronic displays at train stations get updated on real times and match real arrival times</li> <li>– Need Metro&gt;Muni&gt;Metro (Transfer policy)</li> <li>– Improving bus service is the lowest hanging fruit - bus lanes, more route, safer - these things are the most cost-effective ways to start. Also, it should be free</li> <li>– Critical to update your web service</li> <li>– Need better ways to show detours electronically.</li> <li>– Redirect placing paper on bus sites when you should be doing this electronically</li> <li>– Service announcements should reflect Metro website especially during</li> <li>– Better communication about community meetings times – accommodate 9 to 5 job</li> <li>– Legalize high density housing near transit by expanding TOD communities</li> <li>– turn entire system to proof of payment to speed buses up</li> <li>– Consider small bus improvements on busy routes - signal prioritization, short segments of bus lane so the bus can jump queues.</li> <li>– Implement all door boarding and off board fare collection in as many places as possible to reduce bus dwell time</li> </ul>

	<ul style="list-style-type: none"> <li>- Metro investment in the creation of affordable housing near existing transit</li> <li>- Making Metro owned land near existing transit available for low to no cost for the development of affordable housing would increase ridership by low-income families and provide those families with adequate affordable transportation</li> <li>- Enforce/develop law for essential workers to have priority on all transportation. Implement support for bus drivers by giving them more authority to control troublesome passengers</li> <li>- Provide wayfinding with directions and distances.</li> <li>- Focus on affordable housing crisis be affordable.</li> <li>- Transitional homeless housing should figure into this as well.</li> <li>- Keep the names of the routes</li> <li>- You do not post prices of transit everywhere payment is required. Getting rail tickets is confusing</li> </ul>
Easier & Reduced Fares Program/Fares	<ul style="list-style-type: none"> <li>- Money Spent could even provide free transit as opposed to limited infrastructure</li> <li>- Your one-way pass doesn't work on buses</li> <li>- Free METRO rides ... so who pays? Someone has to ... because it ain't free. Oh maybe METRO employees and contract employees are donating their time now</li> <li>- Change the fare system</li> <li>- No Free Fares! It will only increase homelessness</li> <li>- Public Transportation is too expensive in LA</li> <li>- FREE FARE NOW</li> <li>- Metrolink needs to go on TAP</li> <li>- EZ Transit Pass within LA County under a zone structure (upcharge to cross zone borders, included if within one zone, tap in tap out required)</li> <li>- Flat rate of the price is not fair and not attractive to those that need to take short trip</li> <li>- Price is high for all services</li> <li>- Prioritize making system free for students or even better for all riders. And prioritize buses for low-income riders</li> <li>- Buses and subway should be free -- that would greatly reduce traffic</li> <li>- \$5 day pass that covers all transfers</li> </ul>
<p>Better Transit</p> <ul style="list-style-type: none"> <li>• Reduced wait times</li> <li>• Ridership experience/cleanliness</li> <li>• Expand Rail Network</li> <li>• Improve bus routes</li> </ul>	<ul style="list-style-type: none"> <li>- Please complete the Sepulveda Pass train project</li> <li>- Get the Gateway Cities light rail from Artesia to Downtown built</li> <li>- Need subway line which follows the 405 from the SF valley to a station directly in LAX</li> <li>- Need faster means of getting from the West Valley to the Westside, Airport, Hollywood, Pasadena, and Downtown, need subway under Ventura Blvd., Calabasas to Sepulveda Pass line trains integrated with 101 and 405 freeways, Gold Line / BART style.</li> <li>Monorail system along the freeways that are congested</li> <li>- Get rid of cloth seats – trains don't smell good</li> <li>- Mask mandate</li> <li>- Red line is filthy</li> <li>- Safety, cleanliness and quality of life on rail and bus lines are horrible</li> <li>- Please sanitize the buses – general cleaning</li> </ul>

- Ban vaping
- Train platforms are filthy
- Get rid of fabric upholstery
- Cleanliness is a priority
- Add more buses to avoid over-crowded buses and to keep the redline, purple line
- More airport connector
- Bring back Passport smaller busses running more frequently
- Need better and more reliable transit in Burbank
- extend the Orange Line to San Diego
- Please bring rail to West Hollywood
- Dedicated bus lanes and selling the time savings will greatly improve metro.
- The Metrolink and Metrorail have too many stops.
- Expand the Metro Micro to more cities for the last mile and offer cheaper price.
- would really like to see a train into LAX (like Chicago's Blue line).
- Better rail from antelope valley to Los Angeles.
- Metro could increase direct service in Western San Gabriel Valley
- Please build a north-south train line on the west side from expo line to Westwood
- Open back door right way
- Please improve transportation in the San Fernando Valley, particularly west of NoHo.
- Encourage rail from LAX to Westwood.
- More subway please
- weekend metro service for lines 169, 245
- Do not discontinue the 115 Playa Del Rey line
- Increase service to Downtown LA.
- Increase number of Metro light rail routes
- Consider a train down the center of major freeways like BART in NorCal
- More bus routes on the main roads all the way to Pomona
- The micro transit is great
- Please finish the regional connector
- Need rail system that goes north/south and links the San Gabriel valley to the inland empire - like the 71 freeway.
- Rail development needs to be accelerated. Especially 90501 transit hub. South Bay Curve extremely congested due to industry near LAX.
- We need better service on lines 244,167,158,166,243.
- Extend Gold line to SGV along 60
- Subway stops at Van Nuys, Ventura Blvd, UCLA, Wilshire Blvd (Purple Line), expo Line and Culver City, and LAX
- Refocus on Bus Rapid Transit, optimize and improve existing local bus routes,
- Add stop on La Cienega and Wilshire, more busses in the evening
- Increasing frequencies, especially during off-peak hour
- Need J or C Line expansion to Torrance for better travel to Downtown, Crenshaw, Culver City and Santa Monica.
- LAX needs a light rail stop
- REALLY look forward to the ability to take train from Long Beach to museums in LA

	<ul style="list-style-type: none"> <li>- Expand the Metro Micro to more cities and coordinate with rideshare app</li> <li>- More frequency of bus in the South Bay area</li> <li>- Need connection from the valley to LA</li> <li>- Expand the rail network and paint Bus Only lanes on all major boulevards.</li> <li>- Give light rail transit full traffic signal pre-emption through all at-grade crossings</li> <li>- Transit first, private autos second.</li> <li>- Connect green line to Metrolink at Norwalk use the train as an artery that is fed by busses</li> <li>- Express bus service on I-405 connecting LA and OC</li> <li>- More train lanes to Connect to one another directly</li> <li>- Express trains from Union Station to LAX - One seat, no changes.</li> <li>- Light rail project that connects Eagle Rock/Glendale to downtown via Glassell Park and Elysian Valley.</li> <li>- LATTC needs bus bench or overhang for protection</li> <li>- Need first mile last mile in Altadena area</li> </ul>
<p>Complete Streets</p> <ul style="list-style-type: none"> <li>• Improve Pedestrian crossing</li> <li>• More bike amenities, lanes, bike share</li> <li>• Increase coordination with Micromobility Companies (Lift, JUMP, Bird, Wheels)</li> </ul>	<ul style="list-style-type: none"> <li>- I have balance/mobility issues, being able to get across streets safely is critical</li> <li>- Need to improve bike share – reluctant due to limit of two bikes per bus</li> <li>- Find better ways to accommodate more bikes-trailers behind bus</li> <li>- Metro bike share program should be disbanded entirely or motorized completely and incorporated into existing public transportation</li> <li>- expand *protected* bike lanes</li> <li>- Expand bike infrastructure, make it easier and safer to walk</li> <li>- Sidewalks (or lack of them) need maintenance &amp; pedestrian crossings are unsafe, Please, prioritize the safety of pedestrian crossings</li> <li>- Metro has wasted our tax dollars, the bike share program is not effective I resent it being forced on us</li> <li>- Reduce the number of bike hubs in areas where usage is minimal</li> <li>- Better pedestrian crossings- Imperial Highway by the 105 freeway</li> <li>- Need protected bike lanes</li> <li>- Bike lanes are a waste, typically rarely utilized</li> <li>- Expansion of active transportation is important for first/last mile connectivity</li> </ul>
<p>Congestion Reduction</p> <ul style="list-style-type: none"> <li>• Expand Rideshare</li> <li>• Dedicated Bus Lanes</li> <li>• Traffic Reduction Pilot</li> <li>• Expand Express Lanes/Hwys</li> </ul>	<ul style="list-style-type: none"> <li>- Express lanes should be implemented on all SOCAL freeways to help improve travel times and generate revenue for public transit services</li> <li>- Congestion pricing will increase inequities and cripple low-income communities</li> <li>- Fastrak is the WORST thing to happen to our freeways</li> <li>- Expand the rail network and paint Bus Only lanes on all major boulevards.</li> <li>- We need to complete the Metro HOV lane network</li> <li>- Give light rail transit full traffic signal pre-emption through all at-grade crossings</li> <li>- Transit first, private autos second</li> </ul>



	<ul style="list-style-type: none"> <li>- Freeway expansion is a long, inconvenient, costly mistake. Please prioritize making the region's transit options - especially bus travel - more reliable, with increased frequency</li> <li>- Get serious about eliminating carbon emissions - Metro is a critical part of that.</li> <li>- reduce speed limits (85% rule will likely be repealed in Sacramento)</li> <li>- BUS LANES NOW! BIKE LANES NOW!</li> <li>- Extend carpool to low emission vehicles</li> <li>- Please do not raise express lanes prices</li> <li>- More rail is what we need in my opinion to decrease LA's carbon footprint and the best most effective way to reduce congestion!</li> <li>- Stop spending resources on freeways- upgrades for cars when the future is in mass transportation, pedestrians, and bicycles.</li> <li>- Stop funding highways. Put money to transit services. We need better bus service like shorter wait times &amp; more bus routes. Bus only lanes &amp; protected bike lanes are a must. Metro must also STOP EXPANDING THE FREEWAYS. We know from decades of data that more traffic lanes merely beget more traffic.</li> <li>- Don't expect the older people to ride a bike or scooter to get to the station</li> <li>- Need to reduce the incentive for people to drive alone</li> <li>- Institute congestion tolls and/or increase substantially a parking tax</li> </ul>
<p>Safety &amp; Security</p> <ul style="list-style-type: none"> <li>• COVID-19</li> <li>• Cleanliness</li> <li>Homelessness</li> </ul>	<ul style="list-style-type: none"> <li>- PLEASE KEEP THE HOMELESS OUT</li> <li>- NO MORE TRANSIT COPS, AND BETTER BUSES!</li> <li>- Safety of passengers is primary</li> <li>- Better security inside Metro trains</li> <li>- Metro safer but not LAPD there, per BLM standards and what was agreed on in defund the police agreements and commitments</li> <li>- Enforce rules - Wearing mask</li> <li>- Homeless people jeopardize riders' safety</li> <li>- Gold Line need to be clean and safe before riding</li> <li>- Improve the security and cleanliness all over – COVID-19</li> <li>- Make service feel safe</li> <li>- Blatant disregard for payment, smell of weed, urine and other unknowns</li> <li>- Not enough law enforcement</li> <li>- Not traveling because of major safety concerns using any kind of transit</li> <li>- Filthy trains, loud music, officers chatting, check tickets, bathrooms dirty</li> <li>- More police presence, make sure people are wearing masks Safety Safety Safety. Board should ride our trains not just once or during the day or with security</li> <li>- Increase the in-house transit security budget</li> <li>- Get Cops out of Metro!</li> <li>- Real solutions need not look the other way and hope it goes away! More housing and mental health programs</li> <li>- Safety is always a concern. I don't see many officers or security.</li> </ul>

	<ul style="list-style-type: none"> <li>- It is EXTREMELY dirty!!</li> <li>- It is a free for all for individuals that act out and cause concern.</li> <li>- Please prioritize safety. Hire customer service ambassadors</li> <li>Put a police officer or security guard on EVERY train</li> </ul>
<p>Feedback</p> <ul style="list-style-type: none"> <li>• Positive</li> <li>• Negative</li> </ul>	<ul style="list-style-type: none"> <li>- Easier to take a Torrance bus to the airport or anywhere</li> <li>- Mostly concerned about Metro staying funded and functioning, than I am to any changes in service.</li> <li>- Tax dollars not coming back the community no longer support anything Metro related</li> <li>- I love DASH service</li> <li>- GO METRO!</li> <li>- THANK YOU FOR ASKING!!</li> <li>- LA and the surrounding area has a good transit system, for the US. There is still a lot to do, but at least you are moving forward. Keep up the good work!</li> <li>- Black shirts Metro security have a sense of ownership and pride. And are well versed in current laws and procedures.</li> <li>- LIFE program helped a lot; difficult to sign up for, but once I figured it out it was great</li> <li>- I love the model of the SEED school. I think it is genius!</li> <li>- I rode express bus to LATTC often before I retired. Very good service, but need bus shelters</li> <li>- Thank you for your efforts. My best wishes and sincere gratitude</li> <li>- Place resources in areas where they are needed/requested</li> </ul>
<p>Equity</p>	<ul style="list-style-type: none"> <li>- Equity is not geographic, equity means "looking to the bottom" and serving those most in need first-- specifically, working class Black and Brown Angelenos, and caring for our unhoused neighbors</li> <li>- Do not focus on our budget on rail, freeway / highway expansions, or policing</li> <li>- Metro needs to redirect their priorities and to improving, maintaining, and supporting core services for those most dependent on transit, also providing good union jobs to members of vulnerable communities</li> <li>- Opposed to congestion pricing. Not everyone has the option to change when they are commuting on heavily trafficked roads. This is the first step to less congestion and greater equity</li> <li>- Most people in Watts work non-traditional hours so having more transportation options in the early morning and after hours is important and more frequently would help people feel safer</li> <li>- Metro needs to treat all members of the communities it purports to serve more equitable</li> </ul>
<p>Outreach</p>	<ul style="list-style-type: none"> <li>- Your survey is flawed and deceptive</li> <li>- How come I can't select more than one ethnicity in this survey?</li> <li>- Survey is not working properly</li> <li>- I really liked this survey format!</li> <li>- Almost all of these questions are really hard to rank.</li> <li>- Left out two reasons to ride Public Transit; Climate Change and less stressful commute. This survey is completely flawed. It</li> </ul>

	<p>ranks automatically without the respondent's input. A badly constructed survey. You can and must do better than this.</p>
Parking	<ul style="list-style-type: none"><li>- Parking is no longer free at Green Line Crenshaw Station</li><li>- Expand parking space especially when you construct a new station</li><li>- eliminate parking requirements for new housing</li><li>- Improve parking around rails; reduce parking</li><li>- Expand parking space especially when you construct a new station.,</li><li>- Need to provide security for the cars park at the station, too. Car should be allowed to park overnight without having to pay much money.</li><li>- There needs to be parking on both sides of the street and buses need to come more often</li></ul>

### Compensation Adjustment

Human Capital and Development (HCD) will be adjusting the current compensation pay grade levels by 2.0%, effective July 1, 2021. Below are the proposed pay grade changes:

<b>FY21 ANNUAL SALARIES</b>			
<b>Pay Grade</b>	<b>Minimum (Annual)</b>	<b>Midpoint (Annual)</b>	<b>Maximum (Annual)</b>
HFF	\$341,723.20	\$427,398.40	\$513,094.40
HEE	\$273,374.40	\$341,702.40	\$410,051.20
HDD	\$218,296.00	\$273,374.40	\$328,452.80
HCC	\$179,524.80	\$224,411.20	\$269,297.60
HBB	\$156,062.40	\$194,833.60	\$233,584.00
HAA	\$139,131.20	\$174,428.80	\$209,705.60
H1Q	\$125,424.00	\$156,769.60	\$188,115.20
H1P	\$112,902.40	\$141,107.20	\$169,312.00
H1O	\$102,044.80	\$127,566.40	\$153,067.20
H1N	\$92,643.20	\$115,793.60	\$138,964.80
H1M	\$84,468.80	\$105,560.00	\$126,672.00
H1L	\$77,334.40	\$96,657.60	\$115,960.00
H1K	\$71,115.20	\$88,878.40	\$106,620.80
H1J	\$65,790.40	\$82,243.20	\$98,716.80
H1I	\$61,089.60	\$76,356.80	\$91,624.00
H1H	\$56,971.20	\$71,219.20	\$85,446.40
H1G	\$51,688.00	\$64,604.80	\$77,500.80
H1F	\$46,966.40	\$58,718.40	\$70,470.40
H1E	\$42,910.40	\$53,622.40	\$64,355.20
H1D	\$39,416.00	\$49,254.40	\$59,092.80
H1C	\$36,379.20	\$45,468.80	\$54,579.20
H1B	\$33,654.40	\$42,057.60	\$50,460.80
H1A	\$31,366.40	\$39,208.00	\$47,070.40

<b>FY22 ANNUAL SALARIES</b>			
<b>Pay Grade</b>	<b>Minimum (Annual)</b>	<b>Midpoint (Annual)</b>	<b>Maximum (Annual)</b>
HFF	\$348,566.40	\$435,947.20	\$523,348.80
HEE	\$278,844.80	\$348,545.60	\$418,246.40
HDD	\$222,664.00	\$278,844.80	\$335,025.60
HCC	\$183,123.20	\$228,904.00	\$274,684.80
HBB	\$159,182.40	\$198,723.20	\$238,264.00
HAA	\$141,918.40	\$177,923.20	\$213,907.20
H1Q	\$127,940.80	\$159,910.40	\$191,880.00
H1P	\$115,169.60	\$143,936.00	\$172,702.40
H1O	\$104,083.20	\$130,124.80	\$156,124.80
H1N	\$94,494.40	\$118,102.40	\$141,752.00
H1M	\$86,153.60	\$107,681.60	\$129,209.60
H1L	\$78,873.60	\$98,592.00	\$118,289.60
H1K	\$72,529.60	\$90,646.40	\$108,763.20
H1J	\$67,100.80	\$83,886.40	\$100,692.80
H1I	\$62,316.80	\$77,875.20	\$93,454.40
H1H	\$58,115.20	\$72,633.60	\$87,152.00
H1G	\$52,728.00	\$65,894.40	\$79,060.80
H1F	\$47,902.40	\$59,883.20	\$71,884.80
H1E	\$43,763.20	\$54,704.00	\$65,644.80
H1D	\$40,206.40	\$50,232.00	\$60,278.40
H1C	\$37,107.20	\$46,384.00	\$55,660.80
H1B	\$34,320.00	\$42,889.60	\$51,480.00
H1A	\$31,990.40	\$39,998.40	\$48,006.40

Note: The FY22 Non-Contract Pay Table has been adjusted by 2%.

**ATTACHMENT E**

**FY22 Non-Represented and Represented FTEs**

Non-Represented FTEs for FY22 total 1,717 including the addition of 32 new positions to implement new initiatives in delivery Metro’s Transit and Transportation programs

	<b>Department Name</b>	<b>New Positions</b>	<b>Comments</b>
1	CHIEF EXECUTIVE OFFICE	2	1 for Customer Research 1 for Better Bus
2	CHIEF POLICY OFFICE	4	1 for Women Girls Governing Council 2 for California Public Records Act 1 for Oversight and Support
3	COMMUNICATIONS	4	1 CEO Initiatives and Fed & State Legislative Programs; 2 Commercial Sponsorship Program 1 Art & Design Expanded portfolio of MM Metro Art projects and Board directives
4	CONGESTION REDUCTION	3	1 for HOV 5+ 2 for Service Authority for Freeway Emergencies-Regional Integration of Intelligent Transportation Systems (RIITS) & Strategic Initiatives
5	HUMAN CAPITAL & DEVELOPMENT	4	1 for compliance with California Fair Chance Act 1 for Helping Employees Access Resources (HEAR) Office 2 for Absenteeism Task Force
6	OPERATIONS	10	6 for Regional Connector 1 for Elevator Attendant Program; 1 for oversight of Transit Operation Supervisors, discipline policies and compliance 1 support for operating invoices and KPI statistics
7	PLANNING AND DEVELOPMENT	1	1 for Grants Management
8	PROGRAM MANAGEMENT	4	1 for Tunnel Engineering Expertise 1 for Moving Beyond Sustainability 1 for Leadership in Third Party Admin 1 Oversight of Construction Staff for the Westside D Line (Purple) Section 3
9	<b>Grand Total</b>	<b>32</b>	

Represented FTEs for FY22 total 8,630 including 178 new positions for pre-revenue service operations, service recovery and enhancements.

	<b>Department Name</b>	<b>New Positions</b>	<b>Comments</b>
1	<b>INFORMATION TECHNOLOGY</b>	<b>4</b>	
2	ATU	4	4 to provide network communication systems maintenance on rail lines
3	<b>OPERATIONS</b>	<b>174</b>	
4	AFSCME	33	10 Metro Micro 1 Martin Luther King Jr. Transit Center 22 Regional Connector Pre-Revenue
5	ATU	32	3 Martin Luther King Jr. Transit Center 29 Regional Connector Pre-Revenue
6	TCU	4	4 Martin Luther King Jr. Transit Center
7	SMART	105	50 Metro Micro 55 Regional Connector Pre-Revenue
8	<b>Grand Total</b>	<b>178</b>	

# Fiscal Year 2022 Proposed Budget



# Road to Recovery: Equity, Restoration and Service Enhancement



Bus & Rail Service Restoration



Implementation of NextGen



One-Seat Rides with Crenshaw/LAX & Regional Connector



New Security Model and Customer Experience



Equity & Race Lens

Continue Construction/ Planning for Transit Infrastructure

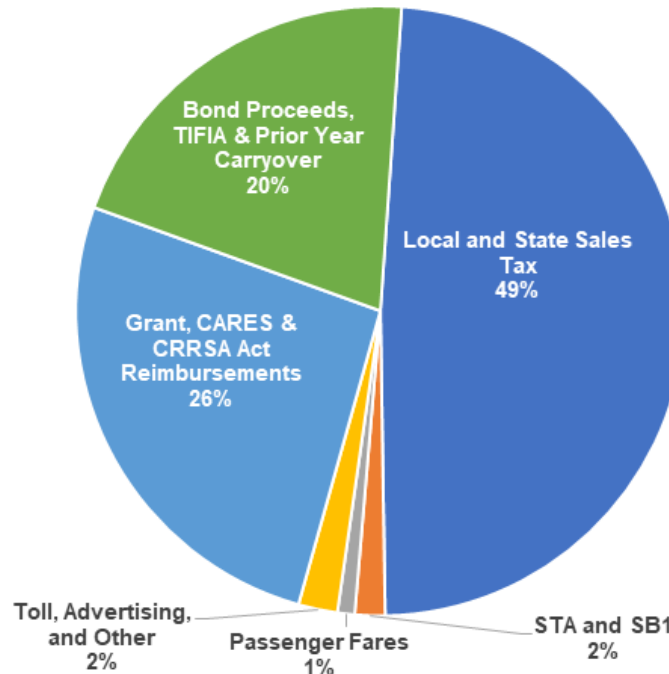


# FY22 Resources Summary: \$8.0B



	Resources (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Local and State Sales Tax	\$ 3,783.6	\$ 3,892.5	\$ 108.9	2.9%
2	STA and SB1	183.6	127.8	(55.8)	-30.4%
3	<b>Sales Tax and STA/SB1 Revenues Subtotal</b>	<b>\$ 3,967.2</b>	<b>\$ 4,020.3</b>	<b>\$ 53.1</b>	<b>1.3%</b>
4	Passenger Fares	22.2	73.2	51.0	229.3%
5	ExpressLanes Tolls	34.9	46.6	11.7	33.5%
6	Advertising	18.9	24.1	5.2	27.8%
7	Other Revenues	55.8	95.5	39.7	71.1%
8	<b>Operating &amp; Other Revenues Subtotal</b>	<b>\$ 131.8</b>	<b>\$ 239.4</b>	<b>\$ 107.6</b>	<b>81.6%</b>
9	Grant, CARES & CRRSAA Act Reimbursement	1,948.8	2,094.2	145.4	7.5%
10	Bond Proceeds, TIFIA & Prior Year Carryover	945.0	1,648.7	703.7	74.5%
11	<b>Capital &amp; Bond Resources Subtotal</b>	<b>\$ 2,893.8</b>	<b>\$ 3,742.9</b>	<b>\$ 849.1</b>	<b>29.3%</b>
12	<b>Resources Total</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>

Note: Totals may not add up because of rounding.

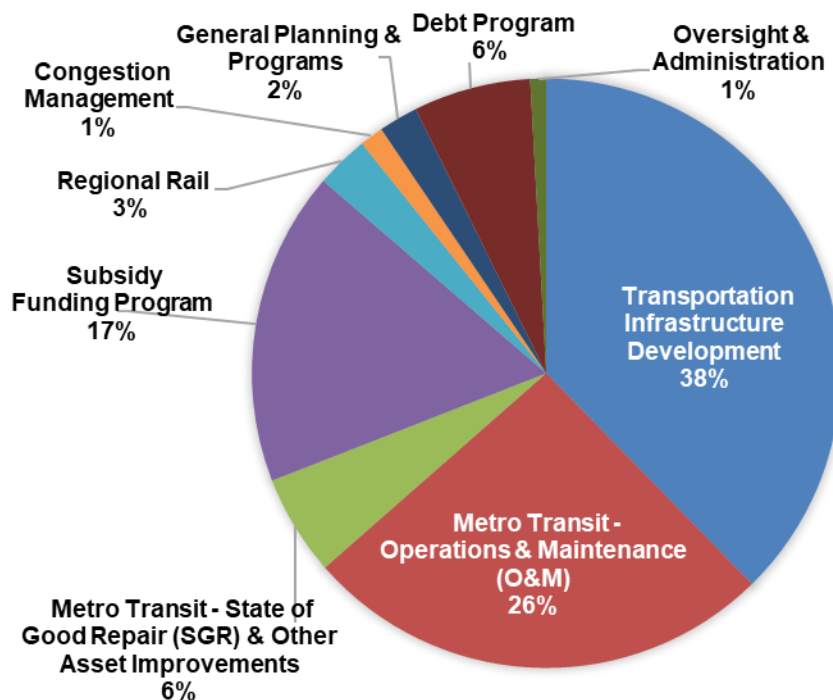




# FY22 Proposed Budget: **\$8.0B**



Expenditure by Program Type (\$ in millions)		FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Transportation Infrastructure Development	\$ 2,367.9	\$ 3,015.1	\$ 647.2	27.3%
2	Metro Transit	2,357.3	2,512.2	154.8	6.6%
3	Metro Transit - Operations & Maintenance (O&M)	1,844.1	2,069.9	225.8	12.2%
4	Metro Transit - State of Good Repair (SGR) & Other Asset Improvements	513.2	442.3	(70.9)	-13.8%
5	Subsidy Funding Program	1,239.0	1,380.7	141.7	11.4%
6	Regional Rail	244.7	233.0	(11.7)	-4.8%
7	Congestion Management	88.0	103.9	15.9	18.0%
8	General Planning & Programs	157.4	172.0	14.6	9.3%
9	Debt Program	474.9	516.0	41.1	8.7%
10	Oversight & Administration	63.6	69.7	6.1	9.6%
11	<b>Total Budget</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>



# Transit Infrastructure Program: \$2.5B

## Major Transit Construction and Transit Planning Projects



### Transit Construction:

- Crenshaw/LAX, Regional Connector project & Westside Subway Purple Line Ext (PLE) Sections 1, 2 & 3 continue construction progress & systems testing
- Airport Metro Connector begin construction phase
- Gold Line Foothill Extension 2B major construction continues
- G Line (Orange) Line Bus Rapid Transit Improvements begins major construction
- East San Fernando Valley Light Rail

### Transit Planning:

- Sepulveda Pass: Predevelopment work to explore monorail and heavy rail
- West Santa Ana Branch: Continued development of Public Private Partnerships
- Eastside Extension Phase 2: Environmental and advanced conceptual engineering
- North San Fernando Valley BRT: Continue environmental review
- BRT Connector B (Red)/G (Orange) to L (Gold): Finalize environmental review
- Crenshaw Northern Extension: Continue environmental review
- C Line (Green) Extension: Continue draft environmental process

# Transit Operations & Maintenance: \$2.1B



## Bus Service \$1.4B

7.0M Revenue  
Service Hours by  
September 2021

### Metro Micro \$40M:

- Expanding to include 9 zones



## Rail Service \$628M

restored to pre-pandemic levels with adaptive headways

### NextGen Bus Plan

- Implementation for more trips per hour
- Enhances current network
- Reallocating services to high ridership lines



## Restoring and Enhancing Service



### Pre-Revenue \$61M

- Crenshaw/LAX
- Regional Connector

### Customer Experience \$54M

- Mar 2021 Board Motion
- Public Safety
- Homelessness Initiatives
- Other Customer Experience Initiatives



### New System Security Model \$90M LEO Contract and \$75M Set Aside

- Consider Public Safety Advisory Committee (PSAC) recommendations for mid-year budget

# Regional Subsidy Funding: **\$1.38B**



Subsidy Program is funding that Metro administers to regional partners to address transportation needs at the local level.



\$686M - Local Return to 88 cities and County of Los Angeles for transit and mobility improvements



\$437M - Regional Transit – Municipal Operators, Paratransit/Dial-A-Ride  
\$123M - Access Services – ADA mandated paratransit service



\$119M - Regional Federal grants - TOD Planning, Open Streets, Regional TSM/TDM Grants, Active Transp. Bike Infrastructure, Farebox upgrade, Wayfinding



\$15M - Fare Assistance - LIFE Program provides transportation assistance to low-income individuals of LA County

# FY22 Budget Outreach

Comments received as of 4/26/21

## Stakeholder Meetings (>18)

- Regional Service Councils
- San Gabriel Valley COG
- Gateway Cities COG
- Valley Industry Commerce Association (VICA)
- Accessibility Advisory Committee (AAC)
- Bus Operator Subcommittee (BOS)
- Streets & Freeways Committee
- Technical Advisory Committee (TAC)
- Policy Advisory Council (PAC)
- Community Advisory Council (CAC)
- Local Transit Services Subcommittee (LTSS) Citizens Advisory Council (CAC)
- Measure M Oversight Committee
- Metro Budget Public Hearing



THESOURCE



Metro.net/myvoice



## Comments received throughout LA County



Metro.net/myvoice

- Emails (>400,000)
- Visits (>2,600)



Questionnaire

- Responses (>1,650)
- Comments (>700)



Budgetcomments@

metro.net

- Email comments (27)

## Top Transit Priorities



- **Better Transit** - “Expand Rail Network” and “Increased Safety”
- **Less Congestion** - “Dedicated Bus Lanes” and “Traffic Reduction Pilot”
- **Complete Streets** - “Improve Pedestrian Crossing” and “Improve Bike Program”
- **Access to Opportunity** - “Easier Reduced Fare Program”

# Recommendations



A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net](http://metro.net));

1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

# Next Steps



- Proposed Board Adoption expected on May 27th
  - Board Adoption is legally required before Fiscal Year starts
  - Metro will ensure revenue resources are available for funding by July 1st
- Mid-Year Budget Update (if needed) – December/January TBD



## Board Report

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File #: 2021-0219, File Type: Program

Agenda Number: 9.

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### FINANCE, BUDGET AND AUDIT COMMITTEE MAY 19, 2021

**SUBJECT: FY 2021-22 METROLINK REHABILITATION AND CAPITAL PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATIONS**

**CONSIDER:**

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2021-22 Rehabilitation and Capital Budget in the amount of \$33,349,794 as detailed in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2013-14 extended from June 30, 2020 to June 30, 2022 - \$13,991
  - FY 2014-15 extended from June 30, 2020 to June 30, 2023 - \$3,423
  - FY 2016-17 extended from June 30, 2020 to June 30, 2023 - \$586,002
  - FY 2017-18 extended from June 30, 2021 to June 30, 2024 - \$2,975,013
  - MRROTEMSET extended from June 30, 2020 to June 30, 2026 - \$7,041,544
  - 94-DORANSCRRA extended from June 30, 2020 to June 30, 2022 - \$161,492
  - 94SCRRAMRLUS extended from June 30, 2020 to June 30, 2022 - \$73,848
  - MRTVMLACTY extended from June 30, 2020 to June 30, 2023 - \$2,417,002
  - MRBRIGHTRX extended from June 30, 2020 to June 30, 2022 - \$271,974;



- C. APPROVING Funding Agreement Time Extension to December 31, 2022 for City of Palmdale Rancho Vista Grade Separation Project;
- D. APPROVING the FY22 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
- E. APPROVING Funding Agreement for Track and Signal mobilization cost of \$1,548,164; and
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

## **ISSUE**

The Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their individual share of the Metrolink budget on an annual basis. The Metrolink operating budget is included in Metro's FY 2021-22 agency budget under a separate board action. Staff is recommending approval of Metro's share of the Metrolink FY 2021-22 Rehabilitation & Capital Budget in the amount of \$33,349,794 as detailed in Attachment A.

## **DISCUSSION**

On an annual basis, Metrolink submits rehabilitation and capital project funding requests to the JPA member agencies to maintain the Metrolink commuter rail system in a state of good repair. Metrolink's FY 2021-22 total rehabilitation budget request from all the JPA member agencies is approximately \$99.033 million consisting of \$90.433 million in rehabilitation/state of good repair and \$8.6 million in new capital projects. Metro's share is a total \$33,349,794 (out of \$99.033 million) for the FY 2021-22 Rehabilitation and Capital projects. Staff's recommended approval consists of the following:

- \$8,031,594 in systemwide projects shared by all the JPA member agencies comprising of dedicated to track rehabilitation, positive train control enhancements, back office communications, replacing MOW vehicles and equipment and rehabilitating building facilities;
- \$17.766 million for line specific projects in the Antelope Valley Line to establish a Lancaster crew base, rehabilitation of bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems;
- \$7,267,200 million for line specific projects in the San Bernardino Line for track, structure and train control systems.
- \$285,000 for systemwide new capital project for an electric car mover shared by all JPA

member agencies

Metro has been working collaboratively with Metrolink to review Metrolink's FY22 rehabilitation and capital program in detail which now 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.

In the last five years, Metro has provided a total of approximately \$142.705 million consisting of 169 rehabilitation and capital projects from FY17 through FY21. Metrolink's project delivery of rehabilitation and capital projects has significantly improved beginning in FY17.

Fiscal Year	Number of Projects	Funding Amount
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
<b>Subtotal</b>	<b>169</b>	<b>\$142,705,614</b>
Proposed for FY22	27	\$33,349,794
<b>GRAND TOTAL</b>	<b>196</b>	<b>\$176,055,408</b>

#### Rancho Vista Grade Separation Project Time Extension

In 2012 the Metro Board programmed \$3,000,000 to the City of Palmdale to complete 100% final design for the Rancho Vista Grade Separation Project. The grade separation will be designed to accommodate existing SCRRA and UPRR tracks and future California High Speed Rail tracks. Design advanced until the Union Pacific Railroad (UPRR) changed their bridge design specifications from concrete to steel at the 65% design level. After close coordination with UPRR over approximately 18 months, the City of Palmdale was finally able to convince UPRR to proceed with final design based on the original concrete bridge design. The project is at 95% design, is substantially completed, and staff is seeking an administrative time extension to December 31, 2022 which will allow sufficient time to complete the final bid documents, start advance utility relocation and right of way acquisition work, and complete project closeout. The City of Palmdale will continue to work with elected officials, the Department of Defense and Metro staff to seek funds for construction.

As an interim improvement, the Southern California Regional Rail Authority (SCRRA) was recently awarded \$3,329,100 in Federal Highway Administration (FHWA) Section 130 funds to make near-term improvements to enhance safety at the Rancho Vista grade crossing. These improvements will include three new pedestrian and vehicular active warning devices, train signaling system modifications to allow for improved signal preemption, and track crossing panel replacement on the SCRRA side of the tracks. These improvements are anticipated to be completed by 2023

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 4 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 \$13,544,289 as outlined from expiring on June 30, 2020. 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.

**DETERMINATION OF SAFETY IMPACT**

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

**FINANCIAL IMPACT**

Metrolink’s total FY 2021-22 rehabilitation and capital budget request from all SCRRA JPA Member Agencies consists of Rehabilitation in the amount \$99.033 million consisting of \$90.433 million in rehabilitation/state of good repair and \$8.6 million in new capital projects.

Metro’s share of Metrolink’s FY 2021-22 Rehabilitation and Capital budget is \$33,349,794 and will be funded with new programming of Measure R 3% in the amount of \$24 million and the remaining \$9,349,794 will use the remaining fare revenue supplement due to COVID 19 or other funding sources already programmed to Metrolink in FY 21.

Metrolink’s FY 2021-22 rehabilitation and capital program is implemented and funded over a four year time period. Metro’s cash flow requirements for the Metrolink FY 2021-22 rehabilitation and capital program are as follows:

<b>Table 2: Metrolink FY22 Rehabilitation and Capital Cash Flow</b>			
<b>Metro</b>	<b>Rehab</b>	<b>Capital</b>	<b>Total</b>
FY 2021-22	\$1.7	0	\$1.7
FY 2022-23	\$11.6	\$0.1	\$11.7
FY 2023-24	\$9.9	\$0.1	\$10
FY 2024-25	\$9.864	\$0.085	\$9.949
<b>TOTALS</b>	<b>\$33.064</b>	<b>\$0.285</b>	<b>\$33.349</b>

**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 Southern California Regional Rail Authority (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**

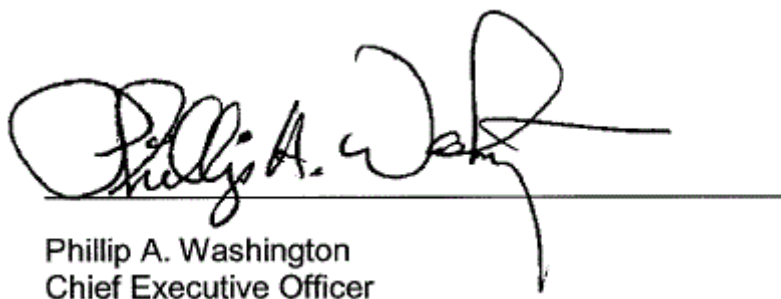
The Metrolink Board is scheduled to adopt their FY 2021-22 budget on June 25, 2021. Metro staff will monitor implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action.

## **ATTACHMENTS**

Attachment A - Metrolink FY 2021-22 Rehabilitation and Capital Project List

Prepared by: Yvette Reeves, Manager, Transportation Planning (213) 418-3176  
Jeanet Owens, Sr. Executive Officer, Program Management/Regional Rail (213) 418-3189

Reviewed by: Nalini Ahuja, Chief Financial Officer (213) 922-3088  
Bryan Pennington, Interim Chief Program Management Officer (213) 922-7449



Phillip A. Washington  
Chief Executive Officer



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## MEMORANDUM

**DATE:** May 7, 2021

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

**FROM:** Stephanie Wiggins, *Chief Executive Officer, SCRRA*

**SUBJECT:** SCRRA Request for Adoption of the Authority's FY2021-22 (FY22) Budget

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On April 23, 2021, the SCRRA Board approved the transmission of the Proposed FY22 Budget for your consideration and adoption.

The Proposed FY22 Budget documentation, which was presented at the AFCOM Committee on April 9, 2021 and provided to the Metrolink Board on April 23, 2021 is attached for your review.

It includes:

- Board Item 12.B Approved at the Board of Director's Meeting on April 23, 2021
- Related attachments include:
  - Attachment A – Ridership Recovery Forecast Scenarios
  - Attachment B – Budget Summary Comparison FY21 vs FY22
  - Attachment C – Comparative Detailed Operating Statement
  - Attachment D – FY22 Proposed Budget by Member Agency
  - Attachment E – FY22 Proposed Budget by Line
  - Attachment F – Historical Actual and Budgeted Operating Statements
  - Attachment G – FY22 Proposed Rehabilitation Budget by Member Agency and Line
  - Attachment H – FY22 Proposed Rehabilitation Projects Detail list
  - Attachment I – FY22 Proposed New Capital Budgeted by Member Agency and Line
  - Attachment J – FY22 Proposed New Capital Projects Detail list
  - Attachment K – FY22 Proposed Capital Program Cash Flow

Also, included are the Four-Year Forecast for FY2023-FY26, and the Carryover of the Capital Program projects for FY22, both Rehabilitation and New Capital

- Attachment L – FY23 Forecast by Member Agency
- Attachment M – FY23 Forecast by Line
- Attachment N – FY24 Forecast by Member Agency
- Attachment O – FY24 Forecast by Line

- Attachment P – FY25 Forecast by Member Agency
- Attachment Q – FY25 Forecast by Line
- Attachment R – FY26 Forecast by Member Agency
- Attachment S – FY26 Forecast by Line
- Attachment T – FY23 through FY26 Forecast of Rehabilitation by Asset Category and Member Agency
- Attachment U – FY23 through FY26 Forecast of New Capital by Asset Category and Member Agency
- Attachment V – FY2021-22 Rehabilitation Carryover Projects
- Attachment W – FY2021-22 New Capital Carryover Projects

**Next Steps**

May – June 2021	Staff to present to Member Agencies' Committees, and Board Meetings as requested
June 11, 2021	FY22 Proposed Budget to AFCOM for Recommendation to Board for Adoption with Four-Year Forecast for Approval
June 25, 2021	Public Hearing FY22 Proposed Budget to Board for Adoption with Four-Year Forecast for Approval



**ITEM ID:** 2020-326-0

**TRANSMITTAL DATE:** April 2, 2021

**MEETING DATE:** April 23, 2021

**TO:** Board of Directors

**FROM:** Stephanie Wiggins, Chief Executive Officer

**SUBJECT:** Request for Approval to Transmit Proposed FY2021-22 (FY22) Operating and Capital Budget to Member Agencies

**Issue**

The Authority is required under the Joint Powers Agreement to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (which begins July 1) for individual agency consideration and approval.

**Recommendation**

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board transmit the Proposed Fiscal Year 2021- 22 (FY22) Budget to its Member Agencies no later than May 1 for their consideration and adoption as required in the Joint Powers Agreement.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.
- **Customers Are Our Business :** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless,

sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY22 Budget has been constructed to provide support to each of Metrolink's strategic goals.

## **Background**

The FY22 budget development process began in January 2021 with a virtual Budget Kick-off Meeting attended by over 50 employees and included budgetary guidance. Budget requests were compiled and submitted by those assigned by Chiefs to process the cost centers under their remit. Budget division staff subsequently analyzed and reviewed the requests. The interim CFO then held meetings with each Chief, and, subsequently, the Chief Executive Officer. The primary purpose of the meetings was to consider the necessity for each budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Overarching goal of safety, fiscal sustainability and operational efficiency; and
- Consideration of the COVID-19 pandemic impact on activities and funding.

This series of internal meetings was concluded in March.

The FY22 Proposed Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on March 9th, March 26th, and April 1st.

An overview of the FY22 Proposed Budget for Operations and the Capital Program detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agencies' Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of March and April 2021. During these individual meetings, substantive agreement was reached on concurrence with the Operating and Capital Program portions of the FY22 Budget as proposed.



## Discussion

### Foundation for FY22 Proposed Budget

The FY22 Proposed Budget provides funding to achieve the following:

- Recovery of ridership and revenue
  - Returning Commuters
  - Assistance for Low Income Riders
  - Expansion of ridership base to include ridership for entertainment, day trips, shopping.
- Continued emphasis on safe operations, with updates and maintenance of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts
- Grant funded efforts to reduce the number of trespasser injuries.
- Additional New Service on the Ventura Line
  - Service was added to provide an additional round trip each Saturday
- Investment in existing assets to maintain a state of good repair by:
  - Funding critical rehabilitation projects,
  - Improving processes to accelerate project delivery

#### **Budget Assumptions:**

##### **Service**

- Maintain 30% Service Reduction – any change would be based on load factors. If service does increase due to load factors/unplanned ridership demand, the financial impact would be addressed during the Mid-Year Budget review. Only
- added service Ventura Line Saturday round trip
- **Revenue**
  - Ridership Recovery Forecast Scenario 2B (see Attachment A)
- **Expense**
  - 3% Merit Pool for FY22
  - No COLA for FY22
  - Contractor Increases Only as Mandated by Agreements 1
  - New FTE headcount (Manager II - Cybersecurity)
- **Funding**
  - Continued Dependency on use of COVID-19 pandemic Relief Funds
- **Reporting**
  - Monthly
  - Formal Mid-Year Budget Review
- **Arrow Service**
  - Will be presented as part of the Mid-Year Budget Adjustment

## **Operating Budget**

The Operating Revenues are \$59.4M and reflect a projected net increase of \$15.9M or 36.5% from FY21. The year over year changes are detailed below in the Operating Revenues section. The Expenditures are \$253.0M and reflect a decrease of \$7.5M or 2.9% lower than FY21. Details of the year over year change are explained below in the Operating Expenditures section. The required Operating Subsidy is \$193.7M and is a decrease of \$23.3M from the FY21 Adopted Budget (see Attachment B).

The FY22 Proposed Budget Operating Statement by detailed categories compared to FY21 adopted budget, by Member Agency, by Line and historically over the last five years are included as Attachments C, D, E and F.

### **Discussion of FY22 Proposed Budget Operating**

#### **Statement Operating Revenues**

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$59.4M for FY22, an increase of \$15.9M or 36.5% compared to the FY21 Adopted Budget.

Farebox Revenues which are the largest component of the operating revenue, are projected at \$45.2M, an increase \$18.0M or 66.5% compared to the FY21 Adopted Budget. This increase reflects the steady recovery of ridership which was so negatively impacted by the COVID-19 pandemic for all of FY21.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The service reductions by Amtrak passenger rail in response to the COVID-19 pandemic have negatively affected the Revenues for both Dispatching and MOW. The budget of \$2.1M for Dispatching Revenue and \$11.6M for MOW Revenue reflect decreases of \$0.3M and \$1.4M respectively as compared to the FY21 Budget. Lack of advertising, and reduced filming revenues have contributed to the \$0.5 reduction in Other Revenues.

#### **Operating Expenditures**

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to Adjusted Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes

the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY21 Proposed Budget for expenditures related to Train Operations includes contingency and is \$141.3M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY22 proposed budgeted amount for expenditures related to MOW is \$47.1M.

Administration and Services include internal expenditures related to Train Operations. The FY22 Proposed Budget for expenditures related to Administration & Services is \$47.8M.

The Category of Insurance and Legal is \$16.8M for the FY22 Proposed Budget.

Overall, the total FY22 Proposed Budget for expenditures is \$253.0M, and has decreased from the FY21 Adopted Budget by \$7.5M or 2.9%. The components of this change are as described below.

- Total Train Operations have decreased by \$10.1M or 6.7%. The primary drivers of this decrease are:
  - Train Operations Services have decreased \$2.3M as the result of a new contract;
  - Equipment Maintenance decreased by \$1.1M due to efficiencies in maintenance, and reduced material for Rolling Stock repairs;
  - Fuel expense decreased by \$0.8M due to the 30% service reduction;
  - Operating Facilities Maintenance decreased by \$0.7M created by efficiencies in operation;
  - TVD Maintenance/Revenue Collection decreased by \$1.6M due to reduced ridership, lower credit card fees;
  - Amtrak Transfers decreased by \$1.0M as a function of reduced service;
  - Rail Agreements decreased by \$2.1M caused by the 30% service reduction; and
  - Special Train costs have decreased by \$0.4M as an impact of the pandemic.
  
- MOW has decreased by \$0.8M or 1.6% from the FY21 Adjusted Budget primarily as a result of a new Track and Signals Contract.
- Administration and Services have increased from FY21 Adjusted Budget by \$1.6M or 3.5%, The primary drivers of this increase are:
  - An increase of Labor distribution to Operations Salaries for \$2.2M, in conjunction with an increase in medical insurance benefit costs;
  - Offset by a decrease of \$0.6M in charges to Indirect Administrative costs (overhead).
  - It is noteworthy that overall total Salaries in the Operations budget have increased by only 1.1%.

- Total Insurance expense has increased by \$1.9M or 12.5% from the FY21 budget, primarily as a result of the Rail insurance market shrinking and becoming increasingly costly.
  - Property and Liability Insurance premiums are higher by \$1.8M.

### Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The FY22 Proposed Budget estimates total Member Agency subsidies to equal \$193.7M, a decrease of \$23.3M, or 10.8% less than the FY21 Budget.
- The Budget Summary Comparison (Attachment B) includes a year over year comparison of net operating subsidy by Member Agency. In response to Member Agency requests, this schedule reflects the FY22 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

### Capital Program Budget

#### Rehabilitation

The FY22 Proposed Rehabilitation Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's State of Good Repair (SOGR) needs. The MRP addresses two critical elements:

**Backlog** or total cost of renovating assets to achieve a current SOGR  
**SOGR** - Annual cost of keeping assets in a SOGR.

In light of the financial stress created by the COVID -19 pandemic, the FY22 budget request addresses only the SOGR or annual cost of keeping assets in a SOGR. The FY22 Proposed Budget does not address the current backlog which is estimated to be over \$500M.

The Rehabilitation authorization request for FY22 was identified as necessary investments to maintain a SOGR. These projects total \$90.4M and are presented by Member Agency and by Line in Attachment G. Grants paid directly to Metrolink cover \$26.1M of this request. The total amount requested from Member Agencies will therefore be \$64.3M.

A listing of the individual projects, their location and description are provided in Attachment H.

## New Capital

The New Capital authorization request for FY22 was identified as necessary for safe and efficient rail operations. These projects total \$8.6M and are shown by Member Agency and by Line in Attachment I. Grants paid directly to Metrolink cover \$ 8.0M of this request. The total amount requested from Member Agencies will therefore be \$0.6M. The Authority is also endeavoring to secure a Grant to cover this \$0.6M.

A listing of the individual projects, their location and description are provided in Attachment J.

The FY22 Proposed Capital Program Budget request is \$99.0M by asset type as shown below:

<b>CAPITAL PROGRAM</b>	<b>FY2021-22</b>
Facilities	\$2,946
Grade Crossing	\$8,000
Rolling Stock	\$3,000
Structures	\$20,787
Track	\$42,440
Train Control	\$18,610
Vehicles	\$3,250
<b>Total Capital Investment</b>	<b><u>\$99,033</u></b>
Annual Cash Flow	\$4,952

Completion of the FY22 Proposed Capital Program projects are multi-year in nature. As such, the funding for the FY22 Budget requests may be viewed as each having a four-year funding commitment which would have the estimated cashflow impact over the subsequent fiscal years as shown in Attachment K.

## Operating Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Operating as described:

- **Attachment A - Ridership Recovery Forecast Scenarios**
- **Attachment B - Budget Summary Comparison FY21 vs FY22**
- **Attachment C - Comparative Detailed Operating Statement** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages
- **Attachment D - Budget by Member Agency**
- **Attachment E - Budget by Line**
- **Attachment F - Historical Actual and Budgeted Operating Statements** . Actual Operating expense for FY17, FY18, FY19, FY20 and Adopted Operating Budget for FY21 and Proposed Operating Budget for FY22, with a variance comparison between FY21 Adopted Budget and FY22 Proposed Budget

## Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Capital Program as described:

- **Attachment G - FY22 Proposed Rehabilitation by Member Agency and Line**
- **Attachment H - FY22 Proposed Rehabilitation Projects Detail list** – Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I - FY22 Proposed New Capital by Member Agency and Line**
- **Attachment J - FY22 Proposed New Capital Projects Detail list** - Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment K - FY22 Proposed Capital Program Cashflow**

## Budget Impact

This report and the transmittal of the Proposed FY22 Budget has no impact on the Budget.

## Alternatives Considered

The Committee may recommend the transmission of the FY22 Budget with specific modifications. Staff does not recommend this approach as the Member Agency CEO's have provided general concurrence with the proposed subsidy amounts.

## Next Steps

April – June, 2021 Staff present at Member Agencies' Committee and Board meetings as may be requested

June 11, 2021 FY22 Proposed Budget to AFCOM for recommendation to Adopt

June 25, 2021 FY22 Proposed Budget to Metrolink Board for Adoption

Prepared by: Christine J. Wilson, Senior Manager, Finance

Approved by: Arnold Hackett, Interim Chief Financial Officer

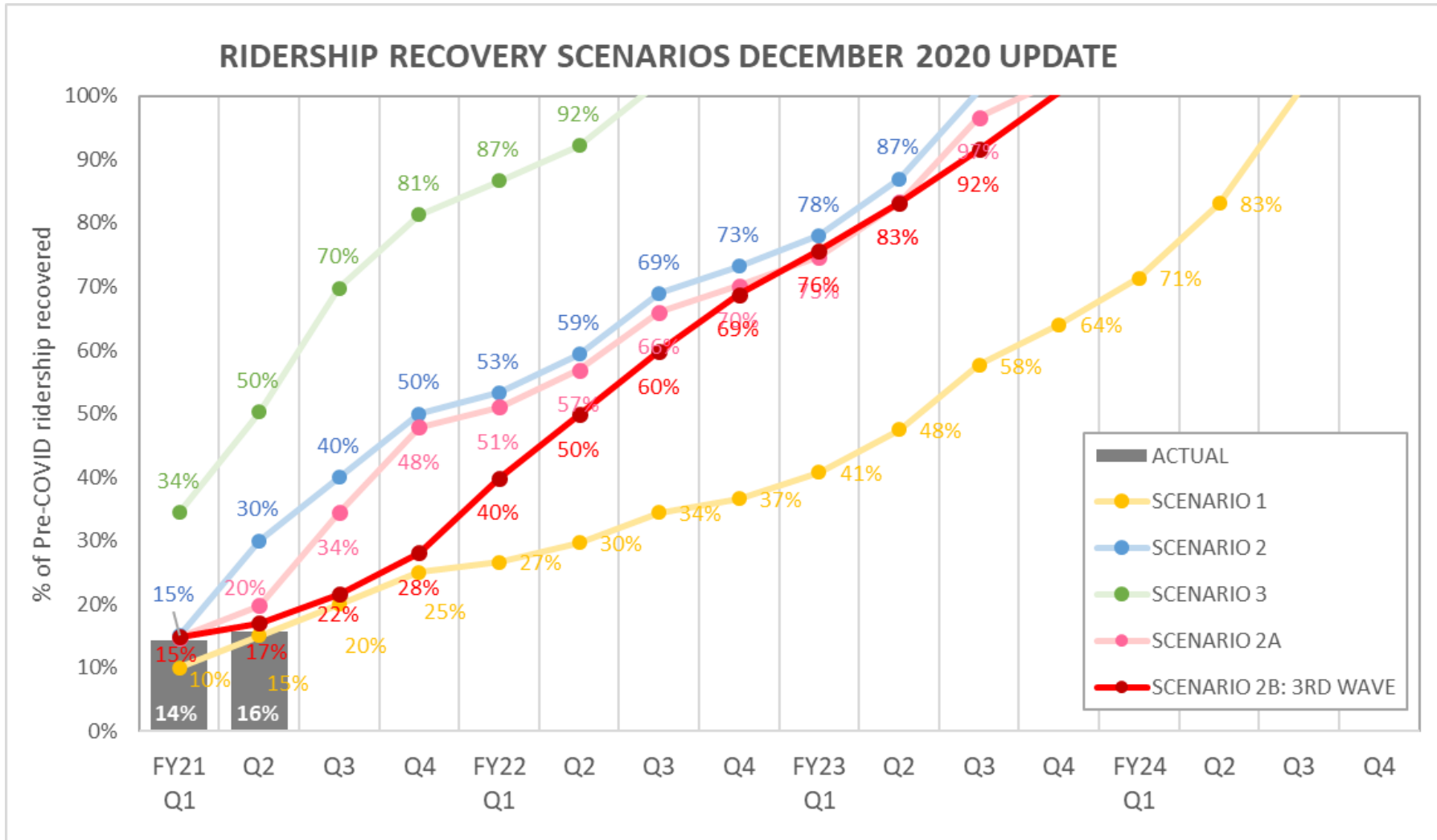
**Attachment(s)**

- Attachment A - Ridership Recovery Forecast Scenarios
- Attachment B - Budget Summary Comparison FY21 vs FY22
- Attachment C - Comparative Detailed Operating Statement FY21 vs FY22
- Attachment D - Budget by Member Agency
- Attachment E - Budget by Line
- Attachment F - Historical Budget Comparison
- Attachment G - FY22 Proposed Rehab by MA & Line
- Attachment H - FY22 Proposed Rehabilitation Project list
- Attachment I - FY22 Proposed New Capital by MA & Line
- Attachment J - FY22 Proposed New Capital Project list
- Attachment K - FY22 Proposed Capital Program Cashflow

# Ridership Recovery Forecast Scenarios

## Planning Scenarios:

- 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3.
- 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3.
- 2A - Surge (Adjusted Medium Case): Surge in infections delays ridership recovery to FY23 Q4.
- 2B – 3<sup>rd</sup> Wave (Adjusted Medium 2A Case): Surge in infections delays ridership recovery to FY23 Q4.**
- 3 - No Recession (Best Case): Ridership recovery by FY22 Q3.





**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY21 and FY22 BUDGET SUMMARY COMPARISON**

<b>FY22 Proposed Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	29,213,825	15,604,054	5,044,779	7,252,509	2,244,130	<b>59,359,297</b>
Total Expenses	127,593,263	54,756,602	26,519,363	29,770,267	14,394,215	<b>253,033,710</b>
<b>Net Loss</b>	<b>(98,379,438)</b>	<b>(39,152,549)</b>	<b>(21,474,584)</b>	<b>(22,517,758)</b>	<b>(12,150,085)</b>	<b>(193,674,413)</b>

<b>FY21 Adopted Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	22,184,541	10,860,507	3,453,373	5,205,265	1,796,594	<b>43,500,280</b>
Total Expenses	132,107,013	56,793,223	27,233,210	30,272,432	14,101,906	<b>260,507,784</b>
<b>Net Loss</b>	<b>(109,922,472)</b>	<b>(45,932,716)</b>	<b>(23,779,837)</b>	<b>(25,067,166)</b>	<b>(12,305,312)</b>	<b>(217,007,504)</b>

<b>Comparison: FY22 to FY21</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>	<b>Variance (%)</b>
Total Revenues	7,029,284	4,743,547	1,591,406	2,047,243	447,536	<b>15,859,016</b>	<b>36.46%</b>
Total Expenses	(4,513,750)	(2,036,621)	(713,847)	(502,165)	292,308	<b>(7,474,075)</b>	<b>(2.87%)</b>
<b>Net Loss</b>	<b>11,543,035</b>	<b>6,780,168</b>	<b>2,305,253</b>	<b>2,549,408</b>	<b>155,227</b>	<b>23,333,091</b>	<b>(10.75%)</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY21 and FY22 BUDGET COMPARISON**

	<b>FY21</b>	<b>FY21</b>	<b>FY22</b>	<b>VARIANCE FROM FY21</b>		<b>VARIANCE FROM FY21</b>	
	<b>ADOPTED</b>	<b>ADJUSTED</b>	<b>PROPOSED</b>	<b>ADOPTED BUDGET</b>		<b>ADJUSTED BUDGET</b>	
	<b>BUDGET</b>	<b>BUDGET</b>	<b>BUDGET</b>	<b>OVER/(UNDER)</b>		<b>OVER/(UNDER)</b>	
				<b>AMOUNT</b>	<b>%</b>	<b>AMOUNT</b>	<b>%</b>
<b>Operating Revenue</b>							
Farebox Revenue	26,218,749	26,218,749	41,547,178	15,328,429	58.46%	15,328,429	58.46%
Farebox Reduction Subsidy	700,000	700,000	1,125,608	425,608	60.80%	425,608	60.80%
Other Train Subsidies	0	0	2,351,912	2,351,912	0.00%	2,351,912	0.00%
Special Trains	218,887	218,887	150,000	(68,887)	(31.47%)	(68,887)	(31.47%)
<b>Subtotal Pro Forma Farebox</b>	<b>27,137,636</b>	<b>27,137,636</b>	<b>45,174,698</b>	<b>18,037,061</b>	<b>66.47%</b>	<b>18,037,061</b>	<b>66.47%</b>
Dispatching	2,327,307	2,327,307	2,053,871	(273,436)	(11.75%)	(273,436)	(11.75%)
Other Revenues	1,075,000	1,075,000	575,000	(500,000)	(46.51%)	(500,000)	(46.51%)
MOW Revenues	12,960,337	12,960,337	11,555,728	(1,404,609)	(10.84%)	(1,404,609)	(10.84%)
<b>Total Operating Revenues</b>	<b>43,500,280</b>	<b>43,500,280</b>	<b>59,359,297</b>	<b>15,859,017</b>	<b>36.46%</b>	<b>15,859,017</b>	<b>36.46%</b>
<b>Operating Expenses</b>							
<b>Operations &amp; Services</b>							
Train Operations	49,978,200	47,448,200	45,095,901	(4,882,299)	(9.77%)	(2,352,299)	(4.96%)
Equipment Maintenance	39,202,056	38,728,622	37,594,367	(1,607,689)	(4.10%)	(1,134,255)	(2.93%)
Fuel	20,538,530	20,212,070	19,416,673	(1,121,857)	(5.46%)	(795,397)	(3.94%)
Non-Sched Rolling Stock Repairs	140,000	140,000	100,000	(40,000)	(28.57%)	(40,000)	(28.57%)
Operating Facilities Maintenance	1,745,225	2,303,649	1,654,008	(91,217)	(5.23%)	(649,641)	(28.20%)
Other Operating Train Services	983,682	989,081	916,115	(67,567)	(6.87%)	(72,966)	(7.38%)
Rolling Stock Lease	230,000	230,460	0	(230,000)	(100.00%)	(230,460)	(100.00%)
Security	10,762,704	13,762,704	13,533,013	2,770,309	25.74%	(229,691)	(1.67%)
Public Safety Program	105,404	102,151	102,194	(3,210)	(3.05%)	43	0.04%
Passenger Relations	1,811,841	1,811,841	1,869,975	58,134	3.21%	58,134	3.21%
TVM Maint/Revenue Collection	6,827,191	6,178,669	4,613,646	(2,213,545)	(32.42%)	(1,565,023)	(25.33%)
Marketing	2,408,141	2,408,141	2,867,500	459,359	19.08%	459,359	19.08%
Media & External Communications	480,775	495,775	361,900	(118,875)	(24.73%)	(133,875)	(27.00%)
Utilities / Leases	3,066,332	3,057,812	2,965,010	(101,322)	(3.30%)	(92,802)	(3.03%)
Transfers to Other Operators	2,982,650	2,880,900	3,276,436	293,786	9.85%	395,536	13.73%
Amtrak Transfers	1,853,998	1,853,998	823,581	(1,030,417)	(55.58%)	(1,030,417)	(55.58%)
Station Maintenance	2,297,810	2,281,933	2,065,000	(232,810)	(10.13%)	(216,933)	(9.51%)
Rail Agreements	5,804,314	5,715,314	3,640,851	(2,163,463)	(37.27%)	(2,074,463)	(36.30%)
Holiday Trains	255,000	255,000	265,000	10,000	3.92%	10,000	3.92%
Special Trains	524,100	524,100	92,000	(432,100)	(82.45%)	(432,100)	(82.45%)
<b>Subtotal Operations &amp; Services</b>	<b>151,997,953</b>	<b>151,380,420</b>	<b>141,253,170</b>	<b>(10,744,783)</b>	<b>(7.07%)</b>	<b>(10,127,250)</b>	<b>(6.69%)</b>
<b>Maintenance-of-Way</b>							
MoW - Line Segments	46,611,431	46,826,045	46,395,469	(215,961)	(0.46%)	(430,575)	(0.92%)
MoW - Extraordinary Maintenance	1,050,207	1,050,207	697,300	(352,907)	(33.60%)	(352,907)	(33.60%)
<b>Subtotal Maintenance-of-Way</b>	<b>47,661,638</b>	<b>47,876,252</b>	<b>47,092,769</b>	<b>(568,868)</b>	<b>(1.19%)</b>	<b>(783,482)</b>	<b>(1.64%)</b>
<b>Administration &amp; Services</b>							
Ops Salaries & Fringe Benefits	14,626,597	14,626,597	16,816,671	2,190,074	14.97%	2,190,074	14.97%
Ops Non-Labor Expenses	7,518,370	8,820,333	8,653,705	1,135,335	15.10%	(166,628)	(1.89%)
Indirect Administrative Expenses	20,977,819	20,519,263	19,889,450	(1,088,370)	(5.19%)	(629,813)	(3.07%)
Ops Professional Services	2,558,508	2,163,021	2,398,236	(160,272)	(6.26%)	235,215	10.87%
<b>Subtotal Administration &amp; Services</b>	<b>45,681,294</b>	<b>46,129,214</b>	<b>47,758,061</b>	<b>2,076,767</b>	<b>4.55%</b>	<b>1,628,848</b>	<b>3.53%</b>
Contingency	200,000	154,999	90,000	(110,000)	(55.00%)	(64,999)	(41.94%)
<b>Total Operating Expenses</b>	<b>245,540,885</b>	<b>245,540,884</b>	<b>236,194,001</b>	<b>(9,346,884)</b>	<b>(3.81%)</b>	<b>(9,346,884)</b>	<b>(3.81%)</b>
<b>Insurance Expense (Recoveries)</b>							
Liability/Property/Auto/Misc	12,864,528	12,864,528	14,677,210	1,812,682	14.09%	1,812,682	14.09%
Net Claims / SI	1,000,000	1,000,000	990,000	(10,000)	(1.00%)	(10,000)	(1.00%)
Claims Administration	1,102,371	1,102,371	1,172,499	70,128	6.36%	70,128	6.36%
<b>Subtotal Insurance Expense (Recoveries)</b>	<b>14,966,899</b>	<b>14,966,899</b>	<b>16,839,709</b>	<b>1,872,810</b>	<b>12.51%</b>	<b>1,872,810</b>	<b>12.51%</b>
<b>Total Expenses</b>	<b>260,507,784</b>	<b>260,507,784</b>	<b>253,033,710</b>	<b>(7,474,074)</b>	<b>(2.87%)</b>	<b>(7,474,075)</b>	<b>(2.87%)</b>
<b>Net Loss - Subsidy</b>	<b>(217,007,504)</b>	<b>(217,007,504)</b>	<b>(193,674,413)</b>	<b>23,333,091</b>	<b>(10.75%)</b>	<b>23,333,091</b>	<b>(10.75%)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2021-22 PROPOSED BUDGET  
 Annual Operating Budget Distribution by Cost Component

Attachment D

	Proposed FY2021-22 Budget					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	\$ 18,685	\$ 12,159	\$ 4,264	\$ 4,963	\$ 1,477	\$ 41,547
Fare Reduction Subsidy	673	-	-	452	-	\$ 1,126
Other Train Subsidies	2,352	-	-	-	-	\$ 2,352
Special Trains	53	50	9	8	30	\$ 150
<b>Subtotal-Pro Forma FareBox</b>	<b>21,763</b>	<b>12,209</b>	<b>4,273</b>	<b>5,423</b>	<b>1,507</b>	<b>\$ 45,175</b>
Dispatching	1,060	647	14	96	237	\$ 2,054
Other Revenues	288	142	51	72	21	\$ 575
MOW Revenues	6,103	2,606	706	1,661	479	\$ 11,556
<b>Total Operating Revenue</b>	<b>29,214</b>	<b>15,604</b>	<b>5,045</b>	<b>7,253</b>	<b>2,244</b>	<b>\$ 59,359</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	23,859	9,933	3,952	5,401	1,951	\$ 45,096
Equipment Maintenance	18,434	8,720	4,346	4,453	1,641	\$ 37,594
Fuel	9,830	4,606	1,701	2,450	829	\$ 19,417
Non-Scheduled Rolling Stock Repairs	51	24	10	12	3	\$ 100
Operating Facilities Maintenance	846	398	167	191	51	\$ 1,654
Other Operating Train Services	455	127	110	152	73	\$ 916
Rolling Stock Lease	-	-	-	-	-	-
Security	7,101	2,812	1,434	1,518	668	\$ 13,533
Public Safety Program	48	18	15	11	10	\$ 102
Passenger Relations	920	498	157	234	60	\$ 1,870
TVM Maintenance/Revenue Collection	1,919	1,070	812	517	295	\$ 4,614
Marketing	1,441	722	245	360	99	\$ 2,868
Media & External Communications	172	62	54	38	36	\$ 362
Utilities/Leases	1,407	511	441	311	295	\$ 2,965
Transfers to Other Operators	1,743	850	235	343	106	\$ 3,276
Amtrak Transfers	253	519	-	-	51	\$ 824
Station Maintenance	1,199	331	142	294	98	\$ 2,065
Rail Agreements	1,359	955	876	197	254	\$ 3,641
Holiday Trains	77	87	-	21	81	\$ 265
Special Trains	44	32	16	-	-	\$ 92
<b>Subtotal Operations &amp; Services</b>	<b>71,159</b>	<b>32,275</b>	<b>14,715</b>	<b>16,501</b>	<b>6,604</b>	<b>\$ 141,253</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	24,566	9,543	3,231	6,146	2,910	\$ 46,395
MoW - Extraordinary Maintenance	408	100	66	74	48	\$ 697
<b>Subtotal Maintenance-of-Way</b>	<b>24,974</b>	<b>9,643</b>	<b>3,298</b>	<b>6,220</b>	<b>2,958</b>	<b>\$ 47,093</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	7,978	2,910	2,494	1,767	1,667	\$ 16,817
Ops Non-Labor Expenses	4,253	2,017	980	989	415	\$ 8,654
Indirect Administrative Expenses	9,436	3,427	2,960	2,088	1,979	\$ 19,889
Ops Professional Services	1,138	413	357	252	239	\$ 2,398
<b>Subtotal Admin &amp; Services</b>	<b>22,804</b>	<b>8,768</b>	<b>6,791</b>	<b>5,097</b>	<b>4,300</b>	<b>\$ 47,758</b>
<b><u>Contingency</u></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>118,979</b>	<b>50,701</b>	<b>24,816</b>	<b>27,828</b>	<b>13,870</b>	<b>\$ 236,194</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	7,508	3,535	1,484	1,693	457	\$ 14,677
Net Claims / SI	506	238	100	114	31	\$ 990
Claims Administration	600	282	119	135	36	\$ 1,172
<b>Total Net Insurance and Legal</b>	<b>8,614</b>	<b>4,056</b>	<b>1,703</b>	<b>1,943</b>	<b>524</b>	<b>\$ 16,840</b>
<b>Total Expense</b>	<b>127,593</b>	<b>54,757</b>	<b>26,519</b>	<b>29,770</b>	<b>14,394</b>	<b>\$ 253,034</b>
<b>Loss / Member Subsidy</b>	<b>(98,379)</b>	<b>(39,153)</b>	<b>(21,475)</b>	<b>(22,518)</b>	<b>(12,150)</b>	<b>(193,674)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2021-22 PROPOSED BUDGET  
 Annual Operating Budget Distribution by Cost Component

Attachment E

(000's)	Proposed FY2021-22 Budget - Line Allocation								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 8,836	\$ 3,745	\$ 5,438	\$ 3,824	\$ 11,054	\$ 120	\$ 4,839	\$ 3,689	\$ 41,547
Fare Reduction Subsidy	1,126	-	-	-	-	-	-	-	\$ 1,126
Other Train Subsidies	750	93	912	299	183	-	-	115	\$ 2,352
Special Trains	46	18	36	-	33	-	-	18	\$ 150
<b>Subtotal-Pro Forma FareBox</b>	<b>10,758</b>	<b>3,856</b>	<b>6,386</b>	<b>4,124</b>	<b>11,270</b>	<b>120</b>	<b>4,839</b>	<b>3,822</b>	<b>\$ 45,175</b>
Dispatching	331	467	307	2	915	5	6	22	\$ 2,054
Other Revenues	145	55	94	46	124	4	64	44	\$ 575
MOW Revenues	3,486	1,407	2,907	183	1,540	7	1,281	745	\$ 11,556
<b>Total Operating Revenue</b>	<b>14,719</b>	<b>5,784</b>	<b>9,693</b>	<b>4,355</b>	<b>13,849</b>	<b>137</b>	<b>6,190</b>	<b>4,633</b>	<b>\$ 59,359</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	11,335	4,570	9,833	2,597	5,803	764	6,116	4,078	\$ 45,096
Equipment Maintenance	8,464	3,851	7,335	2,621	5,492	1,136	4,466	4,229	\$ 37,594
Fuel	4,788	1,828	3,716	1,209	2,875	207	3,025	1,769	\$ 19,417
Non-Scheduled Rolling Stock Repairs	23	8	21	7	16	2	12	11	\$ 100
Operating Facilities Maintenance	388	136	341	108	267	38	199	176	\$ 1,654
Other Operating Train Services	287	122	133	110	57	20	83	103	\$ 916
Rolling Stock Lease	-	-	-	-	-	-	-	-	\$ -
Security	2,840	1,328	3,246	1,144	1,746	276	1,587	1,366	\$ 13,533
Public Safety Program	15	17	18	15	8	3	12	14	\$ 102
Passenger Relations	475	158	315	135	422	10	227	129	\$ 1,870
TVM Maintenance/Revenue Collection	818	670	744	363	511	209	677	621	\$ 4,614
Marketing	733	262	460	226	646	15	311	215	\$ 2,868
Media & External Communications	53	60	65	54	28	10	41	51	\$ 362
Utilities/Leases	433	493	535	444	228	81	336	415	\$ 2,965
Transfers to Other Operators	704	272	678	243	952	-	166	262	\$ 3,276
Amtrak Transfers	-	123	-	-	700	-	-	-	\$ 824
Station Maintenance	646	278	392	136	373	5	14	222	\$ 2,065
Rail Agreements	-	596	-	1,149	472	-	669	755	\$ 3,641
Holiday Trains	81	-	51	-	87	-	-	47	\$ 265
Special Trains	28	32	31	-	-	-	-	-	\$ 92
<b>Subtotal Operations &amp; Services</b>	<b>32,111</b>	<b>14,806</b>	<b>27,914</b>	<b>10,562</b>	<b>20,681</b>	<b>2,778</b>	<b>17,941</b>	<b>14,462</b>	<b>\$ 141,253</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	13,327	7,254	10,231	1,192	6,207	26	4,977	3,181	\$ 46,395
MoW - Extraordinary Maintenance	153	105	111	97	117	-	94	21	\$ 697
<b>Subtotal Maintenance-of-Way</b>	<b>13,480</b>	<b>7,359</b>	<b>10,342</b>	<b>1,288</b>	<b>6,325</b>	<b>26</b>	<b>5,071</b>	<b>3,201</b>	<b>\$ 47,093</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,463	2,784	3,045	2,509	1,309	459	1,904	2,344	\$ 16,817
Ops Non-Labor Expenses	1,897	905	1,635	634	1,409	55	1,184	934	\$ 8,654
Indirect Administrative Expenses	2,902	3,306	3,592	2,979	1,531	545	2,251	2,783	\$ 19,889
Ops Professional Services	350	399	433	359	185	66	271	336	\$ 2,398
<b>Subtotal Admin &amp; Services</b>	<b>7,612</b>	<b>7,394</b>	<b>8,705</b>	<b>6,482</b>	<b>4,434</b>	<b>1,125</b>	<b>5,610</b>	<b>6,396</b>	<b>\$ 47,758</b>
<b>Contingency</b>	<b>13</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>13</b>	<b>\$ 90</b>
<b>Total Operating Expenses</b>	<b>53,216</b>	<b>29,574</b>	<b>46,977</b>	<b>18,346</b>	<b>31,447</b>	<b>3,931</b>	<b>28,632</b>	<b>24,071</b>	<b>\$ 236,194</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,443	1,209	3,025	960	2,371	337	1,770	1,563	\$ 14,677
Net Claims / SI	232	82	204	65	160	23	119	105	\$ 990
Claims Administration	275	97	242	77	189	27	141	125	\$ 1,172
<b>Total Net Insurance and Legal</b>	<b>3,951</b>	<b>1,387</b>	<b>3,470</b>	<b>1,101</b>	<b>2,720</b>	<b>386</b>	<b>2,031</b>	<b>1,793</b>	<b>\$ 16,840</b>
<b>Total Expense</b>	<b>57,167</b>	<b>30,961</b>	<b>50,447</b>	<b>19,448</b>	<b>34,167</b>	<b>4,317</b>	<b>30,663</b>	<b>25,864</b>	<b>\$ 253,034</b>
<b>Loss / Member Subsidy</b>	<b>(42,448)</b>	<b>(25,177)</b>	<b>(40,754)</b>	<b>(15,093)</b>	<b>(20,318)</b>	<b>(4,181)</b>	<b>(24,473)</b>	<b>(21,231)</b>	<b>(193,674)</b>

Annual Operating Budget by Cost Component by Fiscal Year  
(\$000s)

	FY2016-17 Actual	FY2017-18 Actual	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Adopted Budget	FY2021-22 Proposed Budget	FY2021-22 Proposed Budget vs FY2020-21 Adopted Budget	
							\$	%
							Variance	Variance
<b>Operating Revenue</b>								
Farebox Revenue	82,883	82,542	79,007	61,843	26,219	41,547	15,328	58.5%
Fare Reduction Subsidy	490	157	3,147	1,090	700	1,126	426	60.8%
Other Train Subsidies	-	-	-	-	-	2,352	2,352	n/a
Special Trains	-	-	-	171	219	150	(69)	-31.5%
<b>Subtotal-Pro Forma FareBox</b>	<b>83,373</b>	<b>82,699</b>	<b>82,154</b>	<b>63,104</b>	<b>27,138</b>	<b>45,175</b>	<b>18,037</b>	<b>66.5%</b>
Dispatching	2,016	2,133	2,136	2,300	2,327	2,054	(273)	-11.7%
Other Revenues	762	463	790	254	1,075	575	(500)	-46.5%
MOW Revenues	12,384	12,789	13,017	13,301	12,960	11,556	(1,405)	-10.8%
<b>Total Operating Revenue</b>	<b>98,535</b>	<b>98,084</b>	<b>98,097</b>	<b>78,958</b>	<b>43,500</b>	<b>59,359</b>	<b>15,859</b>	<b>36.5%</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	41,616	42,116	43,093	45,701	49,978	45,096	(4,882)	-9.8%
Equipment Maintenance	35,422	34,242	36,642	36,861	39,202	37,594	(1,608)	-4.1%
Fuel	18,207	17,577	23,582	21,150	20,539	19,417	(1,122)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	92	140	100	(40)	-28.6%
Operating Facilities Maintenance	1,475	1,493	1,683	1,569	1,745	1,654	(91)	-5.2%
Other Operating Train Services	449	722	1,069	863	984	916	(68)	-6.9%
Rolling Stock Lease	230	11	230	231	230	-	(230)	-100.0%
Security	7,315	7,821	8,715	9,367	10,763	13,533	2,770	25.7%
Public Safety Program	203	193	209	55	105	102	(3)	-3.0%
Passenger Relations	1,868	1,723	1,769	1,786	1,812	1,870	58	3.2%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	7,594	6,827	4,614	(2,214)	-32.4%
Marketing	716	1,307	4,304	1,359	2,408	2,868	459	19.1%
Media & External Communications	249	320	348	410	481	362	(119)	-24.7%
Utilities/Leases	2,614	2,804	2,775	2,762	3,066	2,965	(101)	-3.3%
Transfers to Other Operators	6,003	3,818	5,608	5,394	2,983	3,276	294	9.8%
Amtrak Transfers	1,307	1,678	1,497	1,166	1,854	824	(1,030)	-55.6%
Station Maintenance	1,196	1,575	1,847	1,980	2,298	2,065	(233)	-10.1%
Rail Agreements	5,155	4,938	5,696	5,159	5,804	3,641	(2,163)	-37.3%
Holiday Trains	-	-	-	57	255	265	10	3.9%
Special Trains	-	-	-	524	524	92	(432)	-82.4%
<b>Subtotal Operations &amp; Services</b>	<b>131,960</b>	<b>130,582</b>	<b>147,026</b>	<b>144,081</b>	<b>151,998</b>	<b>141,253</b>	<b>(10,745)</b>	<b>-7.1%</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	37,355	42,411	43,112	43,375	46,611	46,395	(216)	-0.5%
MoW - Extraordinary Maintenance	1,260	594	801	864	1,050	697	(353)	-33.6%
<b>Subtotal Maintenance-of-Way</b>	<b>38,615</b>	<b>43,005</b>	<b>43,913</b>	<b>44,239</b>	<b>47,662</b>	<b>47,093</b>	<b>(569)</b>	<b>-1.2%</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	15,497	14,627	16,817	2,190	15.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	7,645	7,518	8,654	1,135	15.1%
Indirect Administrative Expenses	14,090	19,333	16,151	18,254	20,978	19,889	(1,088)	-5.2%
Ops Professional Services	1,963	2,687	2,423	3,019	2,559	2,398	(160)	-6.3%
<b>Subtotal Admin &amp; Services</b>	<b>34,907</b>	<b>40,417</b>	<b>38,784</b>	<b>44,415</b>	<b>45,681</b>	<b>47,758</b>	<b>2,077</b>	<b>4.5%</b>
<b>Contingency (Non-Train Ops)</b>	<b>2</b>	<b>15</b>	<b>-</b>	<b>11</b>	<b>200</b>	<b>90</b>	<b>(110)</b>	<b>-55.0%</b>
<b>Total Operating Expenses</b>	<b>205,484</b>	<b>214,019</b>	<b>229,723</b>	<b>232,745</b>	<b>245,541</b>	<b>236,194</b>	<b>(9,347)</b>	<b>-3.8%</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	11,061	9,748	9,429	9,870	12,865	14,677	1,813	14.1%
Net Claims / SI	5,116	8,551	1,212	2,303	1,000	990	(10)	-1.0%
Claims Administration	704	585	682	367	1,102	1,172	70	6.4%
<b>Net Insurance and Legal</b>	<b>16,880</b>	<b>18,883</b>	<b>11,324</b>	<b>12,540</b>	<b>14,967</b>	<b>16,840</b>	<b>1,873</b>	<b>12.5%</b>
<b>Total BNSF Lease Expenses</b>	<b>5,669</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>TOTAL EXPENSES</b>	<b>228,033</b>	<b>232,902</b>	<b>241,046</b>	<b>245,285</b>	<b>260,508</b>	<b>253,034</b>	<b>(7,474)</b>	<b>-2.9%</b>
<b>Net Loss</b>	<b>(129,498)</b>	<b>(134,818)</b>	<b>(142,949)</b>	<b>(166,327)</b>	<b>(217,008)</b>	<b>(193,674)</b>	<b>23,333</b>	<b>-10.8%</b>
<b>All Member Subsidies</b>	<b>141,989</b>	<b>142,399</b>	<b>150,550</b>	<b>156,578</b>	<b>217,008</b>	<b>193,674</b>	<b>(23,333)</b>	<b>-10.8%</b>
<b>Surplus / (Deficit)</b>	<b>12,491</b>	<b>7,581</b>	<b>7,600</b>	<b>(9,748)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>

Numbers may not foot due to rounding.

NOTE: All Historical Comparisons are to the Adopted Budget

**FY22 PROPOSED REHABILITATION BY MEMBER AGENCY & LINE**

**By Member Agency**

<u>FY2022 PROPOSED REHABILITATION REQUEST</u>	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$90,433,000	\$33,064,794	\$15,047,906	\$4,226,859	\$7,279,641	\$4,711,300	\$26,102,500

**By Line**

<u>FY2022 PROPOSED REHABILITATION REQUEST</u>	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$90,433,000	\$16,890,000	\$12,112,000	\$31,005,000	\$16,376,000	\$0	\$11,700,000	\$0	\$2,350,000

<sup>1</sup>“Other” are Grants directly to Metrolink



## REHABILITATION PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2380	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: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2403	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. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
3	2404	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 & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. 1) Front loader 2) Freightliner 108SD 3) Various MOW equipment (light towers, air compressors, portable generators) 4) Dynamic Rail rider/Excavator 5) All terrain Fork Lift 6) HY rail SUV 7) Five (5) SUV's 8) Three (3) signal maintainers 9) Two (2) Brush trucks Ford F-350 4X4	2,650,000	1,258,750	524,700	294,150	381,600	190,800	-
4	2405	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: - Building storage facility for new locomotive battery storage - Phase 1: MOW health and welfare facilities installation, rehab and utility connections - Phase 1: Facilities equipment purchase and replacement - Pilot a design to automotive and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operations	1,000,000	475,000	198,000	111,000	144,000	72,000	-
5	2406	Rehab	All	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.	3,000,000	1,425,000	594,000	333,000	432,000	216,000	-
<b>ALL SHARE PROJECT PROPOSAL REQUEST</b>											<b>16,650,000</b>	<b>7,908,750</b>	<b>3,296,700</b>	<b>1,848,150</b>	<b>2,397,600</b>	<b>1,198,800</b>	<b>-</b>
6	2376	Rehab	SB Shortway	All	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	240,000	122,844	51,206	28,709	37,241	-	-
<b>SHORTWAY PROJECT PROPOSAL REQUEST</b>											<b>240,000</b>	<b>122,844</b>	<b>51,206</b>	<b>28,709</b>	<b>37,241</b>	<b>-</b>	<b>-</b>

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
7	2357	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	5,350,000	3,210,000	-	-	2,140,000	-	-
8	2382	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure.	2,762,000	1,657,200	-	-	1,104,800	-	-
9	2397	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Train Control	SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) Amar Road MP 16.43 2) Hamburger Lane MP 16.90 3) Merced Avenue MP 18.03 4) Macdevitt Street MP18.36 5) Vincent Avenue MP 20.90 6) Lark Ellen Avenue MP 21.40 7) Azusa Avenue MP 21.91 8) Hollenbeck Avenue MP 22.41	4,000,000	2,400,000	-	-	1,600,000	-	-
<b>SAN GABRIEL PROJECTS REQUEST</b>											<b>12,112,000</b>	<b>7,267,200</b>	-	-	<b>4,844,800</b>	-	-
10	2356	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.	8,000,000	8,000,000	-	-	-	-	-
11	2381	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.	3,180,000	3,180,000	-	-	-	-	-



ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
12	2396	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) Head Out Signal MP 5.4 (Terry Lumber Spur) - Replace EC4 Unit with New EC5 Controller 2) Rainbow Glen Drive MP 36.33 - Replace crossing house and internal control equipment 3) CP Portal MP 28.0 - Replace CP House, internal control equipment, & power switch machine 4) CP Hood MP 30.20 - Replace CP House, internal control equipment, & power switch machine 5) CP Canyon MP 33.4 - Replace CP House, internal control equipment, & power switch machine 6) CP Honby MP 38.6 - Replace CP House, internal control equipment, & power switch machine 7) HBD / DED MP 7.7 - Replace wayside detector	3,250,000	3,250,000	-	-	-	-	-
13	2407	Rehab	Valley	Antelope Valley Line	76.4 - 76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.	1,946,000	1,946,000	-	-	-	-	-
14	2398	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)	1,390,000	1,390,000	-	-	-	-	-
<b>METRO PROJECT PROPOSAL REQUEST</b>											<b>17,766,000</b>	<b>17,766,000</b>	-	-	-	-	-
15	2359	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	6,460,000	-	6,460,000	-	-	-	-
16	2384	Rehab	Orange	Orange Line	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: - Bridges - Culverts - Tunnels Construction funding for Calafia culverts.	2,240,000	-	2,240,000	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	
17	2399	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines 2) CP College MP 169.8 - Rehab Signal House and internal control equipment 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations	3,000,000	-	3,000,000	-	-	-	-	-
<b>OCTA PROJECT PROPOSAL REQUEST</b>											<b>11,700,000</b>	-	<b>11,700,000</b>	-	-	-	-	-
18	2377	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR.  Construction Phase for Citrus Retaining Wall & Drainage; Box Springs Drainage  Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution.  The FY22 request for \$1.58M will complete funding of the construction phase for remaining drainage and culvert projects for this area. This is an estimated cost for construction and could change upon completion of final design.	1,580,000	-	-	1,580,000	-	-	-	-
19	2400	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Train Control	PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS  SIGNALS: 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations	770,000	-	-	770,000	-	-	-	
<b>RCTC PROJECT PROPOSAL REQUEST</b>											<b>2,350,000</b>	-	-	<b>2,350,000</b>	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
20	2401	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms. 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.	1,200,000	-	-	-	-	1,200,000	-
21	2385	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION - PARTIAL FUNDED VIA FRA GRANT	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.	4,625,000	-	-	-	-	2,312,500	2,312,500
<b>VCTC PROJECT PROPSAL REQUEST</b>											<b>5,825,000</b>	-	-	-	-	<b>3,512,500</b>	<b>2,312,500</b>
22	2358	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.	3,000,000	-	-	-	-	-	3,000,000
23	2378	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Track	VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.	14,390,000	-	-	-	-	-	14,390,000
24	2383	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Structures	VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.	6,400,000	-	-	-	-	-	6,400,000
<b>OTHER FUNDING PROJECT PROPSAL REQUEST</b>											<b>23,790,000</b>	-	-	-	-	-	<b>23,790,000</b>
<b>FY2022 PROPOSED REHABILITATION REQUEST</b>											<b>90,433,000</b>	<b>33,064,794</b>	<b>15,047,906</b>	<b>4,226,859</b>	<b>7,279,641</b>	<b>4,711,300</b>	<b>26,102,500</b>



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2380.00

## PROJECT : SYSTEMWIDE TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Rail Grinding: ongoing systemwide program  
 - Surfacing Program to restore track profiles and cross sections  
 - Infrastructure study & planning and data collection for condition assessments

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality.	1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 120 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$250,000	\$250,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
MATERIAL	\$0								
CONSTRUCTION	\$4,500,000			2024	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRR STAFF	\$325,000								
* PROCUREMENT STAFF	\$175,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$5,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



TOTAL

\$5,000,000

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2404.00

## PROJECT : MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.  
 Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment.

- 1) Front loader
- 2) Freightliner 108SD
- 3) Various MOW equipment (light towers, air compressors, portable generators)
- 4) Dynamic Rail rider/Excavator
- 5) All terrain Fork Lift
- 6) HY rail SUV
- 7) Five (5) SUV's
- 8) Three (3) signal maintainers
- 9) Two (2) Brush trucks Ford F-350 4X4

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 21 Year(s) Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$132,500	\$132,500
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$231,875	\$231,875	\$231,875	\$231,875	\$927,500
MATERIAL	\$0								
CONSTRUCTION	\$2,385,000			2024	\$198,750	\$198,750	\$198,750	\$198,750	\$795,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$198,750	\$198,750	\$198,750	\$198,750	\$795,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$90,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$2,650,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2405.00

## PROJECT : FACILITIES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties.  
 Specific work to include:  
 - Build storage facility for new locomotive battery storage  
 - Phase 1: MOW health and welfare facilities installation, rehab and utility connections.  
 - Phase 1: Facilities equipment purchase and replacement  
 - Pilot a design to automate and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operation

Mile Posts: NA Division: All County: ALL Asset Type: Facilities

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Facilities rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes components and subcomponents in use at maintenance facilities, layover facilities, and the Pomona campus. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff, industry standards and regulations.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

**RISK CREATED BY NON-IMPLEMENTATION**

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular assets and components vary within each facility, with a range of conditions that include marginal and poor ratings.

Current Age: 31 Year(s)    Standard Lifespan: 30 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$50,000	\$50,000
ENVIRONMENTAL	\$0			2023	\$87,500	\$87,500	\$87,500	\$87,500	\$350,000
ROW ACQUISITION	\$0			2024	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
MATERIAL	\$0			2025	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
CONSTRUCTION	\$900,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRA STAFF	\$65,000								
* PROCUREMENT STAFF	\$35,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%





# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2406.00

## PROJECT : ROLLING STOCK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars.

Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.

Mile Posts: NA Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Rolling Stock rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Locomotives, Rail Cars and Cab Cars. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The useful life for rolling stock is 30 years inclusive of a mid-life overhaul. Many rolling stock assets are past due for their mid-life overhaul.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
RISK CREATED BY NON-IMPLEMENTATION	
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular fleets, and components within fleets, vary within the rolling stock asset category, with a range of conditions that include marginal and poor ratings.</p> <p>Current Age: 30 Year(s)    Standard Lifespan: 30 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
MATERIAL	\$0								
CONSTRUCTION	\$2,700,000			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2376.00

## PROJECT : SHORT WAY SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 0.42 - 2.1 Division: SB Shortway County: SB Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$12,000	\$12,000
DESIGN	\$0			2023	\$21,000	\$21,000	\$21,000	\$21,000	\$84,000
ENVIRONMENTAL	\$0			2024	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
ROW ACQUISITION	\$0			2025	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$216,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$18,000								
* PROCUREMENT STAFF	\$6,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$240,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2357.00

## PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 1.08 - 56.52 Division: San Gabriel County: LA / SB Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s)    Standard Lifespan: 65 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$267,500	\$267,500
DESIGN	\$0			2023	\$468,125	\$468,125	\$468,125	\$468,125	\$1,872,500
ENVIRONMENTAL	\$0			2024	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000
ROW ACQUISITION	\$0			2025	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$4,815,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$185,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$5,350,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2382.00

## PROJECT : SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure.  
 Mile Posts: 1.08 - 56.52 Division: San Gabriel County: LA / SB Asset Type: Structures

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$138,100	\$138,100
ENVIRONMENTAL	\$0			2023	\$241,675	\$241,675	\$241,675	\$241,675	\$966,700
ROW ACQUISITION	\$0			2024	\$207,150	\$207,150	\$207,150	\$207,150	\$828,600
MATERIAL	\$0			2025	\$207,150	\$207,150	\$207,150	\$207,150	\$828,600
CONSTRUCTION	\$2,511,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$76,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$2,762,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



* CONSULTANT	\$0	2027	\$0	\$0	\$0	\$0	\$0
CONTINGENCY	\$0						
TOTAL	<u>\$4,000,000</u>						

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2356.00

## PROJECT : VALLEY SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
RISK CREATED BY NON-IMPLEMENTATION	
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.</p> <p>Current Age: 121 Year(s) Standard Lifespan: 65 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
MATERIAL	\$0								
CONSTRUCTION	\$7,200,000			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$450,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$8,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2381.00

## PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.  
 Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Structures

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.	
Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$159,000	\$159,000
DESIGN	\$0			2023	\$278,250	\$278,250	\$278,250	\$278,250	\$1,113,000
ENVIRONMENTAL	\$0			2024	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
ROW ACQUISITION	\$0			2025	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,862,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$143,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,180,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%





TOTAL

\$3,250,000

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2407.00

## PROJECT : LANCASTER CREW BASE REPLACEMENT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.

Mile Posts: 76.4 - 76.5

Division: Valley County: LA Asset Type: Facilities

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>(Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>(Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>(Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>(Goal 3: Invest in People and Assets) Reduce employee turnover</li> <li>(Goal 4: Retain and Grow Ridership) Increase system utilization</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Building will be purchased. Budget includes furniture. IT equipment will be requested the year property will be ready for occupancy. Old rental trailer will be demolished. The small permanent office space can serve as a security office. This is an interim solution for next 7-15 years until such time as a new Lancaster terminal is developed.</p> <p>Project has been identified because the asset has fallen below a State of Good Repair and is in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The existing Lancaster Crew Base currently has 18 crew members reporting daily. The facility is only large enough to comfortably seat 2 people.</p>	<ol style="list-style-type: none"> <li>Condition of Asset..... Worn</li> <li>System Impact..... High</li> </ol> <p>Acquisition of property or lease agreement can start immediately after funding is available.</p>

RISK CREATED BY NON-IMPLEMENTATION	RANKING // PROJECT READINESS
<p>If the project is not implemented in full, the remaining projects that are beyond the rehabilitation limits will be added to the backlog in future years. This situation has to be addressed before it escalates into a safety issue. We are required to provide reasonable accommodations for Conductors and Engineers to break and fill out paperwork.</p> <p>Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$3,000								
DESIGN	\$200,000			2022	\$0	\$0	\$0	\$97,300	\$97,300
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$170,275	\$170,275	\$170,275	\$170,275	\$681,100
MATERIAL	\$0								
CONSTRUCTION	\$1,365,000			2024	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
BUS BRIDGES									
CLOSE OUT	\$1,000			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$112,000								
* PROCUREMENT STAFF	\$88,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$177,000								
<b>TOTAL</b>	<b>\$1,946,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2398.00

## PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment
- 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment
- 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)

Mile Posts: 441.24 - 462.39 Division: Ventura - LA County County: LA Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

**RISK CREATED BY NON-IMPLEMENTATION**

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s)    Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$69,500	\$69,500
DESIGN	\$0			2023	\$121,625	\$121,625	\$121,625	\$121,625	\$486,500
ENVIRONMENTAL	\$0			2024	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
ROW ACQUISITION	\$0			2025	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,251,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$70,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,390,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2359.00

## PROJECT : ORANGE SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 165.08 - 207.4 Division: Orange County: OC Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
RISK CREATED BY NON-IMPLEMENTATION	
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.</p>	
<p>Current Age: 121 Year(s)    Standard Lifespan: 0 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$323,000	\$323,000
DESIGN	\$0			2023	\$565,250	\$565,250	\$565,250	\$565,250	\$2,261,000
ENVIRONMENTAL	\$0			2024	\$484,500	\$484,500	\$484,500	\$484,500	\$1,938,000
ROW ACQUISITION	\$0			2025	\$484,500	\$484,500	\$484,500	\$484,500	\$1,938,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$5,814,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$296,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$6,460,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2384.00

## PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

Construction funding for Calafia culverts.

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)</p>

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$112,000	\$112,000
ENVIRONMENTAL	\$0			2023	\$196,000	\$196,000	\$196,000	\$196,000	\$784,000
ROW ACQUISITION	\$0			2024	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
MATERIAL	\$0			2025	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
CONSTRUCTION	\$2,016,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$49,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$2,240,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2399.00

## PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Signal systems  
 - Crossing systems  
 - Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

**SIGNALS:**

- 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines
- 2) CP College MP 169.8 - Rehab Signal House and internal control equipment
- 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines
- 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

**RISK CREATED BY NON-IMPLEMENTATION**

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
DESIGN	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ENVIRONMENTAL	\$0			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
ROW ACQUISITION	\$0			2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,700,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%





* PROCUREMENT STAFF	\$53,000	2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0						
CONTINGENCY	\$0						
TOTAL	\$1,580,000						

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2400.00

## PROJECT : PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Positive Train Control (PTC) systems
- Signal systems
- Crossing systems
- Communication systems
- Centralized train control systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS

**SIGNALS:**

- 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations
- 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations

Mile Posts: 65 - 85.4

Division: San Jacinto (PVL) County: RV Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p>

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$38,500	\$38,500
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$67,375	\$67,375	\$67,375	\$67,375	\$269,500
MATERIAL	\$0								
CONSTRUCTION	\$693,000			2024	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$63,000								
* PROCUREMENT STAFF	\$14,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$770,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2401.00

## PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms.
- 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.

Mile Posts: 426.4 - 441.24 Division: Ventura - VC County County: VN Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s)    Standard Lifespan: 20 Year(s)</p>

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$60,000	\$60,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$105,000	\$105,000	\$105,000	\$105,000	\$420,000
MATERIAL	\$0								
CONSTRUCTION	\$1,008,000			2024	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$123,000			2027	\$0	\$0	\$0	\$0	\$0
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,200,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2385.00

## PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.  
 Mile Posts: 426.4 - 441.24 Division: Ventura - VC County County: VN Asset Type: Structures

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

JUSTIFICATION	RANKING // PROJECT READINESS
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$231,250	\$231,250
DESIGN	\$0			2023	\$404,688	\$404,688	\$404,688	\$404,686	\$1,618,750
ENVIRONMENTAL	\$0			2024	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
ROW ACQUISITION	\$0			2025	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$4,163,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$112,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$4,625,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2358.00

## PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Rail  
 - Ties  
 - Crossings  
 - Special Trackwork  
 - Ballast  
 Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.	
Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
MATERIAL	\$0								
CONSTRUCTION	\$2,702,000			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$123,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2378.00

## PROJECT : VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.	
Current Age: 121 Year(s)    Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$719,500	\$719,500
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$1,259,125	\$1,259,125	\$1,259,125	\$1,259,125	\$5,036,500
MATERIAL	\$0								
CONSTRUCTION	\$13,340,000			2024	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$700,000								
* PROCUREMENT STAFF	\$350,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$14,390,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2383.00

## PROJECT : VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.  
 Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Structures

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$320,000	\$320,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$560,000	\$560,000	\$560,000	\$560,000	\$2,240,000
MATERIAL	\$0								
CONSTRUCTION	\$6,000,000			2024	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES				2025	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$280,000								
* PROCUREMENT STAFF	\$120,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$6,400,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

## FY22 PROPOSED NEW CAPITAL BY MEMBER AGENCY & LINE

### By Member Agency

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$8,600,000	\$ 285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$8,000,000

### By Line

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$8,600,000	\$600,000 <sup>2</sup>	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0

<sup>1</sup> "Other" are Grants directly to Metrolink

<sup>2</sup> Applied for Carl Moyer Grant – Grant Award in Oct/Nov





# NEW CAPITAL PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2201	Capital	All	All	NA	NA	NA	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER	The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.	600,000	285,000	118,800	66,600	86,400	43,200	-
2	2516	Capital	Ventura - LA County	Ventura County Line	NA	NA	NA	Grade Crossing	DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT	Funded through the FRA SGR Grant with matching funded provided through TIRCP, this FY22 capital project required zero member agencies contribution.	8,000,000	-	-	-	-	-	8,000,000
<b>FY2022 PROPOSED NEW CAPITAL REQUEST</b>											<b>8,600,000</b>	<b>285,000</b>	<b>118,800</b>	<b>66,600</b>	<b>86,400</b>	<b>43,200</b>	<b>8,000,000</b>



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2201.00

## PROJECT : SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER

<b>SCOPE</b>	<b>TYPE: CAPITAL   NON-MRP  </b>
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The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders	

JUSTIFICATION	RANKING // PROJECT READINESS
Capital purchase of MOW specialized support equipment to support the railroad. Benefits will address issues at CMF to provide less noise (electric engine is silent), zero emissions, and fuel conservation.	1. System Reliability..... High 2. Ridership Increase..... Low 3. Capacity Improvements..... Low 4. Safety & Security..... Low 5. Environmental..... High
RISK CREATED BY NON-IMPLEMENTATION	
Risks include maintaining a status quo with regard to the current state of emissions and noise production in the CMF location.	
Current Age: New Standard Lifespan: 20 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$30,000	\$30,000
DESIGN	\$0			2023	\$52,500	\$52,500	\$52,500	\$52,500	\$210,000
ENVIRONMENTAL	\$0			2024	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
ROW ACQUISITION	\$0			2025	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$540,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$20,000								
* PROCUREMENT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$29,000								
<b>TOTAL</b>	<b>\$600,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

**FY22**

HOLMANS PROJECT# 2516.00

## PROJECT : DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: CAPITAL   NON-MRP  </b>
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Funded through the FRA SGR Grant with matching funds provided through TIRCP, this FY22 capital project required zero member agencies contribution. The project will provide for new safety upgrades to the Devonshire Street at-grade crossing.

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Grade Crossing

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Improve service reliability	

JUSTIFICATION	RANKING // PROJECT READINESS
To improve the safety of vehicles and passengers and to ensure operating safety and efficiencies.	1. System Reliability..... Moderate 2. Ridership Increase..... Moderate 3. Capacity Improvements..... Moderate 4. Safety & Security..... Moderate 5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION	
This project if funded by the Federal Railroad Administration under their 2020 Federal-State Partnership for State of Good Repair (Partnership Program) Grant Program. Failing to implement this project would risk losing the funds and risk the safety of the crossing. Current Age: New Standard Lifespan: 20 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
DESIGN	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
ENVIRONMENTAL	\$0			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
ROW ACQUISITION	\$0			2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$7,200,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$381,000								
<b>TOTAL</b>	<b>\$8,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

## FY22 PROPOSED CAPITAL PROGRAM CASHFLOW

### Rehabilitation

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 Rehabilitation</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>
	<b>CASH OUTLAY</b>						
2021-22	\$1.7M	\$0.8M	\$0.2M	\$0.4M	\$0.2M	\$1.3M	\$4.5M
2022-23	\$11.6M	\$5.3M	\$1.5M	\$2.5M	\$1.6M	\$9.1M	\$31.7M
2023-24	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
2024-25	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
<b>Totals</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>

### New Capital

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 New Capital</b>	<b>\$0.3M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.0M</b>	<b>\$8.0M</b>	<b>\$8.6M</b>
	<b>CASH OUTLAY</b>						
2021-22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.4M	\$0.4M
2022-23	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.8M	\$3.0M
2023-24	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
2024-25	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
<b>Totals</b>	<b>\$0.3M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.0M</b>	<b>\$8.0M</b>	<b>\$8.6M</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FY23 BUDGET FORECAST**  
**Annual Operating Budget Distribution by Cost Component**

(000's)	FY23 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 31,667	\$ 19,300	\$ 6,996	\$ 7,941	\$ 2,236	\$ 68,140
Fare Reduction Subsidy	286	-	-	192	-	\$ 479
Other Train Subsidies	2,446	-	-	-	-	\$ 2,446
Special Trains	78	60	33	16	27	\$ 214
<b>Subtotal-Pro Forma FareBox</b>	<b>34,477</b>	<b>19,360</b>	<b>7,029</b>	<b>8,149</b>	<b>2,264</b>	<b>\$ 71,279</b>
Dispatching	1,253	849	15	98	305	\$ 2,519
Other Revenues	367	182	65	92	27	\$ 733
MOW Revenues	6,362	2,834	720	1,695	518	\$ 12,128
<b>Total Operating Revenue</b>	<b>42,459</b>	<b>23,225</b>	<b>7,828</b>	<b>10,034</b>	<b>3,113</b>	<b>\$ 86,659</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	25,722	9,710	4,419	5,384	1,770	\$ 47,005
Equipment Maintenance	19,775	9,361	4,554	4,755	1,756	\$ 40,201
Fuel	10,522	4,792	1,925	2,287	667	\$ 20,193
Non-Scheduled Rolling Stock Repairs	53	25	11	12	3	\$ 104
Operating Facilities Maintenance	880	414	174	198	54	\$ 1,720
Other Operating Train Services	473	132	114	158	76	\$ 953
Rolling Stock Lease	-	-	-	-	-	-
Security	7,305	2,903	1,483	1,562	690	\$ 13,943
Public Safety Program	50	18	16	11	11	\$ 106
Passenger Relations	958	517	164	244	63	\$ 1,945
TVM Maintenance/Revenue Collection	1,996	1,113	844	537	307	\$ 4,798
Marketing	1,499	751	255	374	103	\$ 2,982
Media & External Communications	179	65	56	40	37	\$ 376
Utilities/Leases	1,463	531	459	324	307	\$ 3,084
Transfers to Other Operators	2,968	1,153	364	589	169	\$ 5,242
Amtrak Transfers	402	879	1	1	34	\$ 1,318
Station Maintenance	1,334	319	143	270	81	\$ 2,147
Rail Agreements	2,086	1,456	1,288	326	202	\$ 5,357
Holiday Trains	74	83	-	20	78	\$ 255
Special Trains	237	165	177	29	-	\$ 608
<b>Subtotal Operations &amp; Services</b>	<b>77,977</b>	<b>34,387</b>	<b>16,447</b>	<b>17,120</b>	<b>6,407</b>	<b>\$ 152,338</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	25,824	10,087	3,255	6,313	2,874	\$ 48,354
MoW - Extraordinary Maintenance	451	110	73	82	53	\$ 770
<b>Subtotal Maintenance-of-Way</b>	<b>26,275</b>	<b>10,197</b>	<b>3,328</b>	<b>6,395</b>	<b>2,928</b>	<b>\$ 49,124</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	8,408	3,067	2,629	1,863	1,757	\$ 17,724
Ops Non-Labor Expenses	4,603	2,014	993	980	409	\$ 9,000
Indirect Administrative Expenses	10,238	3,718	3,211	2,266	2,147	\$ 21,580
Ops Professional Services	1,183	430	371	262	248	\$ 2,494
<b>Subtotal Admin &amp; Services</b>	<b>24,432</b>	<b>9,229</b>	<b>7,205</b>	<b>5,370</b>	<b>4,562</b>	<b>\$ 50,798</b>
<b>Contingency</b>	<b>44</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>\$ 94</b>
<b>Total Operating Expenses</b>	<b>128,729</b>	<b>53,830</b>	<b>26,994</b>	<b>28,896</b>	<b>13,905</b>	<b>\$ 252,354</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	7,883	3,712	1,559	1,778	480	\$ 15,411
Net Claims / SI	527	248	104	119	32	\$ 1,030
Claims Administration	624	294	123	141	38	\$ 1,219
<b>Total Net Insurance and Legal</b>	<b>9,034</b>	<b>4,253</b>	<b>1,786</b>	<b>2,037</b>	<b>550</b>	<b>\$ 17,660</b>
<b>Total Expense</b>	<b>137,763</b>	<b>58,083</b>	<b>28,780</b>	<b>30,933</b>	<b>14,455</b>	<b>\$ 270,014</b>
<b>Loss</b>	<b>(95,304)</b>	<b>(34,858)</b>	<b>(20,951)</b>	<b>(20,899)</b>	<b>(11,342)</b>	<b>(183,355)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY23 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY23 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 14,642	\$ 6,053	\$ 9,265	\$ 6,313	\$ 17,876	\$ 194	\$ 7,793	\$ 6,004	\$ 68,140
Fare Reduction Subsidy	479	-	-	-	-	-	-	-	479
Other Train Subsidies	780	97	948	311	190	-	-	120	2,446
Special Trains	14	29	38	-	52	-	39	41	214
<b>Subtotal-Pro Forma FareBox</b>	<b>15,915</b>	<b>6,179</b>	<b>10,251</b>	<b>6,625</b>	<b>18,118</b>	<b>194</b>	<b>7,833</b>	<b>6,165</b>	<b>71,279</b>
Dispatching	341	591	346	2	1,206	5	6	22	2,519
Other Revenues	185	69	119	59	160	5	81	55	733
MOW Revenues	3,572	1,522	3,001	197	1,728	140	1,206	762	12,128
<b>Total Operating Revenue</b>	<b>20,013</b>	<b>8,361</b>	<b>13,717</b>	<b>6,882</b>	<b>21,212</b>	<b>343</b>	<b>9,125</b>	<b>7,005</b>	<b>86,659</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	11,444	5,306	10,728	3,093	6,457	891	4,949	4,138	47,005
Equipment Maintenance	9,030	4,121	7,869	2,808	5,873	1,215	4,770	4,515	40,201
Fuel	4,633	2,028	4,168	1,350	3,285	683	2,362	1,684	20,193
Non-Scheduled Rolling Stock Repairs	24	9	21	7	17	2	13	11	104
Operating Facilities Maintenance	404	142	354	113	278	39	207	183	1,720
Other Operating Train Services	299	127	138	115	59	21	87	107	953
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	2,924	1,373	3,326	1,183	1,802	286	1,635	1,414	13,943
Public Safety Program	16	18	19	16	8	3	12	15	106
Passenger Relations	494	165	327	140	439	11	235	134	1,945
TVM Maintenance/Revenue Collection	851	697	774	378	531	217	704	646	4,798
Marketing	762	273	478	235	672	16	324	223	2,982
Media & External Communications	55	63	68	56	29	10	43	53	376
Utilities/Leases	450	512	557	462	237	84	349	431	3,084
Transfers to Other Operators	1,189	473	1,140	528	1,372	-	147	394	5,242
Amtrak Transfers	-	105	-	-	1,212	-	-	-	1,318
Station Maintenance	607	260	457	178	394	5	14	231	2,147
Rail Agreements	-	624	-	1,874	851	-	972	1,037	5,357
Holiday Trains	-	78	49	-	83	-	-	45	255
Special Trains	52	8	69	1	87	-	177	214	608
<b>Subtotal Operations &amp; Services</b>	<b>33,232</b>	<b>16,381</b>	<b>30,543</b>	<b>12,536</b>	<b>23,687</b>	<b>3,484</b>	<b>16,998</b>	<b>15,476</b>	<b>152,338</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	13,831	7,567	10,657	1,249	6,679	493	4,570	3,308	48,354
MoW - Extraordinary Maintenance	169	116	123	107	130	-	103	23	770
<b>Subtotal Maintenance-of-Way</b>	<b>14,000</b>	<b>7,683</b>	<b>10,779</b>	<b>1,355</b>	<b>6,809</b>	<b>493</b>	<b>4,674</b>	<b>3,330</b>	<b>49,124</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,596	2,935	3,208	2,645	1,379	484	2,006	2,471	17,724
Ops Non-Labor Expenses	1,867	917	1,892	738	1,406	165	1,011	1,004	9,000
Indirect Administrative Expenses	3,149	3,587	3,897	3,233	1,662	591	2,443	3,019	21,580
Ops Professional Services	364	415	450	374	192	68	282	349	2,494
<b>Subtotal Admin &amp; Services</b>	<b>7,975</b>	<b>7,853</b>	<b>9,448</b>	<b>6,989</b>	<b>4,638</b>	<b>1,309</b>	<b>5,742</b>	<b>6,843</b>	<b>50,798</b>
<b>Contingency</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>13</b>	<b>94</b>
<b>Total Operating Expenses</b>	<b>55,220</b>	<b>31,933</b>	<b>50,788</b>	<b>20,895</b>	<b>35,142</b>	<b>5,289</b>	<b>27,425</b>	<b>25,663</b>	<b>252,354</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,616	1,270	3,176	1,008	2,489	354	1,859	1,641	15,411
Net Claims / SI	242	85	212	67	166	24	124	110	1,030
Claims Administration	286	100	251	80	197	28	147	130	1,219
<b>Total Net Insurance and Legal</b>	<b>4,143</b>	<b>1,455</b>	<b>3,639</b>	<b>1,155</b>	<b>2,852</b>	<b>405</b>	<b>2,130</b>	<b>1,880</b>	<b>17,660</b>
<b>Total Expense</b>	<b>59,363</b>	<b>33,388</b>	<b>54,427</b>	<b>22,050</b>	<b>37,994</b>	<b>5,695</b>	<b>29,555</b>	<b>27,543</b>	<b>270,014</b>
<b>Loss</b>	<b>(39,350)</b>	<b>(25,027)</b>	<b>(40,710)</b>	<b>(15,167)</b>	<b>(16,782)</b>	<b>(5,351)</b>	<b>(20,430)</b>	<b>(20,538)</b>	<b>(183,355)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY24 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY24 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 40,486	\$ 24,349	\$ 8,828	\$ 10,021	\$ 2,816	\$ 86,500
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,544	-	-	-	-	\$ 2,544
Special Trains	86	70	33	18	37	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>43,116</b>	<b>24,419</b>	<b>8,861</b>	<b>10,038</b>	<b>2,853</b>	<b>\$ 89,288</b>
Dispatching	1,272	866	15	100	310	\$ 2,563
Other Revenues	415	206	73	104	30	\$ 828
MOW Revenues	6,489	2,890	735	1,729	528	\$ 12,371
<b>Total Operating Revenue</b>	<b>51,292</b>	<b>28,381</b>	<b>9,684</b>	<b>11,971</b>	<b>3,722</b>	<b>\$ 105,050</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	26,513	10,006	4,563	5,547	1,830	\$ 48,459
Equipment Maintenance	20,488	9,692	4,717	4,927	1,819	\$ 41,643
Fuel	10,955	4,960	2,008	2,380	699	\$ 21,001
Non-Scheduled Rolling Stock Repairs	55	26	11	12	3	\$ 108
Operating Facilities Maintenance	915	431	181	206	56	\$ 1,789
Other Operating Train Services	492	137	118	164	79	\$ 991
Rolling Stock Lease	-	-	-	-	-	-
Security	7,515	2,996	1,533	1,608	713	\$ 14,365
Public Safety Program	52	19	16	12	11	\$ 111
Passenger Relations	997	536	171	253	66	\$ 2,023
TVM Maintenance/Revenue Collection	2,076	1,158	878	559	319	\$ 4,990
Marketing	1,558	781	265	389	107	\$ 3,101
Media & External Communications	186	67	58	41	39	\$ 391
Utilities/Leases	1,521	553	477	337	319	\$ 3,207
Transfers to Other Operators	3,773	1,463	453	753	216	\$ 6,658
Amtrak Transfers	511	1,122	1	1	39	\$ 1,674
Station Maintenance	1,387	332	149	280	84	\$ 2,232
Rail Agreements	2,170	1,514	1,339	339	210	\$ 5,572
Holiday Trains	77	86	-	20	80	\$ 263
Special Trains	244	170	183	30	-	\$ 626
<b>Subtotal Operations &amp; Services</b>	<b>81,485</b>	<b>36,049</b>	<b>17,120</b>	<b>17,859</b>	<b>6,689</b>	<b>\$ 159,203</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	26,737	10,425	3,373	6,528	2,976	\$ 50,038
MoW - Extraordinary Maintenance	465	114	76	85	55	\$ 794
<b>Subtotal Maintenance-of-Way</b>	<b>27,202</b>	<b>10,539</b>	<b>3,449</b>	<b>6,613</b>	<b>3,031</b>	<b>\$ 50,833</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	8,863	3,232	2,772	1,963	1,853	\$ 18,684
Ops Non-Labor Expenses	4,787	2,095	1,033	1,019	425	\$ 9,360
Indirect Administrative Expenses	10,701	3,887	3,356	2,368	2,244	\$ 22,557
Ops Professional Services	1,231	447	386	272	258	\$ 2,594
<b>Subtotal Admin &amp; Services</b>	<b>25,582</b>	<b>9,661</b>	<b>7,548</b>	<b>5,623</b>	<b>4,780</b>	<b>\$ 53,194</b>
<b><u>Contingency</u></b>	<b>46</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>\$ 97</b>
<b>Total Operating Expenses</b>	<b>134,315</b>	<b>56,265</b>	<b>28,131</b>	<b>30,105</b>	<b>14,510</b>	<b>\$ 263,327</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	8,278	3,897	1,637	1,867	504	\$ 16,182
Net Claims / SI	548	258	108	124	33	\$ 1,071
Claims Administration	649	305	128	146	39	\$ 1,268
<b>Total Net Insurance and Legal</b>	<b>9,474</b>	<b>4,461</b>	<b>1,873</b>	<b>2,136</b>	<b>576</b>	<b>\$ 18,521</b>
<b>Total Expense</b>	<b>143,789</b>	<b>60,726</b>	<b>30,004</b>	<b>32,242</b>	<b>15,086</b>	<b>\$ 281,847</b>
<b>Loss</b>	<b>(92,497)</b>	<b>(32,345)</b>	<b>(20,321)</b>	<b>(20,271)</b>	<b>(11,365)</b>	<b>(176,798)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY24 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY24 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 18,652	\$ 7,648	\$ 11,899	\$ 8,026	\$ 22,585	\$ 244	\$ 9,840	\$ 7,607	\$ 86,500
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	811	100	986	324	198	-	-	125	\$ 2,544
Special Trains	14	38	43	-	62	-	39	47	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>19,478</b>	<b>7,787</b>	<b>12,928</b>	<b>8,350</b>	<b>22,845</b>	<b>244</b>	<b>9,879</b>	<b>7,778</b>	<b>89,288</b>
Dispatching	347	601	350	2	1,230	5	6	23	2,563
Other Revenues	209	78	134	66	181	5	91	63	828
MOW Revenues	3,644	1,553	3,061	201	1,763	142	1,230	778	12,371
<b>Total Operating Revenue</b>	<b>23,678</b>	<b>10,018</b>	<b>16,473</b>	<b>8,619</b>	<b>26,019</b>	<b>397</b>	<b>11,206</b>	<b>8,641</b>	<b>105,050</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	11,783	5,489	11,042	3,199	6,662	903	5,114	4,266	48,459
Equipment Maintenance	9,355	4,270	8,152	2,911	6,084	1,255	4,942	4,674	41,643
Fuel	4,813	2,125	4,336	1,417	3,410	683	2,461	1,756	21,001
Non-Scheduled Rolling Stock Repairs	25	9	22	7	17	2	13	12	108
Operating Facilities Maintenance	420	147	369	117	289	41	216	190	1,789
Other Operating Train Services	311	132	144	119	61	22	90	111	991
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,010	1,420	3,409	1,223	1,860	296	1,685	1,464	14,365
Public Safety Program	16	18	20	17	9	3	13	15	111
Passenger Relations	514	172	339	147	456	11	243	140	2,023
TVM Maintenance/Revenue Collection	885	725	805	393	552	226	732	672	4,990
Marketing	792	283	497	244	698	17	337	232	3,101
Media & External Communications	57	65	71	59	30	11	44	55	391
Utilities/Leases	468	533	579	480	247	88	363	449	3,207
Transfers to Other Operators	1,530	603	1,441	656	1,759	-	167	501	6,658
Amtrak Transfers	-	120	-	-	1,554	-	-	-	1,674
Station Maintenance	631	271	476	185	410	5	15	240	2,232
Rail Agreements	-	649	-	1,949	885	-	1,011	1,078	5,572
Holiday Trains	-	80	50	-	86	-	-	47	263
Special Trains	53	8	71	1	90	-	182	221	626
<b>Subtotal Operations &amp; Services</b>	<b>34,664</b>	<b>17,121</b>	<b>31,822</b>	<b>13,124</b>	<b>25,159</b>	<b>3,563</b>	<b>17,627</b>	<b>16,122</b>	<b>159,203</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	14,315	7,830	11,035	1,289	6,909	511	4,728	3,421	50,038
MoW - Extraordinary Maintenance	174	120	126	110	134	-	107	23	794
<b>Subtotal Maintenance-of-Way</b>	<b>14,489</b>	<b>7,950</b>	<b>11,161</b>	<b>1,399</b>	<b>7,042</b>	<b>511</b>	<b>4,835</b>	<b>3,444</b>	<b>50,833</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,736	3,095	3,382	2,789	1,453	510	2,115	2,605	18,684
Ops Non-Labor Expenses	1,941	954	1,968	767	1,462	172	1,051	1,045	9,360
Indirect Administrative Expenses	3,291	3,749	4,074	3,379	1,737	618	2,553	3,156	22,557
Ops Professional Services	378	431	468	389	200	71	294	363	2,594
<b>Subtotal Admin &amp; Services</b>	<b>8,346</b>	<b>8,229</b>	<b>9,892</b>	<b>7,324</b>	<b>4,851</b>	<b>1,371</b>	<b>6,013</b>	<b>7,168</b>	<b>53,194</b>
<b>Contingency</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>97</b>
<b>Total Operating Expenses</b>	<b>57,514</b>	<b>33,316</b>	<b>52,892</b>	<b>21,862</b>	<b>37,061</b>	<b>5,447</b>	<b>28,486</b>	<b>26,749</b>	<b>263,327</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,796	1,333	3,335	1,058	2,614	371	1,952	1,723	16,182
Net Claims / SI	251	88	221	70	173	25	129	114	1,071
Claims Administration	298	104	261	83	205	29	153	135	1,268
<b>Total Net Insurance and Legal</b>	<b>4,345</b>	<b>1,526</b>	<b>3,817</b>	<b>1,211</b>	<b>2,991</b>	<b>425</b>	<b>2,234</b>	<b>1,972</b>	<b>18,521</b>
<b>Total Expense</b>	<b>61,859</b>	<b>34,842</b>	<b>56,709</b>	<b>23,073</b>	<b>40,052</b>	<b>5,872</b>	<b>30,720</b>	<b>28,720</b>	<b>281,847</b>
<b>Loss</b>	<b>(38,182)</b>	<b>(24,824)</b>	<b>(40,236)</b>	<b>(14,455)</b>	<b>(14,033)</b>	<b>(5,475)</b>	<b>(19,514)</b>	<b>(20,080)</b>	<b>(176,798)</b>



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY25 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY25 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 45,841	\$ 27,437	\$ 9,948	\$ 11,291	\$ 3,173	\$ 97,690
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,646	-	-	-	-	\$ 2,646
Special Trains	86	70	33	18	37	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>48,573</b>	<b>27,507</b>	<b>9,981</b>	<b>11,309</b>	<b>3,209</b>	<b>\$ 100,580</b>
Dispatching	1,292	883	15	102	316	\$ 2,607
Other Revenues	471	234	82	118	34	\$ 939
MOW Revenues	6,619	2,948	749	1,763	539	\$ 12,618
<b>Total Operating Revenue</b>	<b>56,954</b>	<b>31,572</b>	<b>10,828</b>	<b>13,292</b>	<b>4,098</b>	<b>\$ 116,744</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	27,331	10,312	4,711	5,715	1,893	\$ 49,962
Equipment Maintenance	21,226	10,036	4,885	5,106	1,885	\$ 43,137
Fuel	11,405	5,135	2,094	2,476	732	\$ 21,841
Non-Scheduled Rolling Stock Repairs	58	27	11	13	4	\$ 112
Operating Facilities Maintenance	952	448	188	215	58	\$ 1,861
Other Operating Train Services	511	143	123	171	82	\$ 1,031
Rolling Stock Lease	-	-	-	-	-	-
Security	7,732	3,092	1,584	1,657	736	\$ 14,800
Public Safety Program	55	20	17	12	11	\$ 115
Passenger Relations	1,038	556	178	263	68	\$ 2,103
TVM Maintenance/Revenue Collection	2,159	1,204	913	581	332	\$ 5,190
Marketing	1,621	813	276	404	112	\$ 3,226
Media & External Communications	193	70	61	43	41	\$ 407
Utilities/Leases	1,582	575	496	350	332	\$ 3,335
Transfers to Other Operators	4,264	1,652	501	855	245	\$ 7,517
Amtrak Transfers	576	1,273	1	1	39	\$ 1,889
Station Maintenance	1,442	345	155	291	88	\$ 2,320
Rail Agreements	2,256	1,574	1,393	353	218	\$ 5,794
Holiday Trains	79	88	-	21	82	\$ 271
Special Trains	251	175	188	31	-	\$ 645
<b>Subtotal Operations &amp; Services</b>	<b>84,730</b>	<b>37,537</b>	<b>17,774</b>	<b>18,558</b>	<b>6,957</b>	<b>\$ 165,556</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	27,684	10,775	3,496	6,751	3,081	\$ 51,787
MoW - Extraordinary Maintenance	480	117	78	87	57	\$ 819
<b>Subtotal Maintenance-of-Way</b>	<b>28,164</b>	<b>10,893</b>	<b>3,574</b>	<b>6,838</b>	<b>3,138</b>	<b>\$ 52,607</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,346	3,407	2,924	2,070	1,954	\$ 19,701
Ops Non-Labor Expenses	4,979	2,179	1,074	1,060	442	\$ 9,734
Indirect Administrative Expenses	11,186	4,063	3,509	2,476	2,346	\$ 23,580
Ops Professional Services	1,280	465	401	283	268	\$ 2,698
<b>Subtotal Admin &amp; Services</b>	<b>26,791</b>	<b>10,114</b>	<b>7,908</b>	<b>5,889</b>	<b>5,011</b>	<b>\$ 55,713</b>
<b><u>Contingency</u></b>	<b>48</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>\$ 101</b>
<b>Total Operating Expenses</b>	<b>139,734</b>	<b>58,561</b>	<b>29,271</b>	<b>31,297</b>	<b>15,115</b>	<b>\$ 273,977</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	8,691	4,092	1,718	1,960	529	\$ 16,990
Net Claims / SI	570	268	113	128	35	\$ 1,114
Claims Administration	675	318	133	152	41	\$ 1,319
<b>Total Net Insurance and Legal</b>	<b>9,936</b>	<b>4,678</b>	<b>1,964</b>	<b>2,241</b>	<b>604</b>	<b>\$ 19,423</b>
<b>Total Expense</b>	<b>149,669</b>	<b>63,238</b>	<b>31,236</b>	<b>33,537</b>	<b>15,720</b>	<b>\$ 293,400</b>
<b>Loss</b>	<b>(92,715)</b>	<b>(31,666)</b>	<b>(20,408)</b>	<b>(20,245)</b>	<b>(11,622)</b>	<b>(176,656)</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY25 BUDGET FORECAST  
 Annual Operating Budget Distribution by Cost Component

(000's)	FY25 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 21,088	\$ 8,625	\$ 13,493	\$ 9,072	\$ 25,466	\$ 275	\$ 11,087	\$ 8,582	\$ 97,690
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	844	105	1,025	337	206	-	-	130	\$ 2,646
Special Trains	14	38	43	-	62	-	39	47	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>21,946</b>	<b>8,768</b>	<b>14,562</b>	<b>9,408</b>	<b>25,734</b>	<b>275</b>	<b>11,127</b>	<b>8,758</b>	<b>100,580</b>
Dispatching	353	611	353	2	1,254	5	6	23	2,607
Other Revenues	237	88	152	75	206	6	103	71	939
MOW Revenues	3,717	1,584	3,122	205	1,798	145	1,254	793	12,618
<b>Total Operating Revenue</b>	<b>26,254</b>	<b>11,051</b>	<b>18,189</b>	<b>9,690</b>	<b>28,993</b>	<b>432</b>	<b>12,490</b>	<b>9,645</b>	<b>116,744</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	12,134	5,678	11,366	3,310	6,874	916	5,285	4,399	49,962
Equipment Maintenance	9,692	4,425	8,445	3,018	6,303	1,296	5,120	4,838	43,137
Fuel	5,000	2,227	4,510	1,486	3,540	683	2,564	1,831	21,841
Non-Scheduled Rolling Stock Repairs	26	9	23	7	18	3	14	12	112
Operating Facilities Maintenance	437	153	383	122	300	43	224	198	1,861
Other Operating Train Services	323	138	150	124	64	23	94	116	1,031
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,099	1,468	3,494	1,264	1,919	306	1,736	1,514	14,800
Public Safety Program	17	19	21	17	9	3	13	16	115
Passenger Relations	535	179	352	153	474	12	252	146	2,103
TVM Maintenance/Revenue Collection	920	754	837	408	575	235	761	699	5,190
Marketing	824	295	517	254	726	17	350	242	3,226
Media & External Communications	59	68	74	61	31	11	46	57	407
Utilities/Leases	487	554	602	500	257	91	378	467	3,335
Transfers to Other Operators	1,749	684	1,621	726	2,004	-	167	565	7,517
Amtrak Transfers	-	120	-	-	1,770	-	-	-	1,889
Station Maintenance	656	281	495	192	426	6	15	249	2,320
Rail Agreements	-	675	-	2,027	920	-	1,051	1,121	5,794
Holiday Trains	-	82	52	-	88	-	-	48	271
Special Trains	55	9	73	1	92	-	187	227	645
<b>Subtotal Operations &amp; Services</b>	<b>36,014</b>	<b>17,819</b>	<b>33,015</b>	<b>13,671</b>	<b>26,392</b>	<b>3,644</b>	<b>18,257</b>	<b>16,746</b>	<b>165,556</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	14,818	8,104	11,427	1,331	7,146	528	4,893	3,539	51,787
MoW - Extraordinary Maintenance	180	124	130	113	138	-	110	24	819
<b>Subtotal Maintenance-of-Way</b>	<b>14,998</b>	<b>8,228</b>	<b>11,557</b>	<b>1,444</b>	<b>7,284</b>	<b>528</b>	<b>5,003</b>	<b>3,563</b>	<b>52,607</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,884	3,264	3,565	2,942	1,531	538	2,230	2,747	19,701
Ops Non-Labor Expenses	2,019	992	2,047	798	1,520	179	1,093	1,086	9,734
Indirect Administrative Expenses	3,440	3,919	4,259	3,532	1,816	646	2,669	3,299	23,580
Ops Professional Services	394	448	487	404	208	74	305	377	2,698
<b>Subtotal Admin &amp; Services</b>	<b>8,737</b>	<b>8,623</b>	<b>10,358</b>	<b>7,676</b>	<b>5,075</b>	<b>1,437</b>	<b>6,298</b>	<b>7,510</b>	<b>55,713</b>
<b>Contingency</b>	<b>15</b>	<b>17</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>101</b>
<b>Total Operating Expenses</b>	<b>59,764</b>	<b>34,687</b>	<b>54,948</b>	<b>22,806</b>	<b>38,759</b>	<b>5,612</b>	<b>29,569</b>	<b>27,833</b>	<b>273,977</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,986	1,400	3,501	1,111	2,744	390	2,049	1,809	16,990
Net Claims / SI	261	92	229	73	180	26	134	119	1,114
Claims Administration	309	109	272	86	213	30	159	140	1,319
<b>Total Net Insurance and Legal</b>	<b>4,557</b>	<b>1,600</b>	<b>4,003</b>	<b>1,270</b>	<b>3,137</b>	<b>446</b>	<b>2,342</b>	<b>2,068</b>	<b>19,423</b>
<b>Total Expense</b>	<b>64,320</b>	<b>36,287</b>	<b>58,951</b>	<b>24,077</b>	<b>41,896</b>	<b>6,058</b>	<b>31,911</b>	<b>29,900</b>	<b>293,400</b>
<b>Loss</b>	<b>(38,067)</b>	<b>(25,237)</b>	<b>(40,761)</b>	<b>(14,386)</b>	<b>(12,903)</b>	<b>(5,626)</b>	<b>(19,421)</b>	<b>(20,255)</b>	<b>(176,656)</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FY26 BUDGET FORECAST**  
**Annual Operating Budget Distribution by Cost Component**

**Attachment R**

(000's)	FY26 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 51,183	\$ 30,520	\$ 11,066	\$ 12,561	\$ 3,529	\$ 108,860
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,751	-	-	-	-	\$ 2,751
Special Trains	86	70	33	18	37	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>54,021</b>	<b>30,591</b>	<b>11,099</b>	<b>12,579</b>	<b>3,566</b>	<b>\$ 111,855</b>
Dispatching	1,311	901	15	104	321	\$ 2,653
Other Revenues	535	266	93	134	38	\$ 1,067
MOW Revenues	6,751	3,007	764	1,798	550	\$ 12,871
<b>Total Operating Revenue</b>	<b>62,618</b>	<b>34,765</b>	<b>11,973</b>	<b>14,615</b>	<b>4,475</b>	<b>\$ 128,446</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	28,177	10,629	4,864	5,889	1,957	\$ 51,517
Equipment Maintenance	21,992	10,392	5,060	5,290	1,953	\$ 44,686
Fuel	11,873	5,317	2,183	2,576	766	\$ 22,715
Non-Scheduled Rolling Stock Repairs	60	28	12	13	4	\$ 117
Operating Facilities Maintenance	990	466	196	223	60	\$ 1,935
Other Operating Train Services	532	148	128	178	86	\$ 1,072
Rolling Stock Lease	-	-	-	-	-	-
Security	7,955	3,190	1,636	1,707	760	\$ 15,248
Public Safety Program	57	21	18	13	12	\$ 120
Passenger Relations	1,080	578	185	274	71	\$ 2,188
TVM Maintenance/Revenue Collection	2,245	1,252	950	604	345	\$ 5,397
Marketing	1,686	845	287	421	116	\$ 3,355
Media & External Communications	201	73	63	44	42	\$ 423
Utilities/Leases	1,646	598	516	364	345	\$ 3,469
Transfers to Other Operators	4,547	1,762	527	911	261	\$ 8,008
Amtrak Transfers	628	1,394	1	1	39	\$ 2,063
Station Maintenance	1,499	358	161	303	91	\$ 2,412
Rail Agreements	2,347	1,637	1,448	367	227	\$ 6,026
Holiday Trains	81	91	-	22	85	\$ 279
Special Trains	236	180	194	32	-	\$ 641
<b>Subtotal Operations &amp; Services</b>	<b>87,830</b>	<b>38,959</b>	<b>18,429</b>	<b>19,232</b>	<b>7,220</b>	<b>\$ 171,670</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	28,669	11,139	3,623	6,982	3,190	\$ 53,603
MoW - Extraordinary Maintenance	495	121	80	90	59	\$ 845
<b>Subtotal Maintenance-of-Way</b>	<b>29,164</b>	<b>11,260</b>	<b>3,704</b>	<b>7,072</b>	<b>3,249</b>	<b>\$ 54,448</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,856	3,593	3,084	2,183	2,061	\$ 20,777
Ops Non-Labor Expenses	5,178	2,266	1,117	1,102	460	\$ 10,124
Indirect Administrative Expenses	11,695	4,248	3,668	2,589	2,453	\$ 24,653
Ops Professional Services	1,331	483	417	295	279	\$ 2,806
<b>Subtotal Admin &amp; Services</b>	<b>28,061</b>	<b>10,590</b>	<b>8,287</b>	<b>6,169</b>	<b>5,253</b>	<b>\$ 58,359</b>
<b><u>Contingency</u></b>	<b>50</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>\$ 105</b>
<b>Total Operating Expenses</b>	<b>145,104</b>	<b>60,826</b>	<b>30,435</b>	<b>32,484</b>	<b>15,733</b>	<b>\$ 284,582</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	9,126	4,297	1,804	2,058	555	\$ 17,840
Net Claims / SI	592	279	117	134	36	\$ 1,158
Claims Administration	702	330	139	158	43	\$ 1,372
<b>Total Net Insurance and Legal</b>	<b>10,420</b>	<b>4,906</b>	<b>2,060</b>	<b>2,350</b>	<b>634</b>	<b>\$ 20,370</b>
<b>Total Expense</b>	<b>155,524</b>	<b>65,732</b>	<b>32,495</b>	<b>34,834</b>	<b>16,367</b>	<b>\$ 304,952</b>
<b>Loss</b>	<b>(92,906)</b>	<b>(30,968)</b>	<b>(20,522)</b>	<b>(20,219)</b>	<b>(11,891)</b>	<b>(176,506)</b>

(000's)	FY26 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 23,521	\$ 9,602	\$ 15,084	\$ 10,113	\$ 28,341	\$ 306	\$ 12,336	\$ 9,557	\$ 108,860
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	878	109	1,066	350	214	-	-	135	\$ 2,751
Special Trains	14	38	43	-	62	-	39	47	\$ 244
<b>Subtotal-Pro Forma FareBox</b>	<b>24,413</b>	<b>9,749</b>	<b>16,194</b>	<b>10,463</b>	<b>28,616</b>	<b>306</b>	<b>12,375</b>	<b>9,739</b>	<b>111,855</b>
Dispatching	360	621	356	2	1,279	5	6	23	2,653
Other Revenues	270	100	173	85	235	7	117	81	1,067
MOW Revenues	3,791	1,616	3,185	209	1,834	148	1,279	809	12,871
<b>Total Operating Revenue</b>	<b>28,834</b>	<b>12,085</b>	<b>19,907</b>	<b>10,760</b>	<b>31,965</b>	<b>466</b>	<b>13,778</b>	<b>10,652</b>	<b>128,446</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	12,498	5,874	11,702	3,423	7,093	929	5,461	4,536	51,517
Equipment Maintenance	10,042	4,585	8,749	3,129	6,530	1,338	5,305	5,008	44,686
Fuel	5,195	2,333	4,691	1,559	3,675	683	2,670	1,909	22,715
Non-Scheduled Rolling Stock Repairs	27	10	24	8	19	3	14	12	117
Operating Facilities Maintenance	454	159	399	127	313	44	233	206	1,935
Other Operating Train Services	336	143	156	129	66	24	97	120	1,072
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,191	1,517	3,581	1,306	1,980	317	1,789	1,567	15,248
Public Safety Program	17	20	22	18	9	3	14	17	120
Passenger Relations	556	187	366	160	493	12	261	153	2,188
TVM Maintenance/Revenue Collection	957	784	871	425	597	244	792	727	5,397
Marketing	857	307	538	264	755	18	364	251	3,355
Media & External Communications	62	70	76	63	33	12	48	59	423
Utilities/Leases	506	576	626	520	267	95	393	485	3,469
Transfers to Other Operators	1,868	728	1,730	764	2,150	-	167	601	8,008
Amtrak Transfers	-	120	-	-	1,943	-	-	-	2,063
Station Maintenance	682	293	514	200	443	6	16	259	2,412
Rail Agreements	-	702	-	2,108	957	-	1,093	1,166	6,026
Holiday Trains	-	85	53	-	91	-	-	50	279
Special Trains	50	9	69	1	90	-	190	232	641
<b>Subtotal Operations &amp; Services</b>	<b>37,299</b>	<b>18,503</b>	<b>34,167</b>	<b>14,203</b>	<b>27,504</b>	<b>3,728</b>	<b>18,906</b>	<b>17,358</b>	<b>171,670</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	15,341	8,389	11,835	1,374	7,393	547	5,063	3,661	53,603
MoW - Extraordinary Maintenance	185	128	134	117	142	-	113	25	845
<b>Subtotal Maintenance-of-Way</b>	<b>15,526</b>	<b>8,516</b>	<b>11,969</b>	<b>1,491</b>	<b>7,535</b>	<b>547</b>	<b>5,177</b>	<b>3,686</b>	<b>54,448</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	3,041	3,442	3,760	3,103	1,614	568	2,352	2,898	20,777
Ops Non-Labor Expenses	2,100	1,032	2,128	830	1,581	186	1,137	1,130	10,124
Indirect Administrative Expenses	3,597	4,097	4,452	3,693	1,898	675	2,791	3,449	24,653
Ops Professional Services	409	466	507	420	216	77	318	393	2,806
<b>Subtotal Admin &amp; Services</b>	<b>9,147</b>	<b>9,038</b>	<b>10,847</b>	<b>8,046</b>	<b>5,309</b>	<b>1,506</b>	<b>6,597</b>	<b>7,869</b>	<b>58,359</b>
<b>Contingency</b>	<b>15</b>	<b>17</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>12</b>	<b>15</b>	<b>105</b>
<b>Total Operating Expenses</b>	<b>61,987</b>	<b>36,075</b>	<b>57,003</b>	<b>23,756</b>	<b>40,357</b>	<b>5,784</b>	<b>30,693</b>	<b>28,928</b>	<b>284,582</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	4,185	1,470	3,676	1,167	2,881	409	2,152	1,899	17,840
Net Claims / SI	272	95	239	76	187	27	140	123	1,158
Claims Administration	322	113	283	90	222	31	165	146	1,372
<b>Total Net Insurance and Legal</b>	<b>4,779</b>	<b>1,678</b>	<b>4,198</b>	<b>1,332</b>	<b>3,290</b>	<b>467</b>	<b>2,457</b>	<b>2,169</b>	<b>20,370</b>
<b>Total Expense</b>	<b>66,766</b>	<b>37,753</b>	<b>61,200</b>	<b>25,088</b>	<b>43,647</b>	<b>6,252</b>	<b>33,149</b>	<b>31,096</b>	<b>304,952</b>
<b>Loss</b>	<b>(37,932)</b>	<b>(25,668)</b>	<b>(41,293)</b>	<b>(14,329)</b>	<b>(11,682)</b>	<b>(5,785)</b>	<b>(19,372)</b>	<b>(20,444)</b>	<b>(176,506)</b>

## FY2023-26 Forecast of Rehabilitation Budget by Asset Category

(000's)

Asset Category	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
Tracks	47,111	59,671	63,035	52,352	222,170
Structures	28,373	41,934	45,005	31,995	147,307
Systems	34,016	45,040	47,810	37,951	164,816
Vehicles	5,157	6,994	7,442	5,767	25,360
Rolling Stock	38,796	48,870	51,593	43,090	182,349
Facilities	3,747	4,491	4,714	4,144	17,098
<b>Rehabilitation Total</b>	<b>157,200</b>	<b>207,000</b>	<b>219,600</b>	<b>175,300</b>	<b>759,100</b>
<i>Numbers may not foot due to rounding.</i>					

## FY2023-26 Forecast of Rehabilitation Budget by Member Agency

(000's)

Member Agency	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
METRO	82,379	109,572	116,366	91,949	400,265
OCTA	29,892	37,718	39,828	33,206	140,644
RCTC	9,752	12,106	12,759	10,818	45,434
SBCTA	22,458	30,287	32,211	25,099	110,055
VCTC	12,720	17,318	18,436	14,228	62,702
<b>Rehabilitation Total</b>	<b>157,200</b>	<b>207,000</b>	<b>219,600</b>	<b>175,300</b>	<b>759,100</b>
<i>Numbers may not foot due to rounding.</i>					

## FY2023-26 Forecast of New Capital Budget by Asset Category

(000's)

Asset Category	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
Tracks	-	29,962	-	-	29,962
Structures	-	-	-	-	-
Systems	2,902	-	-	-	2,902
Vehicles	-	-	-	-	-
Rolling Stock	28,727	54,522	101,100	178,200	362,549
Facilities	48,371	32,217	-	-	80,588
<b>New Capital Total</b>	<b>80,000</b>	<b>116,700</b>	<b>101,100</b>	<b>178,200</b>	<b>476,000</b>
<i>Numbers may not foot due to rounding.</i>					

## FY2023-26 Forecast of New Capital Budget by Member Agency

(000's)

Member Agency	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
METRO	38,000	71,162	48,023	84,645	241,830
OCTA	15,840	17,174	20,018	35,284	88,316
RCTC	8,880	9,628	11,222	19,780	49,510
SBCTA	11,520	12,490	14,558	25,661	64,230
VCTC	5,760	6,245	7,279	12,830	32,115
<b>New Capital Total</b>	<b>80,000</b>	<b>116,700</b>	<b>101,100</b>	<b>178,200</b>	<b>476,000</b>
<i>Numbers may not foot due to rounding.</i>					



## FY2021-22 REHABILITATION CARRYOVER PROJECTS

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley - RR Communications & Equip	Valley	Communications	-	-	-	-	4,021	-	4,021
514037	River Sub Communications Upgrade &RR	River	Communications	12,789	6,659	3,722	4,838	1,061	-	29,068
514046	Systemwide Online,Onboard TKT Sales	Systemwide	Information Technology	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange Sub Culvert & Bridge	Orange	Structures	-	207,711	-	37,943	-	-	245,653
515129	Ventura LA Bridge Repair	Ventura - LA County	Structures	16,552	-	-	-	-	30,104	46,656
515133	Ventura Sub VC Communications System	Ventura - VC County	Communications	-	-	-	-	11,158	-	11,158
515144	River EB Zone 2 Tie & Rail	River- East Bank	Track	28,399	10,579	5,931	7,747	3,794	118,354	174,804
515160	River EB Zone 3 Tie & Rail	River- East Bank	Track	24,426	10,183	5,709	7,405	3,702	165,422	216,846
516050	Rail Car Restoration	Systemwide	Rolling Stock	-	-	-	-	-	173,077	173,077
516610	Orange Sub Rail Grinding	Orange	Track	-	-	2,082	-	-	-	2,082
516620	Orange Bridge Rehab, ROW	Orange	Structures	-	3,710	-	-	-	-	3,710
516621	Orange Sub San Juan Creek Bridge	Orange	Structures	-	1,237,426	-	-	-	-	1,237,426
516631	Orange Sub Signal Replacement	Orange	Signal	-	65,425	-	-	-	-	65,425
516640	Orange Signal & Grade Rehab	Orange	Signal	-	31,924	-	-	-	-	31,924
516820	Downtown Riverside Layover Improvement	Riverside	Facilities	-	-	35,495	-	-	-	35,495
516930	PVL Signal Engineering	Perris Valley	Signal	-	-	60,417	-	-	-	60,417
517030	Systemwide Repl Sig Shelter Locks	Systemwide	Facilities	18,061	4,459	-	-	-	-	22,520
517040	Systemwide Comm & PTC Upgrade	Systemwide	Communications	7,310	3,047	1,709	2,216	1,108	-	15,390
517052	Systemwide Loco Wash Rack Drainage	Systemwide	Facilities	103,766	47,687	22,565	32,932	18,874	-	225,824
517130	Ventura VC Repl Signal Battery & Cables	Ventura - VC County	Signal	-	-	-	-	257,118	-	257,118
517320	Valley Culvert Rehab	Valley	Structures	5,134	-	-	-	-	-	5,134
517410	San Gabriel Tie Panel Replacement	San Gabriel	Track	33,129	-	-	22,026	-	-	55,155
517420	San Gabriel Culvert Rehab	San Gabriel	Structures	29,094	-	-	19,396	-	-	48,490
517610	Orange Repl Rail MP 201-207	Orange	Track	-	159,006	14,668	29,403	-	-	203,076
517620	Orange Sub Repl 36" Pipe 201.4	Orange	Structures	-	400,254	-	-	-	-	400,254
517712	River EB Zone 2 Rail & Tie	River- East Bank	Track	72,986	30,437	17,068	22,097	11,104	340,463	494,155
517713	River EB Zone 3 Tie & Rail	River- East Bank	Track	26,583	11,080	6,213	8,058	4,030	180,031	235,995
517731	River EB Rehab Signal Ctls	River- East Bank	Signal	4,817	2,006	1,127	1,460	732	22,363	32,505
518050	Systemwide - Bombardier (Sentinel) OH	Systemwide	Rolling Stock	1,852,750	733,434	432,922	121,276	60,833	7,610,659	10,811,874
518110	Ventura VC Rpl Tie & Ballast	Ventura - VC County	Track	-	-	-	-	49,738	-	49,738
518620	Orange Sub Structure-San Clemente	Orange	Structures	-	147,190	-	166,169	-	-	313,358
518630	Orange Sub Grade Xing Rehab	Orange	Track	-	184,344	-	-	-	-	184,344
518640	Wayside Comm Systems Rpl-Olive&Orange	Orange & Olive	Communications	-	4,176	-	-	-	-	4,176
519001	Sys Bk Office Hd&Sftwre Replmt	Systemwide	Signal	198,771	82,856	46,450	60,259	30,129	-	418,466

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519002	Sys Bk Office Sys Upgrd&Test	Systemwide	Signal	4,593	1,914	1,074	1,392	696	-	9,669
519003	Sys PTC Lab Sys Support&Test	Systemwide	Communications	331,644	138,243	77,500	100,541	50,270	-	698,199
519011	System Track Asset Cond Assmnt	Systemwide	Track	56,412	23,514	13,183	17,102	8,551	-	118,762
519012	System SOGR Prioritization	Systemwide	Track	121,909	50,817	28,488	36,958	18,479	-	256,651
519020	System Arryo Seco Bridge Design	River	Structures	382,643	159,502	89,418	116,001	58,001	-	805,565
519033	Shortway Grade Xing Rehab	Shortway	Signal	394,026	164,248	92,084	119,451	-	-	769,809
519034	Shortway EMF Improvement	Shortway	Facilities	300,395	125,217	70,203	91,066	-	-	586,881
519040	System PTC Software Updates	Systemwide	Communications	115,370	48,091	26,960	34,976	17,488	-	242,885
519050	System Bombardier Midflr O/Haul	Systemwide	Rolling Stock	9,618,750	4,009,500	2,247,750	2,916,000	1,458,000	-	20,250,000
519051	System Loco & Cab Camdvr Repl	Systemwide	Rolling Stock	385,087	160,520	89,988	116,742	58,371	-	810,708
519052	System O/Haul ROTEM Sidedr Mtr	Systemwide	Rolling Stock	153,395	63,941	35,846	46,503	23,251	-	322,937
519053	System HVAC O/Haul 40 ROTEM Cars	Systemwide	Rolling Stock	316,862	132,082	74,045	96,059	48,029	-	667,077
519054	System Rubber Window Gasket Repl	Systemwide	Rolling Stock	223,024	92,965	52,117	67,611	33,806	-	469,523
519055	System Pshbak Cplr O/Haul ROTEM	Systemwide	Rolling Stock	1,390,605	579,663	324,962	421,573	210,786	-	2,927,590
519060	System CMF Car Shop Jacks	Systemwide	Facilities	272,088	113,418	63,582	82,486	41,243	-	572,818
519062	System Restroom Reno CMF MOC	Systemwide	Facilities	249,493	103,999	58,303	75,636	37,818	-	525,248
519063	System MOW Vehicle Replacement	Systemwide	Vehicle	345,403	143,979	80,715	104,712	52,357	-	727,166
519064	System Station Envlpe Rpr/Repl	Systemwide	Facilities	134,705	64,671	26,941	43,124	26,941	-	296,382
519070	System Switch Equipment Repl	Systemwide	Communications	13,911	21,532	12,071	15,659	7,830	-	71,002
519090	System Entrprs Asst Mgmt Migr	Systemwide	Track	515,000	214,674	120,347	156,126	78,063	-	1,084,211
519091	System TVM Components	Systemwide	Information Technology	56,917	23,725	13,301	17,255	8,627	-	119,825
519092	System Cond Based Maint Equipment	Systemwide	Information Technology	36,159	15,073	8,450	10,962	5,481	-	76,125
519093	System Upgrade	Systemwide	Information Technology	380,279	158,516	88,865	115,285	57,642	-	800,588
519120	VC Ventura ArryoSimi Scour Prtn	Ventura - VC County	Structures	-	-	-	-	1,167,227	-	1,167,227
519130	Ventura VC Grade Xing Rehab & Tunnel 26	Ventura - VC County	Track	-	-	-	-	734,693	-	734,693
519160	Ventura VC Repl Moorpark Tlr	Ventura - VC County	Facilities	-	-	-	-	1,270,094	-	1,270,094
519210	Ventura LA Track Rehab	Ventura - LA County	Track	527,162	-	-	-	-	-	527,162
519211	Ventura LA Station Pdstrn Xing	Ventura - LA County	Track	227,174	-	-	-	-	-	227,174
519220	Ventura LA ROW Grading/Ditching	Ventura - LA County	Track	52,289	-	-	-	-	-	52,289
519230	Ventura LA Tunnel 26 Elec Srv Rpl	Ventura - LA County	Signal	251,860	-	-	-	-	-	251,860
519240	Ventura LA FY19 Comm Rehab	Ventura - LA County	Communications	2,969	-	-	-	-	-	2,969
519310	Valley Tunnel 25 Track Rehab	Valley	Track	580,188	-	-	-	-	-	580,188
519320	Valley ROW Grading/Ditching	Valley	Track	68,466	-	-	-	-	-	68,466
519330	Valley FY19 Signal Rehab	Valley	Signal	216,095	-	-	-	-	-	216,095
519340	Valley FY19 Communications Rehab	Valley	Communications	34,672	-	-	-	-	-	34,672
519410	San Gabriel FY19 Track Rehab	San Gabriel	Track	776,230	-	-	517,505	-	-	1,293,735
519411	San Gabriel Replace Turnouts	San Gabriel	Track	528,626	-	-	352,417	-	-	881,044
519420	San Gabriel LA Bridge Repl	San Gabriel	Structures	208,889	-	-	139,259	-	-	348,148
519430	San Gabriel Grade Xing Rehab	San Gabriel	Signal	1,896,049	-	-	1,264,033	-	-	3,160,082
519440	San Gabriel Wysd Comm Repl Pts	San Gabriel	Communications	60,319	-	-	40,213	-	-	100,532



PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519510	Orange/Olive Track Rehab	Orange & Olive	Track	-	1,138,738	-	-	57,281	-	1,196,018
519520	Orange/Olive ROW Grading/Ditching	Orange & Olive	Track	-	136,318	-	-	-	-	136,318
519621	Orange Bridge Repl Des MP206	Orange	Structures	-	748,053	-	-	-	-	748,053
519630	Orange Signal Rehab	Orange	Signal	-	1,145,337	-	-	-	-	1,145,337
519640	Orange Communications Rehab	Orange	Communications	-	43,829	-	-	-	-	43,829
519710	River LA Union Station Rehab	River	Track	5,102,612	2,126,983	1,192,400	1,546,897	773,449	-	10,742,340
519730	River Signal Rehab	River	Signal	573,564	239,085	134,033	173,881	86,940	-	1,207,501
519731	River EB Zone 2 Signal Rehab	River- East Bank	Signal	23,385	9,748	5,465	7,090	3,545	346,577	395,810
519732	River WB P1 Sig Sys Rehab	River- West Bank	Signal	1,216,605	507,132	284,301	368,824	184,412	-	2,561,273
519733	River EB Zone 1 Repl AC Meter	River- East Bank	Signal	-	-	-	-	-	124,827	124,827
519740	River WB Communications Rplc Prts	River - West Bank	Communications	66,022	27,521	15,428	20,015	10,007	-	138,994
519741	River EB Communications Rehab	River- East Bank	Communications	7,306	3,045	1,707	2,215	1,107	44,131	59,512
519910	PVL Track Rehab	Perris Valley	Track	-	-	780,797	-	-	-	780,797
519911	PVL Box Springs Drainage	Perris Valley	Structures	-	-	18,053	-	-	-	18,053
519940	PVL Communications Rehab	Perris Valley	Communications	-	-	33,975	-	-	-	33,975
520010	Rail Grinding FY20	Systemwide	Track	178,779	74,522	41,778	54,198	27,099	-	376,376
520011	Sys Lub Study & Implementation	Systemwide	Track	526,257	219,366	122,978	159,539	79,770	-	1,107,909
520050	GEN1 HVAC Overhaul(Add'l 40)	Systemwide	Rolling Stock	216,647	90,308	50,627	65,678	32,839	-	456,098
520051	HVAC Overhaul 40 ROTEM Cars Ph2	Systemwide	Rolling Stock	617,710	257,488	144,349	187,264	93,632	-	1,300,442
520052	Overhaul ROTEM Dr Mech & Compo	Systemwide	Rolling Stock	250,848	104,564	58,619	76,046	38,023	-	528,099
520053	MP36 Loco & Tier IV Study	Systemwide	Rolling Stock	97,276	40,549	22,732	29,490	14,745	-	204,791
520060	Facilities Rehab	Systemwide	Facilities	1,170,683	487,990	273,570	354,902	177,451	-	2,464,596
520061	Overhaul Curr Spec MOW Eq Ph1	Systemwide	Facilities	383,412	159,822	89,597	116,234	58,117	-	807,182
520062	MOW Vehicle Replacement	Systemwide	Vehicle	630,518	262,827	147,341	191,147	90,468	-	1,322,300
520063	CMF & EMF MOD Study	Systemwide	Facilities	89,166	37,168	20,837	27,031	13,516	-	187,717
520110	Ventura Sub (VC) Track Rehab	Ventura - VC County	Track	-	-	-	-	1,013,144	-	1,013,144
520120	Ventura (VC) County - Structure Rehab	Ventura - VC County	Structures	-	-	-	-	2,393,616	-	2,393,616
520130	Ventura (VC) FY20 Signal Rehab	Ventura - VC County	Signal	-	-	-	-	3,560,848	-	3,560,848
520140	Ventura ATCS/PTC/CIS/Backhaul	Ventura - VC County	Communications	-	-	-	-	70,237	-	70,237
520210	Ventura Sub (LA) Track Rehab	Ventura - LA County	Track	1,684,524	-	-	-	-	-	1,684,524
520240	Ventura (LA) ATCS/PTC/CIS/Backhaul	Ventura - LA County	Communications	184,542	-	-	-	-	-	184,542
520310	Valley Sub Track Rehab	Valley	Track	6,235,416	-	-	-	-	-	6,235,416
520330	Valley FY20 Signal Rehab	Valley	Signal	2,170,325	-	-	-	-	-	2,170,325
520331	Pedestrian Gates at Stations	Valley	Signal	974,690	-	-	-	-	-	974,690
520340	Valley ATCS/PTC/CIS/Backhaul	Valley	Communications	276,783	-	-	-	-	-	276,783
520410	San Gabriel Sub Track Rehab	San Gabriel	Track	3,778,375	-	-	2,046,774	-	-	5,825,149
520420	San Gabriel Sub - Structure Rehab	San Gabriel	Structures	1,365,217	-	-	910,145	-	-	2,275,362
520430	San Gabriel FY20 Signal Rehab	San Gabriel	Signal	3,187,598	-	-	2,125,066	-	-	5,312,665
520440	San Gabriel Sub ATCS/PTC/CIS/Backhaul	San Gabriel	Communications	105,242	-	-	70,161	-	-	175,403
520610	Orange/Olive Sub Track Rehab	Orange & Olive	Track	-	4,951,617	-	-	-	-	4,951,617

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520620	Orange County Structures Rehab	Orange	Structures	-	2,327,765	-	-	-	-	2,327,765
520640	Orange ATCS/PTC/CIS/Backhaul	Orange	Communications	-	350,899	-	-	-	-	350,899
520740	River ATCS/PTC/CIS/Backhaul	River	Communications	106,144	44,246	24,805	32,178	16,090	-	223,463
520940	PVL ATCS/PTC/CIS/Backhaul	Perris Valley	Communications	-	-	267,337	-	-	-	267,337
521010	Systemwide Rail Grinding	Systemwide	Track	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521011	Rail Surfacing Program	Systemwide	Track	1,187,500	495,000	277,500	360,000	180,000	-	2,500,000
521012	Track Infrastructure Study & Planning	Systemwide	Track	712,500	297,000	166,500	216,000	108,000	-	1,500,000
521040	Train Control Systems (on-board)	Systemwide	Train Control	1,092,500	455,400	255,300	331,200	165,600	-	2,300,000
521041	Train Control Systems (back office)	Systemwide	Train Control	1,197,000	498,960	279,720	362,880	181,440	-	2,520,000
521050	Equipment Rehab	Systemwide	Rolling Stock	2,803,497	1,168,616	655,133	849,902	424,951	-	5,902,099
521051	HVAC Overhaul ROTEM Rail Car	Systemwide	Rolling Stock	1,799,728	750,202	420,568	545,602	272,801	-	3,788,901
521052	Loco Preliminary Engineering	Systemwide	Rolling Stock	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521060	Facilities Rehab	Systemwide	Facilities	1,629,250	679,140	380,730	493,920	246,960	-	3,430,000
521070	Project Management System	Systemwide	Business Systems	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521071	IT San Upgrade & Rehab	Systemwide	Business Systems	413,250	172,260	96,570	125,280	62,640	-	870,000
521090	MOW Vehicles & Equipment	Systemwide	Vehicle	2,512,750	1,047,420	587,190	761,760	380,880	-	5,290,000
521110	Ventura (VC) Sub Track Rehab	Ventura - VC County	Track	-	-	-	-	2,000,000	-	2,000,000
521120	Ventura (VC) Sub Structures Rehab	Ventura - VC County	Structures	-	-	-	-	726,000	-	726,000
521130	Signal Rehab	Ventura - VC County	Train Control	-	-	-	-	1,000,000	-	1,000,000
521140	Communications Rehab	Ventura - VC County	Train Control	-	-	-	-	734,000	-	734,000
521410	Short Way Sub Track Rehab	Shortway	Track	138,200	57,607	32,297	41,896	-	-	270,000
521411	San Gabriel Sub Track Rehab	San Gabriel	Track	1,986,000	-	-	1,324,000	-	-	3,310,000
521420	San Gabriel Sub Structures Rehab	San Gabriel	Structures	742,200	-	-	494,800	-	-	1,237,000
521520	Olive Sub Structures Rehab	Orange	Structures	-	320,000	-	-	-	-	320,000
521530	Olive Sub Train Control Systems Rehab	Olive	Train Control	-	317,000	-	-	-	-	317,000
521610	Orange Sub Track Rehab	Orange	Track	-	2,604,000	-	-	-	-	2,604,000
521620	Orange Sub Structures Rehab	Orange	Structures	-	1,354,000	-	-	-	-	1,354,000
521630	Orange Sub Train Control Systems Rehab	Orange	Train Control	-	1,267,000	-	-	-	-	1,267,000
521710	River Sub Track Rehab	River	Track	1,132,400	472,032	264,624	343,296	171,648	-	2,384,000
521720	River Sub Structures Rehab	River	Structures	172,900	72,072	40,404	52,416	26,208	-	364,000
521730	Signal Rehab - River EB	River- East Bank	Train Control	147,725	61,578	34,521	44,784	22,392	689,000	1,000,000
521740	Communications - River EB	River- East Bank	Train Control	32,056	13,362	7,491	9,718	4,859	149,513	217,000
521910	Design - Perris Valley	Perris Valley	Track	-	-	1,830,000	-	-	-	1,830,000
521920	Perris Valley - Construction Phase	Perris Valley	Structures	-	-	2,300,000	-	-	-	2,300,000
572001	Orange /Olive Communications Rehab	Orange & Olive	Communications	-	167,677	-	-	-	-	167,677
572002	Calafia Beach Crossing Rehab	Orange	Signal	-	841,386	-	-	-	-	841,386
572003	Irvine Station LED-CIS Monitor	Orange	Information Technology	-	8,711	-	-	-	-	8,711
572004	LAUS Platform Track	River	Track	849,870	353,679	197,712	257,593	129,269	6,707,596	8,495,718
572005	CP Terminal Track	River	Track	-	-	-	-	-	2,045,559	2,045,559
572006	CP Terminal Switch Machines	River	Track	-	-	-	-	-	871,696	871,696

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
572007	CP Terminal Microprocessors	River	Track	-	-	-	-	-	11,503,207	11,503,207
572008	LAUS LEAD Track	River	Track	-	-	-	-	-	949,883	949,883
572009	CP MISSION Track	River	Track	403,085	168,031	94,212	122,171	61,086	6,263,135	7,111,720
572010	CP Mission Switch Machines	River	Track	-	-	-	-	-	1,701,193	1,701,193
572011	CP Mission Microprocessors	River	Track	-	-	-	-	-	120,375	120,375
572012	LAUS Insulated Joints	River	Track	67,679	28,211	15,815	20,517	10,259	2,115,866	2,258,348
572013	Camarillo Station LED-CIS Monitor	Ventura - VC County	Information Technology	-	-	-	-	-	7,086	7,086
572014	Permit Reporting & Close-Out	Valley	Track	47,644	-	-	-	-	-	47,644
591802	CP Beech Turnout Replacements	San Gabriel	Track	-	-	-	-	-	25,390	25,390
591804	Ventura VC Safety Improvements	Ventura - VC County	Facilities	-	-	-	-	141,769	60,360	202,129
591806	LAUS Track & Signal Mod	River	Track	-	-	-	-	-	1,941,723	1,941,723
591902	Orange Sub Slop Stabilization	Orange	Track	-	442,897	-	-	-	-	442,897
592110	Ventura (VC) Track SOGR	Ventura - VC County	Track	-	-	-	-	9,486	-	9,486
592111	Turnout at CP Santa Susana	Ventura - VC County	Track	-	-	-	-	51,053	-	51,053
592120	VC Bridge and Culvert Rehab	Ventura - LA County	Structures	-	-	-	-	678,948	-	678,948
592210	Ventura -LA Tie & Turnout Repl	Ventura - LA County	Track	29,919	-	-	-	-	-	29,919
592220	Ventura -LA Bridge MP 458.71	Ventura - LA County	Structures	128,944	-	-	-	-	-	128,944
592310	Valley Tie Repl MP 46-64	Valley	Track	45,620	-	-	-	-	-	45,620
592320	Valley Bridge MP 50.64	Valley	Structures	130,252	-	-	-	-	-	130,252
592321	Valley Bridge MP 50.51	Valley	Structures	104,233	-	-	-	-	-	104,233
592322	Valley Bridge MP 50.77	Valley	Structures	120,506	-	-	-	-	-	120,506
592323	Valley Bridge MP 47.45	Valley	Structures	60,053	-	-	-	-	-	60,053
592324	Valley Bridge MP 50.46	Valley	Structures	138,939	-	-	-	-	-	138,939
592420	San Gabriel Repl Bridge MP 40.12 SOGR	San Gabriel	Structures	42,101	-	-	28,080	-	-	70,181
592711	River Repl CP Taylor Turnouts	River	Track	35,728	14,893	8,349	10,831	5,416	-	75,218
592712	River EB Zone 1 Rail & Tie	River- East Bank	Track	57,355	23,907	13,392	17,395	8,698	2,611,338	2,732,084
592713	River EB Zone 2 Turnouts SOGR	River- East Bank	Track	15,204	6,343	3,559	4,606	2,314	70,945	102,971
593220	Ventura LA Bridge 452.1	Ventura - LA County	Structures	38,511	-	-	-	-	-	38,511
593310	Valley Sub Lang,Actn To,Ties	Valley	Track	64,285	-	-	-	-	-	64,285
593320	Valley Bridge SOGR Ph 2	Valley	Structures	169,370	-	-	-	-	-	169,370
593410	San Gabriel Sub Lark Ellen Xing	San Gabriel	Track	102,762	-	-	68,507	-	-	171,269
<b>TOTAL</b>				<b>76,674,378</b>	<b>40,296,326</b>	<b>16,387,853</b>	<b>23,555,059</b>	<b>22,755,787</b>	<b>47,006,394</b>	<b>226,675,797</b>



FY2021-22 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Empire Ave./I5 Widening Burbank	Systemwide	Track	-	-	-	-	-	386,819	386,819
416001	Maint Facility Hardening	Systemwide	Security	-	-	-	-	-	1,075,405	1,075,405
416002	Systemwide SOC at DOC Enh	Systemwide	Security	-	-	-	-	-	21,032	21,032
417001	Station Surveillance	Systemwide	Security	-	-	-	-	-	1,846,162	1,846,162
418001	Security Data Network	Systemwide	Communications	-	-	-	-	-	2,805,269	2,805,269
418003	San Juan Capistrano Siding-Con	Orange	Signal	-	237,449	-	-	-	111,726	349,175
418004	San Gabriel Redlands Pass. Rail PTC	San Gabriel	Communications	-	-	-	4,789,734	-	-	4,789,734
418005	CMF N End Connect Des	River	Track	168,088	-	27,723	35,965	-	17,983	249,759
418006	Tunnel 25 Safety & Security	Valley	Structures	-	-	-	-	-	2,580,773	2,580,773
419001	Orange Irvine Maint Fac Ph 1	Orange	Facilities	-	84,486	-	-	-	-	84,486
419002	Santiago Peak Microwaves	Perris Valley	Communications	-	-	103,936	-	-	-	103,936
419003	Riverside Layover Facility-Con	Riverside	Structures	-	-	32,121	-	-	-	32,121
419004	Orange/San Juan Creek Bridge	Orange	Structures	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Improv to Anaheim Canyon Stn	Olive	Track	-	9,321,875	-	-	-	-	9,321,875
420001	Riverside Yard Switch	River	Signal	150,640	-	212,353	70,690	-	-	433,683
420002	Syst PTC Shake Alert	Systemwide	Communications	-	-	-	-	-	2,318,956	2,318,956
420310	Burbank Corridor Safety Improv	Valley	Track	-	-	-	-	-	889,248	889,248
450110	PTC Phase II	Systemwide	Information Technology	-	952,018	-	-	-	349,994	1,302,013
450120	PTC Upscaling Project Admin	Systemwide	Communications	-	-	-	-	-	142,167	142,167
450121	PTC Upscaling Onboard	Systemwide	Communications	-	-	-	-	-	1,484,106	1,484,106
450122	PTS Wayside Upgrade	Systemwide	Communications	-	-	-	-	-	966,617	966,617
450123	PTC Wayside Hardware	Systemwide	Communications	-	-	-	-	-	4,893,999	4,893,999
450124	PTC Backoffice Upgrade	Systemwide	Communications	-	-	-	-	-	151,670	151,670
472001	SCRRRA Climate Vulnerability	Systemwide	Structures	-	-	-	-	-	354,874	354,874
472002	Climate Vulnerability Match	Systemwide	Structures	-	-	-	-	-	12,706	12,706
492000	Mobile Ticketing App Improv	Systemwide	Information Technology	-	-	-	-	-	417,751	417,751
613003	Tier 4 - Locomotive Service & Mater	Systemwide	Rolling Stock	-	-	-	-	-	1,645,153	1,645,153
613005	Tier 4 Locomotive Proc- T/Task	Systemwide	Rolling Stock	-	-	-	-	-	51,625,359	51,625,359
616002	Tier 4 Locomotives 21-37	Systemwide	Rolling Stock	-	-	-	-	-	16,008,383	16,008,383
616003	Tier 4 Locomotives 38-39 Non-Fed	Systemwide	Rolling Stock	514,708	-	-	-	-	1,115,056	1,629,764
618001	Ticket Vending Machines Repl	Systemwide	Information Technology	5,002,251	1,859,158	2,378,227	1,901,340	2,646,672	30,795	13,818,444
620001	Pur&Setup Trailerized Bkup Gen	Systemwide	Signal	50,036	20,857	11,121	15,169	7,584	-	104,767
620002	Tamper, Stabilizer, Regulator	Systemwide	Facilities	233,483	168,756	94,605	122,731	61,365	2,858,922	3,539,862
620003	Specialized Maint Equip Phase 1	Systemwide	Facilities	324,743	135,367	75,887	98,448	49,224	-	683,669
			<b>TOTAL</b>	<b>6,443,949</b>	<b>30,357,897</b>	<b>2,935,974</b>	<b>7,034,077</b>	<b>2,764,845</b>	<b>114,794,518</b>	<b>164,331,261</b>



**Board Report**

**File #:** 2021-0123, **File Type:** Resolution

**Agenda Number:** 10.

**FINANCE, BUDGET & AUDIT COMMITTEE  
MAY 19, 2021**

**SUBJECT: MEASURE R BONDS**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. Adopting a Resolution, Attachment A, that:
  1. Authorizes the negotiated sale and issuance of up to \$850 million in aggregate principal amount of Measure R Senior Sales Tax Revenue Bonds in one or more series, to finance capital projects; and refinance outstanding commercial paper notes.
  2. Approves the forms of the Supplemental Trust Agreement, Continuing Disclosure Certificate, Preliminary Official Statement, Bond Purchase Contract and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution subject to modification as set forth in the Resolution;
  3. Authorizes taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Measure R Senior Sales Tax Revenue Bonds, Series 2021-A (the "Bonds").

**(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE.)**

**ISSUE**

The Debt Policy provides guidelines for new money financings that may be long-term or short-term. Measure R new-money bond issues are permitted to provide funding for eligible expenditures on highway, commuter rail, bus and rail capital projects (collectively, the "Projects").

**BACKGROUND**

Approval of the above recommendations will authorize the issuance of the Bonds, with a par amount not to exceed \$850 million of tax-exempt fixed rate bonds, which will fund or reimburse LACMTA for

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Measure R eligible capital projects and expenditures and refinance commercial paper notes, the proceeds of which financed such costs.

## **DISCUSSION**

The Measure R Ordinance (Ordinance) anticipated and authorized the use of debt to finance projects in the Measure R Expenditure Plan. Metro's Long Range Transportation Plan (LRTP) assumes the issuance of long-term debt to deliver projects sooner than the alternative "pay as you go" basis.

The proposed \$850 million tax-exempt fixed-rate bond issue is needed to bridge the gap between annual Measure R sales tax receipts and the revenue needed to fund Measure R capital projects. Metro's Board-approved Debt Policy permits new debt issues for financing capital projects and certain capital equipment where financing over time, with interest, allows us to meet certain public policy goals such as accelerating the completion of projects and/or improvements. With an aggregate par amount of approximately \$850 million, \$744 million of the bond proceeds will be used for Measure R project construction and to pay the costs of issuance related to the transaction. The \$106 million balance will refinance existing short-term debt that was used to pay for Measure R capital projects.

In accordance with Section 8(i)(4) of the Measure R Ordinance, the Measure R Independent Taxpayers Oversight Committee of Metro (the "Oversight Committee") is required to find that the benefits of any proposed Measure R debt financing for accelerating project delivery avoids cost escalation, and exceeds issuance and interest costs prior to the Board authorizing the debt issuance. Treasury is scheduled to present the proposed debt issuance to the Oversight Committee on April 19, 2021.

A negotiated sale method is recommended for this sale of Measure R Senior Bonds in accordance with the Board-approved Debt Policy criteria for determining the method of bond sale due to the relatively large size of the transaction. Further, if market conditions change suddenly, a negotiated sale provides Metro the flexibility to alter the sale date and/or bond structure as needed. A negotiated sale method also allows Metro to advance its DBE/SBE/DVBE firm participation goals as well. The underwriters will pre-market the issue to target as many investors as possible, assist with the credit rating process and advise on market conditions for optimal bond pricing.

Consistent with the Metro Debt Policy, underwriters for this transaction will be selected by a competitive Request for Proposal ("RFP") process conducted by Fieldman Rollapp and Associates ("FRA"), Metro's Transaction Municipal Advisor. Nixon Peabody LLP and Kutak Rock LLP has been selected by Treasury staff and County Counsel to serve as Bond Counsel and Disclosure Counsel, respectively.

## **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro's patrons or employees.

## **FINANCIAL IMPACT**

The costs of issuance for the Bonds will be paid from proceeds of the financing and will be budget neutral. Funding for bond principal and interest expense for this Measure R financing will be added to FY22 and subsequent fiscal year budgets subject to the final debt service schedule. The funding sources for debt service of this financing are eligible for bus and rail operating and capital expenditures.

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

Recommendation supports the following Metro Strategic Plan Goal:

Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

### **ALTERNATIVES CONSIDERED**

The Board could defer the issuance of the 2021 Measure R Bonds to a later time or indefinitely. This is not recommended as it could delay the construction of capital projects if Measure R funds are not available.

### **NEXT STEPS**

- Obtain ratings on the Bonds
- Complete legal documentation and distribute the preliminary official statement to potential investors, initiate the pre-marketing effort
- Negotiate the sale of the Bonds with the underwriters

### **ATTACHMENTS**

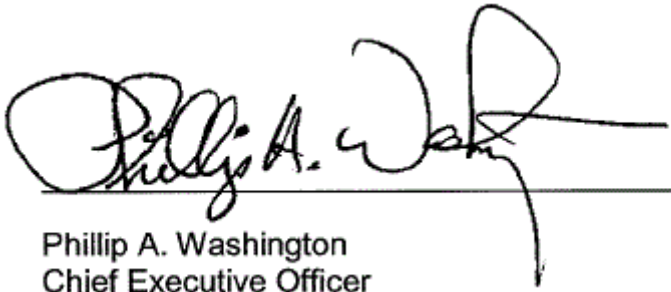
Attachment A - Authorizing Resolution

Attachment B - Finding of Benefit Resolution

Prepared by: Rodney Johnson, Deputy Executive Officer, Finance, (213) 922-3417

Michael Kim, Debt Manager, (213) 922-4026

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

## Additional Documents

[http://libraryarchives.metro.net/DB\\_Attachments/2021-0123/1\)%20Supplemental%20Trust%20Agreement.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/1)%20Supplemental%20Trust%20Agreement.pdf)

[http://libraryarchives.metro.net/DB\\_Attachments/2021-0123/2\)%20Continuing%20Disclosure%20Certificate.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/2)%20Continuing%20Disclosure%20Certificate.pdf)

[http://libraryarchives.metro.net/DB\\_Attachments/2021-0123/3\)%20Preliminary%20Official%20Statement.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/3)%20Preliminary%20Official%20Statement.pdf)

[http://libraryarchives.metro.net/DB\\_Attachments/2021-0123/4\)%20Bond%20Purchase%20Contract.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/4)%20Bond%20Purchase%20Contract.pdf)



**Authorizing Resolution**

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF ONE OR MORE SERIES OF ITS LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY MEASURE R SENIOR SALES TAX REVENUE BONDS, APPROVING THE EXECUTION AND DELIVERY OF ONE OR MORE SUPPLEMENTAL TRUST AGREEMENTS, PURCHASE CONTRACTS, CONTINUING DISCLOSURE CERTIFICATES AND PRELIMINARY AND FINAL OFFICIAL STATEMENTS, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH

**(MEASURE R SALES TAX)**

W I T N E S S E T H:

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the “LACMTA”) is a county transportation commission duly organized and existing pursuant to Section 130050.2 of the California Public Utilities Code; and

WHEREAS, the LACMTA is authorized by Sections 130350.4 and 130350.5 of the California Public Utilities Code to impose a retail transactions and use tax at a rate of 0.5% that is applicable in the incorporated and unincorporated areas of the County of Los Angeles, California (the “County”) if authorized by at least two-thirds of the electors voting on the issue; and

WHEREAS, in accordance with such provision, the LACMTA, on July 24, 2008, adopted Ordinance No. 08-01, known as the Traffic Relief and Rail Expansion Ordinance, Imposing a Transactions and Use Tax to be Administered by the State Board of Equalization (the “Ordinance”) imposing the transactions and use tax for a period of 30 years, and the Ordinance was submitted to the electors of the County in the form of Measure R and approved by more than a two-thirds vote at an election held on November 4, 2008; and

WHEREAS, the Ordinance, as so approved, imposes for a period of 30 years, beginning July 1, 2009, a tax upon the sale of tangible personal property at retail at a rate of 1/2 of 1% of the gross receipts of the sale and a complementary tax upon the storage, use or other consumption in the County at a rate of 1/2 of 1% of the sales price of the property whose storage, use or other consumption is subject to the tax (the “Measure R Sales Tax”); and

WHEREAS, Section 130500 et seq. of the California Public Utilities Code (the “Act”) provides that the LACMTA may issue bonds, which terms includes indebtedness and securities of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, and all of such obligations shall be special obligations of the LACMTA, payable from the proceeds of the Measure R Sales Tax; and

WHEREAS, pursuant to the Act and the provisions of the Second Amended and Restated Trust Agreement, dated as of August 1, 2020 (as supplemented and amended from time to time, the “Trust Agreement”), between the LACMTA and U.S. Bank National Association (the “Trustee”), the LACMTA is authorized to issue Bonds (as defined in the Trust Agreement); and

WHEREAS, the LACMTA has determined that the issuance of one or more series of Bonds, in an aggregate principal amount not to exceed \$850,000,000, is necessary in order to: (a) finance, refinance (through repayment of all or a portion of the LACMTA's Subordinate Measure R Sales Tax Obligations ("Refunded Subordinate Obligations")), or reimburse itself for prior expenditures with respect to the costs of projects authorized in the Expenditure Plan adopted as part of the Ordinance (the "Expenditure Plan"); and (b) pay the costs of issuance incurred in connection with such Bonds (collectively, the "Financing"); and

WHEREAS, the LACMTA has determined that such Bonds shall be entitled "Los Angeles County Metropolitan Transportation Authority Measure R Senior Sales Tax Revenue Bonds," with such series designations and other additions and modifications as may be appropriate (collectively, the "Series 2021 Bonds"); and

WHEREAS, the LACMTA has determined that it is in its best interest to sell the Series 2021 Bonds to the public through a negotiated sale to one or more underwriters to be selected by a Designated Officer (as defined herein) through a competitive process by the LACMTA (the "Underwriters"); and

WHEREAS, the sale of the Series 2021 Bonds shall be in accordance with the Debt Policy of the LACMTA; and

WHEREAS, the forms of the following documents are on file with the Secretary or Acting Secretary (the "Secretary") of the Board of Directors of the LACMTA (the "Board") and have been made available to the members of the Board:

(a) a Supplemental Trust Agreement (the "Supplemental Trust Agreement"), by and between the LACMTA and the Trustee, one or more of which will supplement the Trust Agreement for purposes of providing the terms and conditions of the Series 2021 Bonds;

(b) a Purchase Contract (the "Purchase Contract"), one or more of which will be entered into by one or more of the Underwriters and the LACMTA, which shall set forth the terms of the sale of the Series 2021 Bonds;

(c) a Preliminary Official Statement (the "Preliminary Official Statement"), one or more of which will provide information about the Series 2021 Bonds, the LACMTA, the Measure R Sales Tax and certain other related matters, and will be used, from time to time, in connection with the offer and sale of the Series 2021 Bonds; and

(d) a Continuing Disclosure Certificate (the "Continuing Disclosure Certificate"), one or more of which will be executed by the LACMTA, which will be used in order to assist the Underwriters in complying with Securities and Exchange Commission Rule 15c2-12(b)(5), and which will provide for the annual and periodic update of certain financial and operating information with respect to the LACMTA and the collection of the Measure R Sales Tax, among other things, and certain enumerated events; and

WHEREAS, the LACMTA has been advised by its bond counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified

and amended to reflect the various details applicable to the Series 2021 Bonds and whether such Series 2021 Bonds are issued in a single issuance or multiple issuances, and said documents are subject to completion to reflect the results of the sale of the Series 2021 Bonds; and

WHEREAS, the LACMTA has pledged the Pledged Revenues pursuant to the terms of the Trust Agreement to secure the Bonds and certain other obligations of the LACMTA and once issued, the Series 2021 Bonds will be “Bonds” as defined in the Trust Agreement and will be secured by the pledge of the Pledged Revenues under the Trust Agreement; and

WHEREAS, Section 5852.1 of the California Government Code requires that the governing body of a public body obtain from an underwriter, municipal advisor or private lender and disclose, prior to authorizing the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the Financing and to authorize the issuance of the Series 2021 Bonds, execution and delivery of one or more Supplemental Trust Agreements, Purchase Contracts and Continuing Disclosure Certificates, the preparation of one or more Preliminary Official Statements and preparation, execution and delivery of one or more Official Statements (as hereinafter defined) for the purposes, in the manner and upon the terms provided; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

**Section 1. Findings.** The Board finds and determines that the foregoing recitals are true and correct and that:

(a) The issuance of one or more series of its Series 2021 Bonds under the Trust Agreement and the Supplemental Trust Agreement to finance, refinance (through repayment of the Refunded Subordinate Obligations), or reimburse itself for prior expenditures with respect to the costs of projects authorized in the Expenditure Plan, and to pay certain costs of issuance related to the issuance of the Series 2021 Bonds, is in the public interest.

(b) Under the provisions of the Ordinance, all of the Pledged Tax Revenues are revenues of the LACMTA available for the Expenditure Plan and are available to be and are, by the terms of the Trust Agreement, pledged, to secure the Series 2021 Bonds, and, by this Resolution, such pledge is reaffirmed.

(c) The provisions contained in the Trust Agreement, as previously amended and supplemented, and as to be supplemented as set forth in the Supplemental Trust Agreement, are reasonable and proper for the security of the holders of the Series 2021 Bonds.

**Section 2. Issuance of Series 2021 Bonds.** The Board hereby authorizes the issuance by the LACMTA of one or more series of Series 2021 Bonds in a total aggregate principal amount not to exceed \$850,000,000 to: (a) finance, refinance (through repayment of the Refunded Subordinate Obligations), or reimburse itself for prior expenditures with respect to, the costs of projects authorized in the Expenditure Plan; and (b) pay the costs of issuance incurred in connection with the Financing; *provided, however*, that the True Interest Cost (as defined below) of each series of the Series 2021 Bonds shall not exceed 4.00%, as such shall be calculated by the LACMTA’s municipal advisor as of the date of delivery of each series of the Series 2021 Bonds. The LACMTA hereby specifies that the Series 2021 Bonds shall mature not later than June 1, 2039.

The Series 2021 Bonds may be issued in a manner by which the interest thereon is excludable from gross income under the Internal Revenue Code of 1986, as amended. The LACMTA desires to designate the Chair of the Board, any Vice Chair of the Board, the Chief Executive Officer of LACMTA, the Chief Financial Officer of LACMTA, the Treasurer of LACMTA, any Assistant Treasurer of LACMTA, any Executive Officer - Finance of LACMTA and any Deputy Executive Officer - Finance of LACMTA, or any such officer serving in an acting or interim capacity, and any written designee of any of them (each a “Designated Officer”) and the Designated Officers, acting in accordance with this Section 2, are each hereby severally authorized to determine the actual aggregate principal amount of each series of Series 2021 Bonds to be issued (not in excess of the maximum amount set forth above), and to direct the execution and authentication of the Series 2021 Bonds in such amount. Such direction shall be conclusive as to the principal amounts hereby authorized. Payment of the principal of, interest on and premium, if any, on the Series 2021 Bonds shall be made at the place or places and in the manner provided in the Trust Agreement and the Supplemental Trust Agreement.

As used herein, the term “True Interest Cost” shall be the interest rate (compounded semiannually) necessary to discount the debt service payments from their respective payment dates to the dated date of the applicable series of Series 2021 Bonds and to the principal amount and original issue premium, if any, less underwriters’ discount and original issue discount, if any, of the applicable series of Series 2021 Bonds. For the purpose of calculating the True Interest Cost, the principal amount of the applicable series of Series 2021 Bonds scheduled for mandatory sinking fund redemption as part of a term bond shall be treated as a serial maturity for such year. The calculation of the True Interest Cost shall include such other reasonable assumptions and methods as determined by the LACMTA’s municipal advisor.

**Section 3. Terms of Series 2021 Bonds.** The Series 2021 Bonds shall be issued as current interest bonds and shall be available in denominations of \$5,000 and integral multiples thereof. The Series 2021 Bonds shall, when issued, be in the aggregate principal amounts and shall be dated as shall be provided in the final form of the Supplemental Trust Agreement. The Series 2021 Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as set forth in the final form of the Supplemental Trust Agreement. Interest on the Series

2021 Bonds shall be paid at the rates and on the dates set forth in the final form of the Supplemental Trust Agreement; *provided, however*, no Series 2021 Bond shall bear interest at a rate in excess of 6.00% per annum. The Series 2021 Bonds may be subject to redemption at the option of the LACMTA on such terms and conditions as shall be set forth in the final forms of the Supplemental Trust Agreement and the Purchase Contract, or not be subject to redemption. The Series 2021 Bonds issued as term bonds, if any, shall be subject to mandatory sinking fund redemption as and to the extent set forth in the final forms of the Supplemental Trust Agreement and the Purchase Contract.

Execution and delivery of the Supplemental Trust Agreement, which document will contain the maturities, principal amounts, interest rates and the payment obligations of the LACMTA within parameters set forth in this Resolution, shall constitute conclusive evidence of the LACMTA's approval of such maturities, principal amounts, interest rates and payment obligations.

**Section 4. Special Obligations.** The Series 2021 Bonds shall be special obligations of the LACMTA payable from and secured by a prior lien on and pledge of Pledged Revenues and from the funds and accounts held by the Trustee under the Trust Agreement as provided therein.

**Section 5. Form of Series 2021 Bonds.** The Series 2021 Bonds and the Trustee's Certificate of Authentication to appear thereon shall be in substantially the form set forth in Exhibit A to the Supplemental Trust Agreement on file with the Secretary of the Board and made available to the Board, with such necessary or appropriate variations, omissions and insertions as permitted or required by the Trust Agreement or the Supplemental Trust Agreement or as appropriate to adequately reflect the terms of such Series 2021 Bonds and the obligation represented thereby.

**Section 6. Execution of Series 2021 Bonds.** Each of the Series 2021 Bonds shall be executed on behalf of the LACMTA by any Designated Officer and any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of such Designated Officer(s) shall have the same force and effect as if such officer(s) had manually signed each of such Series 2021 Bonds.

**Section 7. Approval of Documents; Authorization for Execution.** The forms, terms and provisions of the Supplemental Trust Agreement, Purchase Contract and the Continuing Disclosure Certificate on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA one or more Supplemental Trust Agreements, Purchase Contracts and Continuing Disclosure Certificates, including counterparts thereof. The Supplemental Trust Agreement(s), Purchase Contract(s) and Continuing Disclosure Certificate(s), as executed and delivered, shall be in substantially the forms now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Supplemental Trust Agreement, the Purchase Contract and the Continuing Disclosure Certificate, now on file with the Secretary of the Board

and made available to the Board; and from and after the execution and delivery of the Supplemental Trust Agreement, the Purchase Contract and the Continuing Disclosure Certificate, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of each Supplemental Trust Agreement, the Purchase Contract and the Continuing Disclosure Certificate.

**Section 8. Sale of Series 2021 Bonds.**

(a) The Designated Officers are each authorized and directed to engage third parties, including but not limited to, Underwriters, that such Designated Officer deems necessary or advisable in order to: consummate the Financing, assist with the issuance and sale of the Series 2021 Bonds, to manage and administer the Financing after the issuance and sale of the Series 2021 Bonds or otherwise to carry out, give effect to and comply with the terms and intent of this Resolution.

(b) The Board hereby authorizes the initial sale of the Series 2021 Bonds to the public through a negotiated sale to the Underwriters. The Series 2021 Bonds shall be sold subject to an Underwriters' discount (excluding original issue discount and premium) not to exceed \$1.50 per \$1000 of principal amount of the Series 2021 Bonds and subject to the terms and conditions set forth in the form of the Purchase Contract.

**Section 9. Preliminary Official Statement and Official Statement.** One or more Preliminary Official Statements shall be used by the LACMTA in connection with the sale and issuance of the Series 2021 Bonds. The form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board is hereby approved. The Preliminary Official Statement shall be substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as a Designated Officer approves (such approval to be conclusively evidenced by the execution and delivery of the certificate referenced in the following sentence). The Preliminary Official Statement shall be circulated for use in selling the Series 2021 Bonds at such time or times as a Designated Officer shall deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended, said determination to be conclusively evidenced by a certificate signed by said Designated Officer to said effect. The Preliminary Official Statement shall contain a description of the finances and operations of the LACMTA, a description of the Measure R Sales Tax and a description of historical receipts of sales tax revenues substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as any Designated Officer determines are appropriate or necessary. The Preliminary Official Statement shall also contain a description of the applicable Series 2021 Bonds and the terms and conditions of the Trust Agreement and the Supplemental Trust Agreement together with such information and description as a Designated Officer determines is appropriate or necessary. The Underwriters are hereby authorized to circulate (via printed format and/or through electronic means) the Preliminary Official Statement for use in selling the Series 2021 Bonds from time to time. The Underwriters are hereby further authorized to distribute (via printed format and/or through electronic means) copies of the LACMTA's most recent annual audited financial statements and such other financial statements of the LACMTA as any Designated Officer shall approve. Upon the execution and

delivery of the Purchase Contract, from time to time, one or more of the Designated Officers shall provide for the preparation, publication, execution and delivery of one or more final Official Statements in substantially the form of the Preliminary Official Statement deemed final by a Designated Officer with such changes as any Designated Officer approves, such approval to be conclusively evidenced by the execution of such final Official Statement. Any Designated Officer is hereby authorized and directed to execute and deliver one or more final Official Statements in the name and on behalf of the LACMTA. One or more supplements to the final Official Statement(s) or revised final Official Statement(s) may be prepared and delivered to the Underwriters reflecting updated and revised information as shall be acceptable to the Underwriters and as the Designated Officers, or any one of them, approve. Each final Official Statement shall be circulated (via printed format and/or through electronic means) for use in selling the Series 2021 Bonds at such time or times as a Designated Officer deems appropriate after consultation with the Underwriters, the LACMTA's municipal advisor and bond counsel and such other advisors as a Designated Officer believes to be useful. The Underwriters are hereby authorized to circulate (via printed format and/or through electronic means) the final Official Statement, any supplement to the final Official Statement and any revised final Official Statement, as the case may be.

**Section 10. Trustee, Paying Agent and Registrar.** U.S. Bank National Association is hereby appointed as Trustee, Paying Agent and Registrar for the Series 2021 Bonds. Such appointments shall be effective upon the issuance of the Series 2021 Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

**Section 11. Additional Authorization.** Each Designated Officer, for and on behalf of the LACMTA, is and they hereby are, jointly and severally authorized and directed to do any and all things necessary to effect the issuance of the Series 2021 Bonds, and the execution and delivery of each Supplemental Trust Agreement, each Purchase Contract, and each Continuing Disclosure Certificate, and to carry out the terms thereof. The officers, employees and agents of the LACMTA, including, but not limited to the Designated Officers, are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates and documents, including, without limitation, any tax certificates or agreements, any agreements for depository services, and any agreements for rebate compliance services, which they, or any of them, may deem necessary or advisable in order to consummate the Financing and the issuance and sale of the Series 2021 Bonds, to manage and administer the Financing after the issuance and sale of the Series 2021 Bonds and otherwise to carry out, give effect to and comply with the terms and intent of the Ordinance, this Resolution, the Series 2021 Bonds and the documents approved hereby.

All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution, whether before or after the issuance of the Series 2021 Bonds, including, without limitation, any of the foregoing that may be necessary or desirable in connection with any investment of proceeds of the Series 2021 Bonds, or in connection with the addition, substitution or replacement of underwriters, or any agreements with paying agents or the Trustee or any similar action may be given or taken by any Designated Officer without further authorization or direction by the LACMTA, and each Designated Officer

is hereby authorized and directed to give any such approval, consent, direction, notice, order, request, or other action and to execute such documents and take any such action which such Designated Officer may deem necessary or desirable to further the purposes of this Resolution. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Any Designated Officer, on behalf of the LACMTA, is further authorized and directed to cause written notice to be provided to the California Debt and Investment Advisory Commission (“CDIAC”) of the proposed sale of the Series 2021 Bonds, said notice to be provided in accordance with Section 8855 et seq. of the California Government Code, to file the notice of final sale with CDIAC, to file the rebates and notices required under section 148(f) and 149(e) of the Internal Revenue Code of 1986, as amended, if necessary, and to file such additional notices and reports as are deemed necessary or desirable by such Designated Officer in connection with the Series 2021 Bonds, and any such notices are hereby ratified, confirmed and approved.

In connection with the sale of all or a portion of the Series 2021 Bonds, any Designated Officers is hereby authorized on behalf of the LACMTA to purchase or otherwise arrange for the provision of (including the payment of such premiums, fees and other costs and expenses as such Designated Officer determines acceptable), one or more policies of municipal bond insurance to support the timely payment of principal of and interest on all or a portion of the Series 2021 Bonds, said municipal bond insurance to contain such terms and conditions as such Designated Officer(s) shall determine is appropriate or necessary for the issuance of the Series 2021 Bonds.

**Section 12. Continuing Authority of Designated Officers.** The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by Chair of the Board, any Vice Chair of the Board, the Chief Executive Officer of LACMTA, the Chief Financial Officer of LACMTA, the Treasurer of LACMTA, any Assistant Treasurer of LACMTA, any Executive Officer - Finance of LACMTA or any Deputy Executive Officer - Finance of LACMTA shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

**Section 13. Investments.** Each Designated Officer is hereby authorized to invest the proceeds of the Series 2021 Bonds in accordance with the Trust Agreement and the Supplemental Trust Agreement and the LACMTA’s Investment Policy and is further authorized to enter into or to instruct the Trustee to enter into one or more investment agreements, float contracts, swaps or other hedging products (hereinafter collectively referred to as the “Investment Agreement”) providing for the investment of moneys in any of the funds and accounts created under the Trust Agreement and the Supplemental Trust Agreement, on such terms as the Designated Officer shall deem appropriate. Pursuant to Section 5922 of the California Government Code, the LACMTA hereby finds and determines that the Investment Agreement is designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Series 2021 Bonds or enhance the relationship between risk and return with respect to investments.

**Section 14. Good Faith Estimates.** In accordance with Section 5852.1 of the California Government Code, good faith estimates of the following are set forth in Exhibit A attached hereto:



(a) the true interest cost of the Series 2021 Bonds, (b) the sum of all fees and charges paid to third parties with respect to the Series 2021 Bonds, (c) the amount of proceeds of the Series 2021 Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the Series 2021 Bonds, and (d) the sum total of all debt service payments on the Series 2021 Bonds calculated to the final maturity of the Series 2021 Bonds plus the fees and charges paid to third parties not paid with the proceeds of the Series 2021 Bonds.

**Section 15. Further Actions.** From and after the delivery of the Series 2021 Bonds, the Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify each document authorized or authorized to be amended by this Resolution at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's municipal advisor and bond counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof. Further, the Designated Officers and each of them are hereby authorized and directed to terminate any municipal bond insurance policy or investment agreement and enter into one or more municipal bond insurance policies or investment agreements as any such Designated Officer shall determine is appropriate or necessary.

**Section 16. Costs of Issuance.** The LACMTA authorizes funds of the LACMTA, together with the proceeds of the Series 2021 Bonds, to be used to pay costs of issuance of the Series 2021 Bonds, including, but not limited to, costs of attorneys, accountants, municipal advisors, trustees, the costs associated with rating agencies, bond insurance and surety bonds, printing, publication and mailing expenses and any related filing fees.

**Section 17. Severability.** The provisions of this Resolution are hereby declared to be severable and if any section, phrase or provision shall for any reason be declared to be invalid, such sections, phrases and provisions shall not affect any other provision of this Resolution.

**Section 18. Electronic Signatures.** The Board hereby approves the execution and delivery of all agreements, documents, certificates and instruments referred to herein with electronic signatures as may be permitted under the California Uniform Electronic Transactions Act and digital signatures as may be permitted under Section 16.5 of the California Government Code using DocuSign.

**Section 19. Effective Date.** This Resolution shall be effective with respect to the Series 2021 Bonds issued on or before June 30, 2022.

CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on May 27, 2021.

[SEAL]

By \_\_\_\_\_  
Interim Board Secretary, Los Angeles  
County Metropolitan Transportation  
Authority

Dated: \_\_\_\_\_, 2021

## EXHIBIT A

### GOOD FAITH ESTIMATES

The following information was obtained from Fieldman, Rolapp & Associates, Inc. (the “Municipal Advisor”) with respect to the bonds (the “Bonds”) approved in the attached Resolution, and is provided in compliance with Section 5852.1 of the California Government Code with respect to the Bonds:

**Section 1. True Interest Cost of the Bonds.** Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the Bonds, is 3.01%.

**Section 2. Finance Charge of the Bonds.** Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the finance charge of the Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the Bonds), is \$1,603,407.35, as follows:

(a) Underwriters’ Discount	\$1,086,727.50
(b) Bond Counsel and Disbursements	120,000.00
(c) Disclosure Counsel and Disbursements	48,500.00
(d) Municipal Advisor and Disbursements	70,000.00
(e) Rating Agencies	222,600.00
(f) Other	55,579.85
Total	<u>\$1,603,407.35</u>

**Section 3. Amount of Proceeds to be Received.** Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the amount of proceeds expected to be received by the LACMTA for sale of the Bonds less the finance charge of the Bonds described in Section 2 above and any reserves or capitalized interest paid or funded with proceeds of the Bonds, is \$850,000,000.

**Section 4. Total Payment Amount.** Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the LACMTA will make to pay debt service on the Bonds plus the finance charge of the Bonds described in Section 2 above not paid with the proceeds of the Bonds, calculated to the final maturity of the Bonds, is \$1,109,442,338.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of Bonds sales, the amount of Bonds sold, the amortization of the Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of Bonds sold will be determined by the LACMTA based on need to provided funds for the Financing and other factors. The actual interest rates at which the Bonds will be sold will depend on the bond market at the time of each

sale. The actual amortization of the Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the LACMTA's control. The LACMTA has approved the issuance of the Bonds with a maximum true interest cost of 4.00%.

**Finding of Benefit**

(Measure R Senior Sales Tax Revenue Bonds, Series 2021-A Finding of Benefit Resolution)

**ATTACHMENT A**

**RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE  
BENEFITS OF A MEASURE R BOND ISSUANCE EXCEED ISSUANCE AND  
INTEREST COSTS**

WHEREAS, the Measure R Ordinance provides for the establishment and implementation of a retail transactions and use tax for a period of thirty years and an expenditure plan that describes the Measure R transit capital projects to be constructed with the proceeds of such tax; and

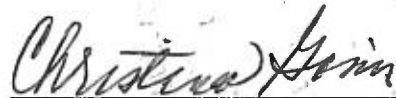
WHEREAS, the accelerated construction of certain Measure R transit capital projects would avoid inflationary cost escalation; and

WHEREAS, the proposed \$850 million debt financing would provide additional funds to meet the cash flow necessary to pay for an accelerated construction program for Measure R transit capital projects; and

NOW, THEREFORE, the Measure R Independent Taxpayers Oversight Committee of Metro finds that the economic, environmental and transit benefits of the \$850 million debt financing, which would accelerate project delivery and avoid inflationary cost escalation, exceed issuance and interest costs.

Adopted this 19<sup>th</sup> day of April, 2021.

Signed:



Interim Board Secretary, Los Angeles  
County Metropolitan Transportation  
Authority