



Board Report

File #: 2019-0228, File Type: Program

Agenda Number: 38.

FINANCE, BUDGET AND AUDIT COMMITTEE MAY 15, 2019

SUBJECT: FY 2019-20 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority's (Metro) share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2019-20 Budget Transmittal dated April 22, 2019, in the amount of \$111,341,440 along with Metro's enhanced operations programs in the amount of \$6,546,563 as listed in Attachment A for a totaling programming amount of \$117,888,003;
- B. REPROGRAMMING the use of \$3,237,526 in FY 2017-18 Operating Surplus to fund a portion of Metro's share of Metrolink's operating costs detailed in Attachment A;
- C. REPROGRAMMING up to \$3,900,000 in surplus FY17 state of good repair funds to fund a portion of Metro's share of Metrolink's FY 20 rehabilitation and capital program listed in Attachment A;
- D. APPROVING additional funding for the San Bernardino Line 25% discount program in the amount of \$2,190,969 to establish the life of project budget of \$4,190,969;
- E. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program as follows:
 - FY 2013-14 from June 30, 2019 to June 30, 2020 - \$73,298
 - FY 2014-15 from June 30, 2019 to June 30, 2020 - \$2,663,905;
- F. APPROVING the FY20 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
- G. 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 (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 (please refer to Attachment B - Metrolink Transmittal of the Proposed Fiscal Year 2019-20 Budget dated May 1, 2019). The total Metrolink FY 2019-20 Budget request from all JPA Member Agencies is \$224.216 million consisting of \$157.445 million for Commuter Rail operations, \$63.731 million for Rehabilitation and \$3.040 million for capital projects. Staff is recommending the approval of \$117,880,003 for Metro’s share of Metrolink’s FY2019-20 Budget and Metro’s enhanced operations programs detailed in Attachment A.

DISCUSSION

The SCRRA operates and provides the Metrolink commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, and up to the northern San Diego County line. Metro is firmly supportive and committed to be a strategic partner with Metrolink. Metro’s share of Metrolink’s FY 2019-20 Budget totals \$111.342 million consisting of \$77.989 million for commuter rail operations, \$31.964 million for rehabilitation projects and \$1.389 million for new capital projects as further described below.

Metrolink Operations

Metrolink’s total Budget request from all JPA Member Agencies is \$157.445 million for Commuter Rail operations. Metro’s share of the Metrolink commuter rail operations is \$77.989 million (of the \$157.445 million) which is a \$2,869 million increase (3.8%) over FY19 levels (please refer to Table 1 below). The increase in commuter rail operations is attributable to the contract escalation costs for train operations and equipment maintenance, salaries and benefits with an increase of five (5) new full time equivalent positions, administrative costs and the addition of new Metrolink services. The new Metrolink services consists of two additional roundtrips on the Orange County Line, two additional round trips on the 91/Perris Valley Line, one Saturday round trip on the Ventura County Line and one mid-day roundtrip to the Hollywood Burbank Airport. Metrolink has no fare increases for FY 20. Staff continues to work with SCRRA to control and maintain an effective level of operating and maintenance costs.

TABLE 1 - METROLINK OPERATIONS BUDGET SUMMARY (\$000)				
	FY19	FY20	DIFFERENCE	CHANGE %*
Expenses	\$251,356	\$262,869	\$11,505	4.6%
Revenues	\$100,806	\$105,423	\$4,683	4.6%
Member Agency	\$150,550	\$157,445	\$6,822	4.5%
Metro Subsidy	\$75,120	\$77,989	\$2,869	3.8%
Metro Share of Subsidy	49.9%	49.5%		

*Numbers may be subject to minor rounding

Rehabilitation and Capital - \$33,352,440

MetroLink's FY 2019-20 total rehabilitation and capital budget request from all the JPA member agencies was revised on the April 22, 2019 budget transmittal to \$66.771 million (which includes \$63.731 million for rehabilitation and \$3.040 million for capital). Metro's share is \$33.353 million (out of \$66.771 million) for the FY 2019-20 rehabilitation and capital projects. Staff is recommending programming funds in the amount of \$31.964 million for rehabilitation projects and \$1.389 for capital projects as listed on Attachment B-MetroLink Transmittal of the Proposed Fiscal Year 2019-20 Budget dated May 1, 2019.

Metro has been working collaboratively with the other four JPA members and MetroLink to review MetroLink's FY20 rehabilitation and capital program in detail since November 2018 where MetroLink's original rehabilitation and capital program totaled approximately \$87.816 million consisting of \$84.776 million for rehabilitation and \$3.040 million for capital. Based on Metro's review of the project readiness of the MetroLink rehabilitation and capital program, Metro estimated approximately \$29.9 million in programming authority for FY 20 (refer to Attachment C-Metro's Update on MetroLink FY 2019-20 Budget dated March 21, 2019). After further coordination with MetroLink and in support of the other JPA member's subsidy share of the MetroLink rehabilitation and capital program, Metro increased the programming authority of MetroLink's FY 20 rehabilitation and capital budget program from \$29.9 million to \$33.353 million to fund the all-share and line specific rehabilitation and capital programs shared with the other JPA members. Subsequently, on April 22, 2019, MetroLink revised their FY 20 budget request for their rehabilitation and capital program to \$66.771 million (from \$84.776 million) which aligns with all the JPA member agencies' funding commitments.

Staff is working with MetroLink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service. In the last three years, Metro has provided a total of \$90.2 million consisting of over 130 rehabilitation and capital projects from FY17 through FY19. In the last ten years, Metro's largest singular year contribution to MetroLink's rehabilitation and capital program is approximately \$41.7 million which occurred in FY 19.

MetroLink's project delivery of rehabilitation and capital projects has significantly improved since FY17 especially on 29 High Priority State of Good Repair Projects with an initial cost savings of approximately \$4.922 million (refer to Attachment D-MetroLink's High Priority SOGR Program dated April 2019). Since MetroLink uses a four (4) year project delivery schedule for their rehabilitation and capital program, as of April 23, 2019, MetroLink has completed a total of 12 projects totaling \$12.917 million with a cost savings of approximately \$4.922 million with 42 projects in process and 76 projects have not commenced yet. Metro anticipates additional cost savings will be incurred for the remaining 118 projects. However, at this time, with the cost savings incurred to date, staff is proposing to reprogram \$3.9 million from the FY17 High Priority SOGR Projects to fund \$3.9 million of Metro's share of MetroLink's FY 2019-20 rehabilitation and capital program. The current total of outstanding MetroLink funding is approximately \$75.4 million for rehabilitation and capital project work dating from FY14 through FY18.

TABLE 2-Metro Funds for MetroLink Rehab/Capital

Fiscal Year	Number of Projects	Total
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FY 17	55	\$41,678,525
FY 18	1	\$6,819,000
FY 19	74	\$41,731,193
Subtotal	130	\$90,228,718
Proposed FY 20	26	\$33,352,440
GRAND TOTAL	156	\$123,581,158

KEY HIGHLIGHTS OF THE PROPOSED FY 20 BUDGET ARE AS FOLLOWS:**Right-of-Way (ROW) Security Services Provided by L.A. Sheriffs (LASD) - \$2,522,962**

MetroLink contracts with the LASD to provide core security and fare enforcement services on board trains and at stations. In addition to core security services, Metro provides additional funding to MetroLink for 9.5 LASD full time equivalents (FTEs) to provide a dedicated LASD presence along Metro owned ROW resulting in quicker LASD responses to incidents along the ROW within Los Angeles County.

Although the Regional Rail department funds these services, Metro's Security and Law Enforcement department oversees the MetroLink's Sheriff's program in conjunction with the Regional Rail department to realize more efficiencies, to maximize deployment of LASD deputies, assist with deterring homeless encampments, reduce incidents as a result of enhanced security presence, provide oversight, coordination and collaboration of MetroLink's security and law enforcement services.

Antelope Valley Line Contract Security & LASD Program - \$1,707,632

The Antelope Valley Line (AVL) Contract Security and LASD Program (formerly the AVL 100% Fare Enforcement Program) was implemented in October 2017. The new blended approach of utilizing security officer deployments to achieve an increased security presence and enhanced fare enforcement coverage along the AVL has been very successful. SCRRA is reporting that fare evasion has decreased since the program's implementation. The new security officer deployments supplement existing LASD and Amtrak conductor security and fare enforcement functions.

San Bernardino Line 25% Fare Subsidy Program - \$2,190,969

In January 2018, Directors Solis, Najarian, Krekorian and Fasana submitted Motion #44 directing the Chief Executive Officer to work with SCRRA and the San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program and report back in 90 days. In partnership with SBCTA, in April 2018 staff recommended a 25% fare discount pilot program "across the board" which began in July 2018. The Board approved programming up to \$2 million in prior year Proposition C 10% surplus funds to fund the fare reduction pilot. In October 2018 SCRRA conducted a Title 6 study and SCRRA made the new service part of their permanent fare structure. As of October 2018 ridership was up 10% and the pilot was considered very successful. However, the total anticipated cost for the life of the program is estimated to be \$4,190,969. As such, staff is recommending additional funding in the amount of \$2,190,969 to fund the new service

through FY 2022 at which point the program is expected to break even.

Special Events - \$125,000

SCRRA has begun including recurring special events (L.A. County Fair, L.A. Rams Games, etc.) in their FY20 operating budget based on the history of past events. However, to ensure that in the event additional Metro sponsored special events occur, staff is recommending an additional \$125,000 to fund these costs such as for CicLa Via, Dodgers Express, etc., just to name a few.

Extend Lapsing Dates of Rehabilitation / Capital Funds

This recommended Board action extends SCRRA's FY 2013-14 and FY 2014-15 funding in the amount of \$2,737,203 from expiring on June 30, 2019 to June 30, 2020. Metrolink rehabilitation and capital projects span over a 4 year project delivery program to take advantage of matching federal funds. As a result, funds programmed over multiple years may not be completely invoiced prior to the funds lapsing and Metro does not recognize project completion until we are invoiced. In FY15, Metro extended the lapsing period to four years and extended the lapsing dates of several MOUs. Metrolink indicated that their work is in progress, close to completion and will be completed and invoiced by fiscal year end 2020.

Transfers to Other Operators Payment Rate to Metro

Metrolink reimburses Metro for Metrolink riders who transfer to and from Metro services for free, including the rail system at Union Station, through the EZ Transit Pass Program. For FY20, staff is recommending that the reimbursement rate remain at \$1.10, the same as for FY19, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metro's total FY20 Metrolink Annual Work Program programming authority recommendation is \$117,888,003 as outlined in Attachment A. Operations funding consists of \$81,298,037 in new Proposition C 10% / Measure M1% funds and reprogramming \$3,237,526 of FY18 operating surplus for a total of \$84,535,563; Rehabilitation and Capital consists of \$29,334,355 in new Measure R 3% funds, \$3,900,000 of FY17 surplus rehabilitation and capital funds and \$118,085 from Metro's funding contribution already allocated to the LINK US project.

This is a programming action and the Cost Center Manager will be responsible for annual budget funding allocations.

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 services, improve customer satisfaction, and support better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the JPA, Metro is required to approve its annual share of the SCRRA budget. However, the Metro Board could elect to authorize a higher capital/rehabilitation budget amount. Metro staff does not recommend this option due to Metrolink's progress on their project delivery and current unspent funds in the amount of \$75.4 million consisting of previously approved Metro funding during the period of FY14 through FY18.

NEXT STEPS

Staff is working collaboratively with Metrolink staff to prioritize urgent track and structure rehabilitation projects to maintain safety and service. Staff will provide progress reports on Metrolink rehabilitation and capital projects through the Regional Rail Quarterly Report.

The Metrolink Board is scheduled to adopt its FY20 Budget on June 14, 2019. Metro staff will monitor implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Board action.

ATTACHMENTS

Attachment A - Metro Share of Metrolink Programming for FY 2019-20

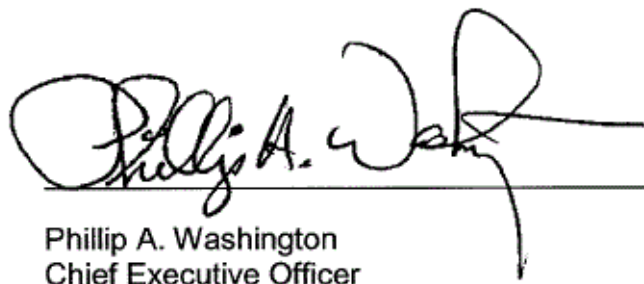
Attachment B - Metrolink Transmittal of Proposed FY 2019-20 Budget dated 4/22/19

Attachment C - Metro's Update on Metrolink FY 2019-20 Budget dated 3/21/19

Attachment D - Metrolink High Priority SOGR Program, April 2019

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - Metro Share of Metrolink Programming for FY 2019-20**Recommended Amount****Operations**

Commuter Rail Operations	\$ 77,989,000
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Enhanced Operations

Enhanced L.A. County ROW Security	\$ 2,522,962
Antelope Valley Line Contract Security & LASD Program	\$ 1,707,632
San Bernardino Line 25% Fare Subsidy	\$ 2,190,969
One-Time Special Events	\$ 125,000
Subtotal Enhanced Operations	\$ 6,546,563
Total Operations	\$ 84,535,563

Rehabilitation & Capital

FY20 Rehabilitation and Capital	\$ 33,352,440
Total FY 20 Annual Work Program Programming	\$ 117,888,003

Operations Funding Source

Prop C 10% and Measure M 1%	\$ 81,298,037
FY18 Operating Surplus Reprogramming	\$ 3,237,526
Total Operating Funding Sources	\$ 84,535,563

Rehabilitation & Capital Funding Source

Measure R 3%	\$ 29,334,355
FY17 Rehabilitation and Capital Surplus	\$ 3,900,000
Part of Metro's Contribution to the LINK US project	\$ 118,085
Total Rehabilitation and Capital Funding Source	\$ 33,352,440



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

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May 1, 2019

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

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

SUBJECT: SCRRA Proposed FY2019-20 Budget

On April 26, 2019, the SCRRA Board of Directors authorized the transmittal of the SCRRA Proposed FY2019-20 (FY20) Budget to its Member Agencies for their consideration and adoption. The Board also authorized transmission of Forecast Budgets for FY21, FY22, FY23 and FY24 for Member Agency consideration and programming. Attached for your review is a copy of the April 26 board report. We are scheduled to present the FY20 Budget to the SCRRA Board for adoption on June 14, 2019.

Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides more of a long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Thank you for your ongoing support and active participation in the development of the FY20 Proposed Budget. SCRRA staff remain available to address any questions you may have as we anticipate adoption of the budget by the SCRRA Board of Directors in June 2019. If you have comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Ronnie Campbell, Chief Financial Officer, at (213) 452-0285.



TRANSMITTAL DATE: April 22, 2019

MEETING DATE: April 26, 2019 **ITEM 24**

TO: Board of Directors

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Proposed Fiscal Year 2019-20 Budget and Four-Year Forecast

Issue

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

Recommendation

It is recommended that the Board approve the transmittal of the:

- 1) Proposed Fiscal Year 2019-20 (FY20) Budget to its Member Agencies not later than May 1, for their consideration and adoption as required in the Joint Powers Agreement, and
- 2) Proposed forecast for the fiscal years 2021 through 2024 as reflected in the four-year forecast be transmitted to the Member Agencies for their consideration and programming.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*. Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides a more long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Background

The FY20 budget development process began in August 2018 with a Budget Kick-off Meeting attended by over 50 employees. Budget requests were compiled and submitted

by all Cost Center managers. Budget division staff subsequently analyzed and reviewed the requests with each Cost Center manager and their respective Chief in a series of one-on-one meetings. The primary purpose of the meetings was to provide justification for each line item 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, and
- Overarching goal of safety, fiscal sustainability and operational efficiency.

These internal meetings began in October 2018 and concluded by mid-January 2019.

The FY20 Proposed Budget for Operations and the Capital Program (Rehabilitation/New Capital) was reviewed with the Technical Advisory Committee (TAC) members on December 11, 2018, and with the newly formed Member Agency Advisory Committee (MAAC) meetings on February 19, 2019, and March 15, 2019.

An overview of the FY20 Proposed Budget for Operations and Rehabilitation/New Capital (FY20 Proposed Budget) detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agency Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of February and March 2019. During these individual telephonic meetings, substantive agreement was reached on concurrence with the Operating portion of the FY20 Proposed Budget as it would be presented at the Board Workshop on March 22, 2019. General agreement was reached with most of the Member Agencies regarding the funding level for the FY20 Capital Program, and productive conversations continued the day of the Budget Workshop and several days following.

Foundation for FY20 Proposed Budget

The FY20 Proposed Budget provides funding to achieve the following:

- Increase ridership and revenue, thereby reducing the reliance on operating subsidies from our Member Agencies;
 - ✓ Attracting new riders through Marketing activities, brand awareness, raising the recommendation score.
 - ✓ Retaining current riders, through the improvement of on-time performance, and train reliability, comfort and convenience.
- Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts;
- Increase of Farebox Revenue through advertising efforts;

- Contract Bundling to improve overall efficiencies, achieve greater accountability, and streamline contract administration.
- Enhance customer experience and loyalty through:
 - ✓ A customer loyalty program
 - ✓ Continuing improvements to the mobile ticketing application and a modernized ticket vending system;
- Invest in existing assets to maintain a state of good repair by:
 - ✓ Funding critical rehabilitation projects,
 - ✓ Improving processes to accelerate project delivery

The achievement of these goals is closely tied to maintaining our rolling-stock, equipment and structures in a state of good repair.

Board Budget Workshop

At the March 22, 2019 Budget Workshop, staff presented the FY20 Proposed Budget to the Board. At the Budget Workshop, Metrolink staff provided an overview of current year accomplishments and then focused on new initiatives reflected in the FY20 Budget consistent with the CEO's vision. The vision reflects the central focus of customer-first, supported by the pillars of Safety and Security, an Integrated System, and Modernized Business Practices. At that meeting, suggestions and inquiries were brought forward:

- In the Operations Budget:
 - ✓ Staffing Needs for Government Relations
 - Based upon feedback at the Workshop, the CEO has determined that the additional Government Relations FTE request can be accommodated by repurposing an existing vacancy. Therefore, the new FTE request is withdrawn.
 - ✓ Additional New Service on the Ventura Line
 - Service was added to provide an additional round trip each Saturday from April 6, 2020 to October 5, 2020. (Only that portion April 6, 2020 through June 30, 2020 is included in the FY20 Operating Budget)
 - ✓ Revisions to the Special Trains to reallocate expense where Members wished to share costs
 - Changes in total reduced the Special Train Revenue by \$0.1m, reduced Expense by \$0.1m, making these changes Subsidy neutral.
 - ✓ Marketing Budget Needs
 - Board members inquired as to why the investment in marketing was decreasing so drastically. This was due to the one-time investment of \$3.9m in FY19, which is not included in FY20. Staff mentioned there would be some residual impacts from the marketing investment in FY20. Staff also mentioned that ridership had not increased, but that revenue was close to neutral despite a decrease in Inland Empire riders due to on-time

performance issues on the Riverside and IE-OC Lines because the marketing investment had helped to offset declines. Staff would like more time to review the continued results of the current marketing investment before requesting an additional investment. If warranted, we would bring forth as a FY20 Budget Amendment.

- In the Capital Program:
 - ✓ Substitution of the Riverside Switch for the deferral of two projects – Emergency Support Vehicles and Automatic Equipment Identification scanners and the conversion of two others to Engineering studies. This action was taken as a result of immediate on-time performance benefits of the switch.
- High Speed Rail Funding for Bookend Projects
 - ✓ Staff provided the information that total funding for High Speed Rail Bookend Projects statewide is \$1.1 billion. Of that amount, \$500 million was assigned to Southern California. Two of the projects that were included in the MOU between a coalition of Southern California agencies and the High Speed Rail Authority (the Southern California MOU) were funded with the \$500 million – \$76.7M was assigned to the Rosecrans-Marquardt Grade Separation (which supports more capacity for the Orange County and 91/PV Lines) and \$423.3m was assigned to the Link US project which has a systemwide relationship to six of seven Metrolink lines and will enable operation of lines to be linked at Union Station with “through service”. Opportunities to work with the state and the high-speed rail authority will continue to be pursued to advance other projects in the Southern California MOU and in the SCORE program more broadly.

Subsequent to the Budget Workshop, changes were made to the Operating Budget to include new service on the Ventura Line and changes to the Special Trains which created a net increase to Member Operating Subsidies of \$0.07M. Changes were also made to the Capital Program. The Rehabilitation budget for Metro was reduced by \$21.0M, as a result of funding capacity. This reduction affected only Line Specific Projects on the Valley subdivision and the Ventura-LA County subdivision. With respect to New Capital, a decision to reprioritize projects created a reduction of \$1.01M.

FY20 Operating Budget

The following table presents two blocks of columns. The first, *Budget Workshop* depicts the FY20 Proposed Operating Budget, as presented to the Board on March 22, 2019. The second block of columns, *FY20 Revised* depicts the effect of the subsequent revisions on revenues, expenditures and operating subsidies as result of that meeting.

(\$ millions)	Budget Workshop				FY20 Revised				
	FY19 Budget	FY20 Budget	FY20 vs FY19		FY20 Revised	Revised vs Budget Workshop		FY20 Revised vs FY19	
Revenues	100.8	105.5	4.7	4.6%	105.4	-0.07	0.1%	4.6	4.6%
Expenditures	251.4	262.9	11.5	4.6%	262.9	0.01	0.0%	11.5	4.6%
Total Operating Subsidy	150.6	157.4	6.8	4.5%	157.4	0.07	0.0%	6.9	4.6%

Revised Operating Subsidy by Member Agency:

(\$ millions)	Budget Workshop				FY20 Revised				
	FY19 Budget	FY20 Budget	FY20 vs FY19		FY20 Revised	Revised vs Budget Workshop		FY20 Revised vs FY19	
Metro	75.1	77.9	2.8	3.8%	78.0	0.05	0.1%	2.9	3.8%
OCTA	29.4	30.4	1.0	3.3%	30.3	-0.07	-0.2%	0.9	3.0%
RCTC	19.7	21.2	1.6	8.0%	21.3	0.05	0.2%	1.6	8.3%
SBCTA	16.1	17.1	1.0	6.4%	17.2	0.01	0.0%	1.0	6.5%
VCTC	10.3	10.7	0.4	4.2%	10.7	0.04	0.4%	0.5	4.6%
Total Operating Subsidy	150.6	157.4	6.8	4.5%	157.4	0.07	0.0%	6.9	4.6%

FY20 Capital Program - Rehabilitation

During the months of November and December 2018, and January of 2019, staff met with the Member Agencies both jointly and individually to review the requested projects for FY20.

During these meetings, staff provided an overview of the call for projects process stating that the Metrolink Rehabilitation Plan (MRP) forms the basis for the amounts presented. Staff described the process for the ranking and prioritization of projects, and the optimization of the fiscal request from the Member Agencies that ensures fulfillment of the Authority's strategic goals through annual investment in our varied asset classes. Questions regarding proposed scope of the projects were answered, and additional supporting documentation was provided.

The forecast for Rehabilitation requirements over the next five fiscal years is shown below:

Life of Project Basis Rehabilitation

FY2019-20	\$ 63.7m	Request/Adopt
FY2020-21	\$161.1m	Forecast/Program
FY2021-22	\$213.1m	Forecast/Program
FY2022-23	\$217.6m	Forecast/Program
FY2023-24	\$222.1m	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

FY2019-20 PROPOSED & FY2021-24 FORECAST CASHFLOW - REHABILITATION						
CASH BASIS						
	CASH OUTLAY					
(\$ millions)	FROM FY20 Budget	FROM FY21 Forecast	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	Total By Year
FY2019-20	3.1	-	-	-	-	3.1
FY2020-21	21.6	8.1	-	-	-	29.7
FY2021-22	18.7	56.4	10.7	-	-	85.8
FY2022-23	20.4	40.3	74.6	10.9	-	146.1
FY2023-24	-	56.4	53.3	76.1	11.1	196.9
FY2024-25	-	-	74.6	54.4	77.7	206.7
FY2025-26	-	-	-	76.1	55.5	131.7
FY2026-27	-	-	-	-	77.7	77.7
Total	\$ 63.7	\$ 161.1	\$ 213.1	\$ 217.6	\$ 222.1	\$ 877.6

Does not include cashflow generated by projects approved in prior years.

FY20 Capital Program - New Capital

Staff met during December 2018 and January 2019 to determine projects to be recommended for New Capital in FY20. Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation projects described above. The Proposed New Capital Budget was revised after the presentation at the March 22, 2019 Budget Workshop. In March 15, 2019 MAAC meeting it was determined that the Power Switch at Riverside Downtown station was a higher priority project due to the immediate on-time performance benefits and project readiness. Therefore, other projects were deferred to allow the Switch project's inclusion. Additionally, it was determined that the higher priority need of

two Engineering Studies was included to determine the scope and budget for future capital investments of the locomotive overhauls and modernization needs of the EMF and CMF.

The forecast for New Capital requests over the next five fiscal years is shown below:

Life of Project Basis New Capital

FY2019-20	\$ 3.0m Request/Adopt
FY2020-21	\$ 30.6m Forecast/Program
FY2021-22	\$144.8m Forecast/Program
FY2022-23	\$ 86.6m Forecast/Program
FY2023-24	\$ 57.2m Forecast/Program

Completion of New Capital Projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

FY2019-20 PROPOSED & FY2021-24 FORECAST CASHFLOW - NEW CAPITAL						
CASH BASIS						
	CASH OUTLAY					
(\$ millions)	FROM FY20 Budget	FROM FY21 Forecast	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	Total By Year
FY2019-20	0.1	-	-	-	-	0.1
FY2020-21	0.7	1.5	-	-	-	2.3
FY2021-22	1.2	10.7	7.2	-	-	19.2
FY2022-23	1.0	7.7	50.7	4.3	-	63.7
FY2023-24	-	10.7	36.2	30.3	2.9	80.1
FY2024-25	-	-	50.7	21.6	20.0	92.3
FY2025-26	-	-	-	30.3	14.3	44.6
FY2026-27	-	-	-	-	20.0	20.0
Total	\$ 3.0	\$ 30.6	\$ 144.8	\$ 86.6	\$ 57.2	\$ 322.2

Does not include cashflow generated by projects approved in prior years

Note: Applies to all Tables - Numbers may not foot or cross foot due to rounding.

Funding of Capital Program

Member Agencies provide funding in two different modes:

- ✓ One mode is on a Life of Project basis with the commitment of grant funds;
- ✓ the other is on a Cash Basis

The FY20 Capital Program presented during our Budget Workshop totaled \$87.8m. In the weeks following the budget workshop, staff has received funding commitments that allow us to maximize the available funding from all 5 Member Agencies. On this basis, we will be recommending that the board adopt a revised FY20 Capital Program (Rehabilitation/New Capital) Budget totaling \$66.8M.

FY20 Budget - Overall Summary

The FY20 Proposed Budget for Metrolink includes new budgetary authority of \$329.7M. The Proposed Budget consists of Operating Budget authority of \$262.9M, an increase of 4.6% as compared to the FY19 Adopted Budget. Capital Program authority totals \$66.8M; \$63.7M for Rehabilitation Projects, and \$3.1M for New Capital Projects. Carryover of Rehabilitation Projects approved in prior years is \$159.3M, and carryover of New Capital Projects approved in prior years is \$36.0M. Capital Program amounts in this document refer to Member Agency requested commitments only. Other funding sources which include BNSF, UPPR and staff direct grants are not reflected in this document since they do not require Member Agency Board action. Staff will communicate to both BNSF and UPPR under the Capital Project requirements for their proportionate share of any related Capital Project(s) as required.

FY20 Operating Budget

Changed Budget Assumptions

The FY20 Proposed Budget does not include any proposed increase to the base fare structure. The FY20 Proposed Budget includes increased service for a total of 3.0 million service miles through the operation of 175 weekday trains and 92 weekend trains. Increases in service are included for the San Bernardino, 91/PVL, Orange County and Ventura Lines. Special Trains, previously Third-Party Agreements have been included in the Operating Budget. Five new positions are being requested; two in Train Operations, two in Maintenance of Way/Capital, one in Administration.

Operating Budget Summary

The Operating Revenues reflect a projected net increase of \$4.6M or 4.6% from FY19. The year over year changes are detailed below in the Operating Revenues section. The Operating Expenditures reflect an increase of \$11.5M or 4.6% increase from FY19. Details of the year over year change are explained below in the Operating Expenditures section.

Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total

\$105.4M for FY20, an increase of \$4.6M or 4.6% compared to the FY19 Adopted Budget.

Farebox Revenues, the largest component of the operating revenue of the budget, are projected at \$90.0M, an increase \$4.3M or 5.1% compared to the FY19 Adopted Budget.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The FY20 Dispatch Revenue projection of \$2.2M estimates an increase of \$52k or 2.5% from the FY19 Adopted Budget. The FY20 MOW Revenues are projected to increase \$0.5M or 3.6%.

Operating Expenditures

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

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 FY20 Proposed Budget for expenditures related to Train Operations is \$153.6M.

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 FY20 proposed budgeted amount for expenditures related to MOW is \$47.0M.

Administration and Services include internal expenditures related to Train Operations. The FY20 Proposed Budget for expenditures related to Administration & Services is \$48.1M.

The Category of Insurance and Legal is \$14.2M for the FY20 Proposed Budget.

Overall, the total FY20 Proposed Budgeted for expenditures have increased from the FY19 Adopted Budget by \$11.5M or 4.6%. The components of this change are as described below.

- Total Train Operations have increased by \$1.3M. The primary drivers of this increase are:
 - ✓ Fuel costs are higher by \$2.9M due to higher diesel prices;
 - ✓ Train Operations Services have increased \$1.8M;
 - ✓ Rail Agreements increased by \$1.0M;
 - ✓ Special Trains were added to the Operating Budget (previously TPA) for \$0.8M;
 - ✓ TVD Maintenance increased by \$0.6M;
 - ✓ Other increased by \$0.2M;

- ✓ Equipment Maintenance decreased by \$1.2M due to reduced material for Rolling Stock repairs;
- ✓ Transfers to Other Operators decreased by \$1.2M;
- ✓ Marketing decreased by \$3.6M due to the one-time marketing program in FY19.
- MOW has increased by \$5.7M primarily as a result of:
 - ✓ Changes to Salaries & Benefits previously charged to Capital Projects \$1.8M;
 - ✓ Change in ICAP calculation which transferred \$1.5M from Capital Projects to the Operations Budget;
 - ✓ Signal Maintenance (MEC) increase of \$1.0M;
 - ✓ Track Maintenance (VTMI) increase of \$0.9M;
 - ✓ Consulting increase of \$0.5M.
- Administration and Services have increased by \$7.0M. The primary drivers of this increase are:
 - ✓ Overhead increased \$1.9M due to a correction to last year's projection of Other Post-Employment Benefits (OPEB) of \$0.8M and increase to this year OPEB of \$0.4m, and an increase of \$0.6M for office rental;
 - ✓ Amounts associated with our Indirect Cost Allocation Plan (ICAP) previously charged to Capital projects caused an increase of \$1.7M:
 - ✓ DBE consultants for \$1.2M previously charged to Capital projects;
 - ✓ PTC maintenance and support increase of \$0.9M;
 - ✓ Change to Salaries & Fringe \$0.8M;
 - ✓ Information Technology increases \$0.3M;
 - ✓ Engineering Consultants increase \$0.2M.
- Total Insurance expense decreased by \$2.5M.
 - ✓ Insurance premiums lower by \$0.5M;
 - ✓ Decrease as a result of a change in the projected claim liability of \$3.0M.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The Revised FY20 Proposed Budget estimates total Member Agency contributions to equal \$157.4M, an increase of \$6.9M or 4.6% more than the FY19 Budget.
- A year over year comparison of net operating subsidy by Member Agency is presented in Attachment E. In response to Member Agency requests, this schedule reflects the FY20 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

Capital Budget

Carryover from Prior Years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as "Carryovers" because their uncompleted balance moves forward to the following year. Projects authorized in prior years but "carried over" total \$159.3M for Rehabilitation and \$36.0m for New Capital. They are shown in detail on Attachments F and G, respectively.

Capital Rehabilitation

The Capital Rehabilitation authorization request for FY20 was identified as necessary investments to maintain a state-of-good repair. These projects total \$63.7m and are represented in detail in Attachment H.

The total Rehabilitation Program by asset type includes:

ASSET TYPE	TOTAL
Communications	\$ 2.4m
Facilities	3.1m
Non-Revenue Fleet	4.1m
Rolling Stock	2.9m
Signals	13.5m
Structures	7.2m
Track	30.5m
	<u>\$63.7m</u>

New Capital

The New Capital authorization request for FY20 was identified as necessary for safe and efficient rail operations. These projects total \$3.0m and are shown in detail in Attachment I.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Operating as described:

- **Attachment A – FY20 Proposed Operating Budget** - 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 B – Historical Actual and Budgeted Operating Statements.** Actual Operating expense for FY16, FY17 & FY18, Adopted Operating Budget for FY19 and Proposed Operating Budget for FY20, with a variance comparison between FY19 Adopted Budget and FY20 Proposed Budget.
- **Attachment C – FY20 Proposed Operating Budget by Member Agency**
- **Attachment D – FY20 Proposed Operating Budget by Line**
- **Attachment E – FY20 Budgeted Operating Subsidy – FY20 Proposed Budget** Operating Subsidies by Member Agency presented in whole dollars, with comparisons to FY19 Adopted Budget.

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Capital Program as described:

- **Attachment F – FY20 Rehabilitation Carryover Projects-** Details ongoing Rehabilitation Projects approved in prior years by subdivision, project category and Member Agency.
- **Attachment G – FY20 New Capital Carryover Projects -** Details ongoing New Capital Projects approved in prior years by subdivision, project category and Member Agency.
- **Attachment H – FY20 Proposed Rehabilitation Projects Detail list –** Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I – FY20 Proposed New Capital Projects Detail list -** Presents original request and funded amounts by subdivision, project category and Member Agency share.

Operating Budget Forecasts for FY21, FY22, FY23 and FY24

Upon approval by the Board, the FY20 Proposed Budget will be transmitted to Member Agencies for consideration and adoption. FY21, FY22, FY23 and FY24 forecasted budgets will also be transmitted to the Member Agencies for consideration and

programming. The four-year forecasts will only be considered for adoption individually during the applicable year.

The Attachments -Operating Budget Forecasts for FY21, FY22, FY23, FY24

- **Attachment J – FY21 Forecasted Operating Budget**
- **Attachment K – FY22 Forecasted Operating Budget**
- **Attachment L – FY23 Forecasted Operating Budget**
- **Attachment M – FY24 Forecasted Operating Budget**

The assumptions reflected in the FY21, FY22, FY23 and FY24 Forecasted Operating Budgets are based on contractual escalators and other known changes in combination with a projected increase factor based on the trends of each category of expense.

Next Steps

April – May, 2019	Staff present at Member Agencies' Committee and Board meetings as requested
June 14, 2019	FY20 Proposed Budget to Board for Adoption

Budget Impact

There is no budgetary impact as a result of this report. Approval to transmit the Proposed Budget to the Member Agencies for review and adoption is the next step in the FY20 Budget Development process. The FY20 Proposed Budget will then be presented to this Board for review and adoption at the June 14, 2019 meeting. Any actions taken by our Member Agencies prior to that meeting will be reported.

From a public service viewpoint Metrolink is simply the best investment to reduce freeway traffic and improve air quality in Southern California. Because 85% of Metrolink riders can choose to drive, Metrolink removes 1-2 lanes of parallel freeway traffic in each direction during peak hours on the 5, 10, 60, 91, 101 and 134 freeways.

Prepared by: Christine Wilson, Senior Manager Finance



Ronnie Campbell
Chief Financial Officer

FY 20 Proposed Operating Budget

ATTACHMENT A

(\$000's)	FY 18-19	FY 19-20	Variance	
	Adopted Budget	Proposed Budget	FY20 Proposed vs FY19 Adopted \$ Variance	% Variance
Operating Revenue				
Farebox Revenue	82,904	87,739	4,835	5.8%
Special Trains	-	219	219	n/a
Fare Reduction Subsidy	2,732	2,025	(706)	-25.9%
Subtotal-Pro Forma FareBox	85,636	89,983	4,347	5.1%
Dispatching	2,120	2,172	52	2.5%
Other Revenues	490	257	(233)	-47.5%
MOW Revenues	12,561	13,011	450	3.6%
Total Operating Revenue	100,806	105,423	4,617	4.6%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	46,872	48,733	1,861	4.0%
Equipment Maintenance	38,133	36,638	(1,496)	-3.9%
Contingency (Train Ops)	-	-	-	n/a
Fuel	18,744	21,730	2,986	15.9%
Non-Scheduled Rolling Stock Repairs	260	160	(100)	-38.5%
Operating Facilities Maintenance	1,684	1,749	65	3.9%
Other Operating Train Services	482	977	495	102.7%
Special Trains		793	793	n/a
Rolling Stock Lease	336	230	(106)	-31.4%
Security - Sheriff	5,889	6,095	206	3.5%
Security - Guards	2,450	2,552	102	4.2%
Supplemental Additional Security	690	660	(30)	-4.3%
Public Safety Program	389	421	32	8.2%
Passenger Relations	1,732	1,797	65	3.7%
TVM Maintenance/Revenue Collection	9,055	9,652	597	6.6%
Marketing	5,380	1,769	(3,610)	-67.1%
Media & External Communications	458	459		0.1%
Utilities/Leases	3,473	2,695	(778)	-22.4%
Transfers to Other Operators	6,496	5,301	(1,195)	-18.4%
Amtrak Transfers	2,400	2,400	-	0.0%
Station Maintenance	1,806	2,230	425	23.5%
Rail Agreements	5,400	6,362	963	17.8%
Subtotal Operations & Services	152,129	153,404	1,276	0.8%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	40,711	46,254	5,543	13.6%
MoW - Extraordinary Maintenance	591	712	121	20.6%
Subtotal Maintenance-of-Way	41,301	46,966	5,665	13.7%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	13,782	14,631	849	6.2%
Ops Non-Labor Expenses	7,635	8,792	1,156	15.1%
Indirect Administrative Expenses	17,096	20,755	3,659	21.4%
Ops Professional Services	2,579	3,962	1,383	53.6%
Subtotal Admin & Services	41,093	48,140	7,047	17.1%
Contingency (Non-Train Ops)	204	200	(4)	-2.0%
Total Operating Expenses	234,727	248,710	13,984	6.0%
Insurance and Legal				
Liability/Property/Auto	11,418	11,906	488	4.3%
Net Claims / SI	4,000	1,000	(3,000)	-75.0%
Claims Administration	1,211	1,252	41	3.4%
Net Insurance and Legal	16,629	14,158	(2,471)	-14.9%
TOTAL EXPENSE	251,356	262,869	11,512	4.6%
Net Loss	(150,550)	(157,445)	(6,896)	4.6%
All Member Subsidies	150,550	157,445	6,896	4.6%
Surplus / (Deficit)	-	-	-	n/a

Numbers may not foot due to rounding.

Historical Actual and Budgeted Operating Statements

ATTACHMENT B

(\$000's)	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY19-20 Proposed Budget vs. FY18-19 Adopted Budget	
	Actual	Actual	Actual	Adopted Budget	Proposed Budget	Variance	%
Operating Revenue							
Farebox Revenue	83,652	82,883	82,542	82,904	87,739	4,835	5.8%
Special Trains	-	-	-	-	219	219	n/a
Fare Reduction Subsidy	873	490	157	2,732	2,025	(706)	-25.9%
Subtotal-Pro Forma FareBox	84,524	83,373	82,699	85,636	89,983	4,347	5.1%
Dispatching	2,120	2,016	2,133	2,120	2,172	52	2.5%
Other Revenues	429	762	463	490	257	(233)	-47.5%
MOW Revenues	12,434	12,384	12,789	12,561	13,011	450	3.6%
Total Operating Revenue	99,507	98,535	98,084	100,806	105,423	4,617	4.6%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	41,887	41,616	42,116	46,872	48,733	1,861	4.0%
Equipment Maintenance	33,751	35,422	34,242	38,133	36,638	(1,496)	-3.9%
Contingency (Train Ops)				-	-	-	n/a
Fuel	17,381	18,207	17,577	18,744	21,730	2,986	15.9%
Non-Scheduled Rolling Stock Repairs	136	1	56	260	160	(100)	-38.5%
Operating Facilities Maintenance	1,149	1,475	1,493	1,684	1,749	65	3.9%
Other Operating Train Services	239	449	722	482	977	495	102.7%
Special Trains					793	793	n/a
Rolling Stock Lease	638	230	11	336	230	(106)	-31.4%
Security - Sheriff	4,912	5,511	5,662	5,889	6,095	206	3.5%
Security - Guards	1,685	1,283	1,931	2,450	2,552	102	4.2%
Supplemental Additional Security	-	520	227	690	660	(30)	-4.3%
Public Safety Program	217	203	193	389	421	32	8.2%
Passenger Relations	1,748	1,868	1,723	1,732	1,797	65	3.7%
TVM Maintenance/Revenue Collection	6,554	7,934	8,188	9,055	9,652	597	6.6%
Marketing	1,137	716	1,307	5,380	1,769	(3,610)	-67.1%
Media & External Communications	343	249	320	458	459		0.1%
Utilities/Leases	2,046	2,614	2,804	3,473	2,695	(778)	-22.4%
Transfers to Other Operators	6,488	6,003	3,818	6,496	5,301	(1,195)	-18.4%
Amtrak Transfers	1,287	1,307	1,678	2,400	2,400	-	0.0%
Station Maintenance	1,418	1,196	1,575	1,806	2,230	425	23.5%
Rail Agreements	5,207	5,155	4,938	5,400	6,362	963	17.8%
Subtotal Operations & Services	128,223	131,960	130,582	152,129	153,404	1,276	0.8%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	37,936	37,355	42,411	40,711	46,254	5,543	13.6%
MoW - Extraordinary Maintenance	1,518	1,260	594	591	712	121	20.6%
Subtotal Maintenance-of-Way	39,453	38,615	43,005	41,301	46,966	5,665	13.7%
<u>Administration & Services</u>							
Ops Salaries & Fringe Benefits	12,892	13,808	12,507	13,782	14,631	849	6.2%
Ops Non-Labor Expenses	5,322	5,046	5,890	7,635	8,792	1,156	15.1%
Indirect Administrative Expenses	12,417	14,090	19,333	17,096	20,755	3,659	21.4%
Ops Professional Services	2,019	1,963	2,687	2,579	3,962	1,383	53.6%
Subtotal Admin & Services	32,651	34,907	40,417	41,093	48,140	7,047	17.1%
Contingency (Non-Train Ops)	47	2	15	204	200	(4)	-2.0%
Total Operating Expenses	200,374	205,484	214,019	234,727	248,710	13,984	6.0%
Insurance and Legal							
Liability/Property/Auto	11,634	11,061	9,748	11,418	11,906	488	4.3%
Net Claims / SI	3,855	5,115	8,551	4,000	1,000	(3,000)	-75.0%
Claims Administration	421	704	585	1,211	1,252	41	3.4%
Net Insurance and Legal	15,909	16,880	18,883	16,629	14,158	(2,471)	-14.9%
Total Expense Before BNSF	216,283	222,364	232,902	251,356	262,869	11,512	4.6%
Loss Before BNSF	(116,776)	(123,829)	(134,818)	(150,550)	(157,445)	(6,896)	4.6%
Member Subsidies							
Operations	109,003	119,148	124,736	133,920	143,287	9,367	7.0%
Insurance	18,079	16,787	17,663	16,629	14,158	(2,471)	-14.9%
Total Member Subsidies	127,082	135,934	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit) Before BNSF	10,306	12,106	7,581				
BNSF LEASED LOCOMOTIVE COSTS							
Total BNSF Lease Loco Expenses	10,397	5,669	-	-	-	-	n/a
Member BNSF Lease Subsidies	11,545	6,055	-	-	-	-	n/a
Surplus / (Deficit) - BNSF Lease	1,148	386	-	-	-	-	n/a
TOTAL EXPENSE	226,680	228,032	232,902	251,356	262,869	11,512	4.6%
Net Loss	(127,173)	(129,498)	(134,818)	(150,550)	(157,445)	(6,896)	4.6%
All Member Subsidies	138,627	141,989	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit)	11,454	12,491	7,581	-	-	-	n/a

Numbers may not foot due to rounding.

FY2019-20 Proposed Operating Budget by Member Agency

ATTACHMENT C

(\$000s)	FY2019-20 PROPOSED BUDGET - MEMBER ALLOCATION					
	Metro	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 42,967	\$ 24,374	\$ 8,134	\$ 9,891	\$ 2,373	\$ 87,739
Special Trains	97	54	45	18	5	219
Fare Reduction Subsidy	1,187	-	-	839	-	2,025
Subtotal-Pro Forma FareBox	44,250	24,427	8,179	10,748	2,378	89,983
Dispatching	1,122	717	8	64	262	2,172
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,696	2,613	670	1,553	479	13,011
Total Operating Revenue	53,191	27,812	8,884	12,401	3,135	105,423
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,633	10,888	5,317	5,154	1,742	48,733
Equipment Maintenance	18,025	8,451	4,356	4,255	1,552	36,638
Fuel	10,740	5,906	2,283	2,183	618	21,730
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	905	416	173	200	55	1,749
Other Operating Train Services	486	134	116	164	77	977
Special Trains	303	226	223	37	5	793
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,198	1,212	939	628	119	6,095
Security - Guards	1,211	440	380	268	254	2,552
Supplemental Additional Security	324	180	60	79	17	660
Public Safety Program	200	73	63	44	42	421
Passenger Relations	857	501	169	209	59	1,797
TVM Maintenance/Revenue Collection	4,137	2,104	1,596	1,234	581	9,652
Marketing	825	479	193	197	75	1,769
Media & External Communications	218	79	68	48	46	459
Utilities/Leases	1,278	464	401	283	268	2,695
Transfers to Other Operators	2,973	1,192	378	600	159	5,301
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,378	304	147	303	98	2,230
Rail Agreements	2,215	1,895	1,533	383	337	6,362
Subtotal Operations & Services	75,865	36,554	18,437	16,321	6,228	153,404
<u>Maintenance-of-Way</u>						
MoW - Line Segments	24,352	9,311	3,423	6,388	2,780	46,254
MoW - Extraordinary Maintenance	417	102	68	76	49	712
Subtotal Maintenance-of-Way	24,769	9,413	3,491	6,464	2,829	46,966
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,941	2,531	2,171	1,538	1,451	14,631
Ops Non-Labor Expenses	4,457	1,939	965	1,002	429	8,792
Indirect Administrative Expenses	9,846	3,576	3,088	2,179	2,065	20,755
Ops Professional Services	1,880	683	590	416	394	3,962
Subtotal Admin & Services	23,123	8,729	6,813	5,135	4,339	48,140
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	123,853	54,730	28,771	27,941	13,416	248,710
Insurance and Legal						
Liability/Property/Auto	6,161	2,834	1,175	1,359	377	11,906
Net Claims / SI	517	238	99	114	32	1,000
Claims Administration	648	298	124	143	40	1,252
Total Net Insurance and Legal	7,326	3,370	1,398	1,616	448	14,158
Total Expense	131,179	58,100	30,168	29,557	13,865	262,869
Member Subsidies						
Total Member Subsidies	\$ 77,988	\$ 30,288	\$ 21,284	\$ 17,156	\$ 10,729	\$ 157,445

Numbers may not foot due to rounding.

**FY2019-20 Proposed Operating Budget
by Line**

ATTACHMENT D

(\$000s)	FY2019-20 PROPOSED BUDGET - LINE ALLOCATION								Total
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	\$ 19,165	\$ 6,539	\$ 13,141	\$ 8,968	\$ 24,707	\$ 416	\$ 7,862	\$ 6,941	\$ 87,739
Special Trains	33	14	31	11	42	-	57	31	219
Fare Reduction Subsidy	2,025	-	-	-	-	-	-	-	2,025
Subtotal-Pro Forma FareBox	21,223	6,553	13,172	8,979	24,748	416	7,919	6,972	89,983
Dispatching	165	540	369	6	1,029	16	18	31	2,172
Other Revenues	57	36	41	33	46	1	34	10	257
MOW Revenues	3,496	1,535	3,968	299	1,669	187	1,122	733	13,011
Total Operating Revenue	24,942	8,664	17,550	9,317	27,493	619	9,092	7,746	105,423
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	10,456	5,011	10,397	3,070	7,326	959	5,372	6,142	48,733
Equipment Maintenance	8,135	3,799	7,342	2,654	5,247	1,342	4,335	3,784	36,638
Fuel	4,381	1,880	4,583	1,291	3,964	913	2,663	2,055	21,730
Non-Scheduled Rolling Stock Repairs	38	14	34	11	25	5	19	13	160
Operating Facilities Maintenance	411	153	375	123	276	56	212	142	1,749
Other Operating Train Services	313	129	140	116	60	21	88	109	977
Special Trains	72	17	79	11	112	-	189	314	793
Rolling Stock Lease	50	35	37	32	39	-	31	7	230
Security - Sheriff	1,342	330	1,730	265	812	122	674	821	6,095
Security - Guards	372	424	461	382	196	70	289	357	2,552
Supplemental Additional Security	144	49	99	67	186	3	60	52	660
Public Safety Program	61	70	76	63	32	12	48	59	421
Passenger Relations	419	153	295	140	414	18	234	124	1,797
TVM Maintenance/Revenue Collection	1,790	1,355	1,572	931	1,004	410	1,367	1,222	9,652
Marketing	415	140	233	130	445	16	177	212	1,769
Media & External Communications	67	76	83	69	35	13	52	64	459
Utilities/Leases	393	448	487	404	207	74	305	377	2,695
Transfers to Other Operators	1,241	443	1,177	453	1,401	-	174	413	5,301
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Station Maintenance	640	289	462	194	392	14	39	201	2,230
Rail Agreements	-	627	-	1,939	1,131	12	1,044	1,609	6,362
Subtotal Operations & Services	30,743	15,749	29,662	12,347	25,397	4,059	17,370	18,077	153,404
<u>Maintenance-of-Way</u>									
MoW - Line Segments	13,393	7,447	9,865	1,246	5,930	653	4,165	3,556	46,254
MoW - Extraordinary Maintenance	162	113	138	77	101	8	82	31	712
Subtotal Maintenance-of-Way	13,555	7,560	10,003	1,323	6,031	660	4,247	3,587	46,966
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	2,142	2,423	2,648	2,184	1,138	399	1,656	2,040	14,631
Ops Non-Labor Expenses	1,846	927	1,767	761	1,323	218	1,012	938	8,792
Indirect Administrative Expenses	3,028	3,449	3,748	3,109	1,598	569	2,349	2,904	20,755
Ops Professional Services	578	659	716	594	305	109	449	554	3,962
Subtotal Admin & Services	7,595	7,458	8,880	6,647	4,364	1,295	5,466	6,435	48,140
<u>Contingency</u>	29	33	36	30	15	5	23	28	200
Total Operating Expenses	51,922	30,800	48,581	20,347	35,807	6,020	27,105	28,128	248,710
<u>Insurance and Legal</u>									
Liability/Property/Auto	2,797	1,040	2,555	837	1,881	384	1,444	969	11,906
Net Claims / SI	235	87	215	70	158	32	121	81	1,000
Claims Administration	294	109	269	88	198	40	152	102	1,252
Total Net Insurance and Legal	3,326	1,237	3,038	995	2,237	456	1,717	1,152	14,158
Total Expense	55,248	32,037	51,619	21,343	38,044	6,476	28,822	29,280	262,869
Member Subsidies									
Total Member Subsidies	\$ 30,306	\$ 23,373	\$ 34,068	\$ 12,025	\$ 10,551	\$ 5,858	\$ 19,730	\$ 21,533	\$ 157,445

Numbers may not foot due to rounding.

**History of actual and budgeted Operating Subsidy
with variances, and analysis of FY20 vs FY19**

ATTACHMENT E

Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY19 ADOPTED BUDGET	\$150,549,696	\$75,119,648	\$29,403,103	\$19,659,705	\$16,111,081	\$10,256,160
FY20 PROPOSED BUDGET	\$157,445,412	\$77,988,159	\$30,287,870	\$21,284,172	\$17,156,036	\$10,729,175

YEAR OVER YEAR CHANGE	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY20 vs FY19						
\$ Increase	\$6,895,716	\$2,868,511	\$884,767	\$1,624,468	\$1,044,955	\$473,015
% Increase	4.6%	3.8%	3.0%	8.3%	6.5%	4.6%

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



METROLINK.

ATTACHMENT F

FY2019-20 REHABILITATION CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
514001	Systemwide	Signage	91-LA- RR CMS & PA System	17,418	-	-	-	-	17,418
514002	Olive	Track	Tie & Track RR	-	68,204	-	-	-	68,204
514003	Orange	Communications	Communication & Equipment	-	-	-	8,472	-	8,472
514004	Orange	Safety	Fencing at San Clemente	-	6,351	-	-	-	6,351
514005	Orange	Signal	Signal & Grade Crossing Rehabilitation	-	650	-	-	-	650
514006	Orange	Structures	Design Santiago Creek	-	3,254	-	-	-	3,254
514007	Orange	Track	Wood Crossties	-	17,752	-	-	-	17,752
514008	Orange	Track	Track & Curve	-	1,491	-	-	2,974	4,466
514009	Orange	Signage	CIS/Signage	-	-	-	24,616	-	24,616
514010	Orange & Olive	Signal	Signal & Gate Detector	-	51,107	-	-	-	51,107
514011	Orange	Structures	ROW Grade, Ditching, Fencing	-	711	-	-	-	711
514012	Pasadena	Track	Timber Crossties	2,681	-	-	-	-	2,681
514013	San Gabriel	Communications	Communication & Equipment	6,579	-	-	4,386	-	10,965
514014	San Gabriel	Structures	Fencing at Fontana, ROW Grading	13,480	-	-	8,986	-	22,466
514015	San Gabriel	Signage	CMS and PA System	9,549	-	-	6,004	-	15,553
514016	San Gabriel	Signal	Detector, Crossing Gates	13,064	-	-	8,709	-	21,773
514017	San Gabriel	Track	Wood Crossties	-	-	-	45,863	68,820	114,683
514018	Valley	Communications	Communication & Equipment	-	-	-	-	11,840	11,840
514024	Valley	Track	Rail and Curves	4,730	-	-	-	-	4,730
514027	Ventura - LA County	Signal	EC4-EC5, Crossing	4,244	-	-	-	-	4,244
514028	Ventura - LA County	Structures	ROW Grading, ETC	562	-	-	-	-	562
514029	Ventura - LA County	Track	Rails & Joints	88	-	-	-	-	88
514030	Ventura - LA County	Track	Curve 130	3,905	-	-	-	-	3,905
514032	Ventura - VC County	Signal	Light Fixtures	2,062	-	-	-	-	2,062
514034	Ventura - VC County	Signal	Signals, Gates	7,906	-	-	-	13,315	21,222
514035	Ventura - VC County	Structures	Culvert, Bridges	2,556	-	-	-	-	2,556
514036	Ventura - VC County	Track	Crossing, MP 436.1	47,629	-	-	-	-	47,629
514037	River	Communications	Communication Upgrade	14,890	5,396	3,015	3,920	-	27,221
514038	River	Structures	Fencing, ROW Grading	46,993	19,589	10,981	14,246	-	91,809
514039	River	Signal	Signal/Gates/CP First RR	11,948	4,980	2,792	3,622	-	23,342
514040	Systemwide	Communications	Facility MOC, TCOSF	1,050	380	213	277	-	1,920
514041	Systemwide	Communications	Communication, Train Control	708	244	137	178	-	1,267
514042	Systemwide	Facilities	Tables, Wheel TM	20,189	7,308	4,097	5,315	-	36,909
514043	Systemwide	Rolling Stock	Fuel Tanker Truck	2,243	708	397	514	-	3,861

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
514044	Systemwide	Facilities	EMF Fuel System	16,178	1,743	982	1,269	-	20,173
514045	Systemwide	Facilities	Storage Racks, Cont.	2,062	747	418	543	-	3,770
514046	Systemwide	IT	Online, Onboard Ticket Sales	19,621	15,628	10,266	11,260	-	56,775
514047	Systemwide	IT	Data Warehouse	23,929	9,975	5,592	7,254	-	46,750
514048	Systemwide	Facilities	TAM Plan, FTA MAP21	1,274	-	-	-	-	1,274
514049	Systemwide	IT	Ticket Sales Solution	1,537	574	321	16,190	32	18,654
514055	Systemwide	Signal	Signals, Grade Crossing	2,801	1,168	655	849	-	5,473
514056	Systemwide	Track	CMF West, Track, Crossing	1,569	654	367	476	-	3,066
514057	Systemwide	Track	Track Meas/Test/Rail Grind	54,296	22,633	12,688	16,460	-	106,077
514058	Systemwide	Vehicle	3 Tire Vehicle Replacement	3,132	-	-	-	-	3,132
514059	Systemwide	Vehicle	3 Vehicle, Buy 18 Vehicle	1,841	863	486	616	-	3,806
514060	Orange	Track	Transition Rails, Joints	-	5,239	-	-	-	5,239
514061	San Gabriel	Track	Transition Rails, Joints	-	-	-	17,099	26,338	43,436
514062	River	Track	Rails, Joints	16,541	6,896	3,107	5,015	-	31,559
514063	Valley	Security	Fencing Lancaster Station	63,604	-	-	-	-	63,604
514065	Systemwide	Track	Track Measurement	10,250	3,710	2,080	2,698	-	18,739
514066	Ventura - LA County	Track	Tunnel 26 Drainage	967	-	-	-	2,362	3,329
515100	Olive	Track	Culvert & Bridge	-	167,553	-	-	-	167,553
515101	Olive	Track	Ground Penetrating Radar	-	178	-	-	-	178
515102	Orange & Olive	Communications	Communication System	-	14,152	-	-	-	14,152
515104	Orange	Structures	ROW Maintenance	-	11,178	-	-	-	11,178
515105	Orange	Structures	Culvert & Bridge	-	1,538,392	-	-	-	1,538,392
515107	Orange	Track	Ground Penetrating Radar	-	-	-	13,509	-	13,509
515108	Orange	Track	Tie	-	57,281	-	-	-	57,281
515109	Pasadena	Signal	Signal Rehabilitation	6,829	-	-	-	-	6,829
515112	Orange	Structures	Grade Crossing	44,797	-	-	-	-	44,797
515113	Riverside	Facilities	Layover Improvements	-	-	418,907	-	-	418,907
515114	San Gabriel	Communications	Communication System	7,397	-	-	4,931	-	12,328
515115	San Gabriel	Signal	Signal Rehabilitation	14,554	-	-	2,103	-	16,656
515116	San Gabriel	Structures	ROW Maintenance	2,756	-	-	1,837	-	4,593
515117	San Gabriel	Track	Ground Penetrating Radar	5,773	-	-	3,848	-	9,621
515118	San Gabriel	Track	Track Rehabilitation	45,124	-	-	30,083	-	75,207
515124	Valley	Structures	ROW Maintenance	102	-	-	-	-	102
515126	Valley	Track	Ground Penetrating Radar	2,854	-	-	-	-	2,854
515127	Ventura - LA County	Communications	Communication System	42,186	-	-	-	-	42,186
515132	Ventura - LA County	Track	Ground Penetrating Radar	62	-	-	-	-	62
515133	Ventura - VC County	Communications	Communication System	10,295	-	-	-	863	11,158
515134	Ventura - VC County	Signal	Cable Replacement	-	-	-	-	5,625	5,625
515137	Ventura - VC County	Track	Sequoia AV Crossing	-	-	-	-	20,255	20,255
515138	River	Communications	Communication Rehabilitation	1,342	559	314	407	203	2,825

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
515139	River	Signal	Cable Replacement	1,250	521	292	379	189	2,631
515141	River	StructuresB86:C100	ROW Maintenance	25,084	8,475	-	6,164	3,082	42,805
515142	River	Track	Ground Penetrating Radar	2,211	2,734	1,439	1,699	4,881	12,965
515143	River	Track	Rail Replacement	2,584	1,077	-	1,387	392	5,441
515145	Systemwide	Facilities	Upgrade CMF Sanding System	2,047	853	478	621	310	4,310
515147	Systemwide	Rolling Stock	PH/PHI Loco Overhaul	431	431	237	308	737	2,144
515148	Systemwide	Rolling Stock	Rail Car Battery	29,696	7,332	-	-	-	37,028
515151	Systemwide	Rolling Stock	Overhaul of Gen 1 Railcars	6,194	65,120	69,420	111,990	45,020	297,744
515152	Systemwide	Communications	PTC Comm & Signal Rehab	-	15,214	8,529	11,065	42,030	76,838
515154	Systemwide	Track	Track Measurement & Test	-	3,672	2,059	2,671	10,145	18,546
515155	Systemwide	Track	Rail Grinding	3,011	1,255	704	913	456	6,338
515159	Valley	Track	Tunnel 25 Drainage	15	-	-	-	2,207	2,222
515412	San Gabriel	Track	Purchase Rail 4 Installation in SBC	-	-	-	46,492	-	46,492
515510	Orange & Olive	Track	Rail Resurface	-	960	-	-	-	960
516069	Systemwide	Facilities	Replace NOX2 Monitoring System	-	-	-	3,985	3,072	7,058
516130	Ventura - VC County	Signal	Elecllogic+Crossing Rehab	-	-	-	-	14,270	14,270
516410	San Gabriel	Track	Track Rehabilitation	-	-	-	78,007	-	78,007
516510	Olive	Track	Rail Grinding	-	1,575	-	-	-	1,575
516511	Olive	Track	Track Panel Replacement	-	12,560	-	-	-	12,560
516610	Orange	Track	Rail Grinding	-	2,082	-	-	-	2,082
516612	Orange	Track	Track Panel Replacement	-	31,799	-	-	-	31,799
516621	Orange	Structures	San Juan Creek Bridge	-	1,200,000	-	-	-	1,200,000
516640	Orange	Communications	Signal & Grade Rehabilitation	-	26,167	-	-	-	26,167
516819	Redlands	Track	Track Rehabilitation	-	-	-	75,569	-	75,569
516820	Riverside	Facilities	Downtown Riverside Layover Improvements	-	-	35,495	-	-	35,495
516930	Perris Valley	Signal	Signal Engineering	-	-	60,417	-	-	60,417
516931	Perris Valley	Signal	Signal Replacement Parts & Grade Crossing	-	-	90,099	-	-	90,099
516940	Perris Valley	Communications	Communication Systems	-	-	4,648	-	-	4,648
517030	Systemwide	Facilities	Replacement Signal Shelter Locks	28,886	12,041	6,750	8,757	4,379	60,813
517040	Systemwide	Communications	Communication & PTC Upgrade	133,146	55,501	31,114	40,364	20,182	280,308
517050	Systemwide	Rolling Stock	Bombardier HVAC Overhaul	340,257	141,833	79,513	103,151	51,576	716,330
517051	Systemwide	Facilities	CMF Elevator Rehabilitation	32,284	13,457	7,545	9,786	4,893	67,965
517052	Systemwide	Facilities	Locomotive Wash Rack Drainage	748,819	312,139	174,988	149,488	74,744	1,460,178
517053	SB Shortway	Facilities	New LTG & Forklift	179,235	74,713	41,884	54,337	-	350,168
517054	Systemwide	Facilities	Rehabilitation Canopies 2-4 LAUS	452,255	188,792	105,839	137,303	68,651	952,840
517055	Systemwide	Facilities	Rehabilitation Canopy 5 LAUS	381,075	158,848	89,051	115,526	57,763	802,263
517110	Ventura - VC County	Track	Replacement Rail Curve 437.76	-	-	-	-	111,463	111,463
517122	Ventura - VC County	Structures	Replacement Culvert MP 436	-	-	-	-	39,044	39,044
517130	Ventura - VC County	Signal	Replacement Signal Battery & Cables	-	-	-	-	294,145	294,145
517140	Ventura - VC County	Communications	Communication Signage Rehabilitation	-	-	-	-	138,277	138,277

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
517310	Valley	Track	Replacement Rail & Ties	59,565	-	-	-	-	59,565
517330	Valley	Signal	Rehabilitation Signal Cont Units	2,360	-	-	-	-	2,360
517410	San Gabriel	Track	Tie Panel Replacement	85,144	-	-	56,702	-	141,846
517420	San Gabriel	Structures	Culvert Rehabilitation	133,605	-	-	89,070	-	222,675
517431	San Gabriel	Signal	Signal Rehabilitation	14,891	-	-	9,927	-	24,818
517440	San Gabriel	Communications	Communication Rehabilitation	7,890	-	-	5,260	-	13,150
517610	Orange	Track	Replacement Rail MP 201-207	-	187,482	-	-	-	187,482
517620	Orange	Structures	Replacement 36" Pipe 201.4	-	411,929	-	-	-	411,929
517640	Orange & Olive	Communications	Rehabilitation Signage	-	21,687	-	-	-	21,687
517710	River Sub - East Bank	Track	Replacement Rail and Ties	106,552	26,240	24,900	32,302	16,151	206,144
517711	River	Track	Replacement Turnouts	49,648	20,695	11,602	15,051	7,526	104,522
517712	River Sub - East Bank	Track	Rail & Tie - EB Zone 2	194,514	81,083	45,459	58,942	29,490	409,488
517713	River Sub - East Bank	Track	Tie & Rail - EB Zone 3	27,966	11,656	6,536	8,477	4,240	58,875
517731	River Sub - East Bank	Signal	Signal Controls Rehabilitation - EB	38,419	16,014	8,978	11,647	5,824	80,883
517740	River Sub - East Bank	Communications	Communication Rehabilitation - EB	3,908	1,629	909	1,183	594	8,223
517940	PVL	Communications	Communication & PTC Rehabilitation	-	-	58,821	-	-	58,821
518050	Systemwide	Rolling Stock	Bombardier (Sentinel) Overhaul	6,734,259	2,807,122	1,573,690	1,958,734	979,368	14,053,174
518110	Ventura - VC County	Track	Replacement Tie+Ballast	-	-	-	-	1,448,098	1,448,098
518140	Ventura - VC County	Communications	Wayside Communication System Replacement	-	-	-	-	25,441	25,441
518620	Orange	Structures	Culvert Replacement - San Clemente	-	966,585	-	-	-	966,585
518630	Orange	Track	Grade Crossing Rehabilitation	-	295,291	-	-	-	295,291
518640	Orange & Olive	Communications	Wayside Communication System Replacement	-	108,337	-	-	-	108,337
518940	PVL	Communications	Wayside Communication System Replacement	-	-	29,955	-	-	29,955
519010	Systemwide	Track	Rail Grinding	1,028,584	195,354	201,868	261,883	130,941	1,818,630
519011	Systemwide	Track	Track Asset Condition Assessments	340,884	142,095	79,659	103,342	51,671	717,651
519012	Systemwide	Track	SOGP Prioritization	499,703	-	82,418	106,920	53,460	742,500
519020	River	Structures	Arroyo Seco Bridge Design	587,813	245,025	137,363	178,200	89,100	1,237,500
519031	Systemwide	Signal	Back Office Hardware & Software Replacement	752,885	-	124,176	161,093	80,546	1,118,700
519032	Systemwide	Signal	Back Office Systems Upgrades & Testing	398,096	-	65,659	85,180	42,590	591,525
519033	Shortway	Signal	Grade Crossing Rehabilitation	551,385	229,840	128,859	167,155	-	1,077,239
519034	Shortway	Facilities	EMF Improvement	450,606	187,831	105,307	136,604	-	880,348
519040	Systemwide	Communications	PTC Software Updates	732,897	-	120,879	156,816	78,408	1,089,000
519041	Systemwide	Facilities	PTC Lab Systems Support & Testing	1,029,828	166,127	197,253	255,895	127,948	1,777,050
519050	Systemwide	Rolling Stock	Bombardier Midlife Overhaul	12,743,081	748,886	2,225,273	2,886,840	1,443,420	20,047,500
519051	Systemwide	Rolling Stock	Locomotive & Cab Car Camera & DVR Replc	517,216	215,597	120,865	156,798	78,399	1,088,876
519052	Systemwide	Rolling Stock	Overhaul ROTEM Side Door Motors	271,569	113,202	63,461	82,328	41,164	571,725
519053	Systemwide	Rolling Stock	HAVC Overhaul - 40 ROTEM Cars	522,965	217,994	122,209	158,541	79,270	1,100,979
519054	Systemwide	Rolling Stock	Rubber Window Gaskets Replc - 50 ROTEM	312,951	130,451	73,132	94,874	47,437	658,845
519055	Systemwide	Rolling Stock	Push Back Coupler Overhaul - ROTEM	1,639,762	683,522	383,186	497,107	248,553	3,452,130
519060	Systemwide	Facilities	CMF Car Shop Jacks	449,285	109,622	92,182	119,588	59,794	830,471

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519061	Systemwide	Facilities	CMF Public Address System	79,753	-	13,154	17,064	8,532	118,503
519062	Systemwide	Facilities	Renovate Restrooms CMF & MOC	428,304	178,535	100,088	129,844	64,922	901,692
519063	Systemwide	Vehicle	MOW Vehicle Replacement	1,083,829	128,759	199,996	259,455	129,727	1,801,765
519064	Systemwide	Facilities	Station Envelope Repairs/Replacement	269,973	129,611	53,995	86,427	53,995	594,000
519070	Systemwide	IT	Switch Equipment Replacement	117,421	48,946	27,440	35,597	17,799	247,203
519090	Systemwide	Track	Enterprise Asset Management Migration	553,484	230,716	129,341	167,793	83,897	1,165,230
519091	Systemwide	IT	TVM Components	94,050	39,204	21,978	28,512	14,256	198,000
519092	Systemwide	IT	Condition Based Maintenance Test Equipment	50,720	-	8,366	10,852	5,426	75,364
519093	Systemwide	IT	Maximo Asset Management System Upgrade	661,456	-	109,096	141,530	70,765	982,847
519120	Ventura - VC County	Structures	Arroyo Simi 1st Crossing Scour Protection	-	-	-	-	1,504,755	1,504,755
519130	Ventura - VC County	Structures	Grade Crossing & Tunnel 26 Electrical Rplc	-	-	-	-	1,008,137	1,008,137
519140	Ventura - VC County	Structures	Wayside Communication System Replacement	-	-	-	-	86,624	86,624
519160	Ventura - VC County	Structures	Replace Moorpark Trailer (Crew Base)	-	-	-	-	1,527,187	1,527,187
519210	Ventura - LA County	Track	Track Rehabilitation	1,539,501	-	-	-	-	1,539,501
519211	Ventura - LA County	Track	Station Pedestrian Crossing	248,292	-	-	-	-	248,292
519220	Ventura - LA County	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519230	Ventura - LA County	Signal	Tunnel 26 Electrical Service Replacement	355,123	-	-	-	-	355,123
519240	Ventura - LA County	Communications	Wayside Communication System Replacement	49,500	-	-	-	-	49,500
519310	Valley	Track	Tunnel 25 Track Rehab	742,138	-	-	-	-	742,138
519320	Valley	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519330	Valley	Signal	Signal Rehabilitation	695,435	-	-	-	-	695,435
519340	Valley	Communications	Wayside Communication System Replacement	99,000	-	-	-	-	99,000
519410	San Gabriel	Track	Track Rehabilitation	2,565,189	-	-	1,710,126	-	4,275,315
519411	San Gabriel	Track	Replace Turnouts	1,391,089	-	-	927,392	-	2,318,481
519420	San Gabriel	Structures	Bridge Replacement	459,756	-	-	306,504	-	766,260
519430	San Gabriel	Signal	Signal Rehabilitation	2,225,350	-	-	1,483,566	-	3,708,916
519440	San Gabriel	Communications	Wayside Communication Replacement Parts	193,050	-	-	128,700	-	321,750
519510	Orange & Olive	Track	Track Rehabilitation	-	5,168,790	-	-	-	5,168,790
519520	Orange & Olive	Track	ROW Grading/Ditching	-	207,653	-	-	-	207,653
519620	Orange	Structures	San Juan Creek Bridge Replacement	-	17,402,153	-	-	-	17,402,153
519621	Orange	Structures	Bridge Replacement Design MP200.2	-	989,901	-	-	-	989,901
519630	Orange	Signal	Signal Rehabilitation	-	1,497,132	-	-	-	1,497,132
519640	Orange	Communications	Communication Rehabilitation	-	346,356	-	-	-	346,356
519710	River	Track	LAUS Rehabilitation	1,253,920	-	206,813	268,298	134,149	1,863,180
519711	River	Track	Track Rehabilitation	1,330,337	554,541	310,879	403,302	201,651	2,800,710
519712	River	Track	LAUS Track & Signal Rehabilitation	2,363,006	985,001	552,197	716,364	358,182	4,974,750
519730	River	Signal	Signal Rehabilitation	1,589,612	111,222	280,524	363,923	181,961	2,527,242
519731	River Sub - East Bank	Signal	Signal Rehabilitation - River EB Zone 2	73,586	30,674	17,196	22,308	11,154	154,918
519732	River Sub - West Bank	Signal	Signal Rehabilitation - River WB Phase 1	1,557,563	371,528	318,171	412,763	206,381	2,866,406
519733	River Sub - East Bank	Signal	Replace AC Meter - River EB Zone 1	2,715	1,132	634	823	411	5,715

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519740	River Sub - West Bank	Communications	Communication Rehabilitation - River WB	118,801	21,748	23,181	30,073	15,037	208,841
519741	River Sub - East Bank	Communications	Communication Rehabilitation - River EB	9,367	3,905	2,189	2,840	1,420	19,720
519760	Systemwide	Facilities	LAUS West Portal Ticket Booth Expansion	284,501	118,592	66,483	86,249	43,124	598,950
519910	Perris Valley	Track	Track Rehabilitation	-	-	3,220,623	-	-	3,220,623
519911	Perris Valley	Structures	Box Springs Area Drainage Assessment	-	-	197,374	-	-	197,374
519940	Perris Valley	Communications	Communication Rehabilitation	-	-	123,748	-	-	123,748
591702	Ventura - LA County	Track	ROW Grading/Ditching	-	-	-	-	8,337	8,337
591704	Ventura - LA County	Signal	Signal Rehabilitation	-	-	-	-	719	719
591705	Systemwide	Facilities	CMF & EMF Material Hand Equipment	40,619	16,931	9,492	12,314	6,156	85,512
591706	Systemwide	Vehicle	Field Support Vehicle	179,340	74,756	41,909	54,368	27,184	377,557
591707	Systemwide	Communications	Replacement Switch Equipment	5,187	2,162	1,212	1,573	787	10,921
591708	River	Track	ROW Grading	21,675	9,035	5,065	6,571	3,285	45,631
591709	Systemwide	Rolling Stock	Sentinel LED Light Replacement	87,367	36,418	20,416	26,486	13,243	183,931
591710	Ventura - VC County	Facilities	Moorpark Layover Hrdngd	-	-	-	-	174,113	174,113
591711	Ventura - VC County	Track	Moorpark Pedestrian Crossing Pnls	-	-	-	-	38,798	38,798
591712	San Gabriel	Track	Sierra Avenue Grace Crossing	19,074	-	-	9,187	-	28,261
591713	San Gabriel	Track	Juniper Avenue Grade Crossing	33,760	-	-	16,441	-	50,201
591714	Orange	Communications	Laguna Niguel Station CIS	-	26,892	-	-	-	26,892
591801	Orange	Facilities	Marine Sec Improvements	-	22,898	-	-	-	22,898
591804	Ventura - VC County	Facilities	Safety Improvements	-	-	-	-	243,912	243,912
591805	San Gabriel	Communications	Conduit Discovery	-	-	-	8,485	-	8,485
591901	Valley	Track	Tunnel 25 Urgent Rehabilitation	62,454	-	-	-	-	62,454
591902	Orange	Track	Slope Stabilization	-	1,682,933	-	-	-	1,682,933
592110	Ventura - VC County	Track	Track State of Good Repair	-	-	-	-	92,324	92,324
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	227,141	227,141
592112	Ventura - VC County	Track	Katherine Road Crossing	-	-	-	-	309,783	309,783
592120	Ventura - VC County	Structures	Bridge and Culvert Rehab	-	-	-	-	1,103,547	1,103,547
592210	Ventura - LA County	Track	Tie & Turnout Replacement	396,583	-	-	-	-	396,583
592220	Ventura - LA County	Structures	Bridge MP 458.71	1,477,300	-	-	-	-	1,477,300
592221	Systemwide	Structures	SOGT Bridge Design	634	-	-	-	-	634
592320	Valley	Structures	Bridge MP 50.64	614,170	-	-	-	-	614,170
592321	Valley	Structures	Bridge MP 50.51	628,651	-	-	-	-	628,651
592322	Valley	Structures	Bridge MP 50.77	632,654	-	-	-	-	632,654
592323	Valley	Structures	Bridge MP 47.45	370,098	-	-	-	-	370,098
592324	Valley	Structures	Bridge MP 50.46	632,284	-	-	-	-	632,284
592326	Valley	Structures	Culvert MP 53.84	35,883	-	-	-	-	35,883
592327	Valley	Structures	Culvert MP 54.13	19,710	-	-	-	-	19,710
592328	Valley	Structures	Culvert MP 66.78	256,779	-	-	-	-	256,779
592420	San Gabriel	Structures	Replacement Bridge MP 40.12 SOGT	681,974	-	-	454,650	-	1,136,624
592711	River	Track	Replacement CP Taylor Turnouts	80,038	33,363	18,704	24,264	12,132	168,502

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
592712	River Sub - East Bank	Track	Rail & Tie - East Bank Zone 1	46,124	19,226	10,768	13,990	6,995	97,103
592713	River Sub - East Bank	Track	Turnouts SOGR - EB Zone 2	32,843	13,694	7,679	9,954	4,987	69,157
593220	Ventura - LA County	Structures	Bridge 452.1	697,752	-	-	-	-	697,752
593310	Valley	Track	LANG,ACTN TO,Ties	1,138,159	-	-	-	-	1,138,159
593320	Valley	Structures	Bridge SOGR Phase 2	5,941,161	-	-	-	-	5,941,161
593321	Valley	Structures	Culverts SOGR Phase 2	130,202	-	-	-	-	130,202
593410	San Gabriel	Track	Lark Ellen Crossing	198,768	-	-	132,511	-	331,280
TOTAL				70,685,151	43,232,103	13,471,624	17,599,076	14,316,904	159,304,859



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ATTACHMENT G

FY2019-20 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
414002	Valley	Track	Vinct/Acton 2nd Platform-Const	191,244	-	-	-	-	191,244
417005	San Gabriel	Track	Sierra Avenue Grade Crossing Improvement	-	-	-	89,036	-	89,036
417006	San Gabriel	Track	Juniper Avenue Grade Crossing Improvement	-	-	-	83,694	-	83,694
417007	Orange	Signal	CP 4th Street, Santa Ana	-	986,262	-	-	-	986,262
418002	Orange	Facilities	OCMF Project Study Report	-	59,511	-	-	-	59,511
418003	Orange	Signal	San Juan Capistrano Siding	-	3,788,651	-	-	-	3,788,651
418004	San Gabriel	Communication	Redlands Pass Rail PTC	-	-	-	5,117,707	-	5,117,707
418005	River	Track	CMF N END Connect Des	759,069	316,412	177,382	230,118	-	1,482,981
419001	Orange	Facilities	Irvine Maintenance Facility Phase I	-	198,000	-	-	-	198,000
419002	Perris Valley	Communication	Santiago Peak Microwaves	-	-	198,000	-	-	198,000
419003	Riverside	Structures	Riverside Layover Facility	-	-	167,706	-	-	167,706
491901	San Bernardino	Communication	LCD Signs	-	-	-	22,938	-	22,938
618001	Systemwide	IT	Ticket Vending Machine Replacement	9,839,485	1,859,158	3,619,066	2,979,891	4,751,913	23,049,514
TBD	Systemwide	Business Systems	Project Studies	60,300	218,450	122,400	158,950	7,900	568,000
TOTAL				10,850,098	7,426,444	4,284,555	8,682,335	4,759,813	36,003,245



REHABILITATION PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

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ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					
											METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST
1	BUSHMANM	1899	Rehab	Valley	3.67 - 76.63	Worn	High	Track	Valley Subdivision Track Rehabilitation	10,820,000	9,674,706	-	-	-	-	9,674,706
2	BUSHMANM	1900	Rehab	San Gabriel	1.08 - 33.68	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	7,280,000	4,368,000	-	-	2,912,000	-	7,280,000
3	BUSHMANM	1901	Rehab	Ventura - LA County	441.24 - 462.39	Worn	High	Track	Ventura Subdivision (LA) Track Rehabilitation	3,910,000	2,296,800	-	-	-	-	2,296,800
4	BUSHMANM	1902	Rehab	Orange	165.08 - 212.30	Worn	High	Track	Orange/Olive Subdivision Track Rehabilitation	7,230,000	-	7,230,000	-	-	-	7,230,000
5	BUSHMANM	1906	Rehab	Ventura - VC County	426.4 - 441.24	Worn	High	Track	Ventura Subdivision (VC) Track Rehabilitation	1,870,000	-	-	-	-	1,870,000	1,870,000
6	LABRECHP	1920	Rehab	Ventura - LA County	444.4 - 462.16	Worn	High	Signals	Signal System Rehabilitation - LA County	2,931,960	-	-	-	-	-	-
7	LABRECHP	1921	Rehab	Ventura - VC County	426.4 - 442.62	Worn	High	Signals	Signal System Rehabilitation - Ventura County	1,755,870	-	-	-	-	1,755,870	1,755,870
8	LABRECHP	1922	Rehab	Ventura - LA County	445.17 - 461.46	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA County	2,248,260	-	-	-	-	-	-
9	LABRECHP	1923	Rehab	Ventura - VC County	426.97 - 444.67	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Ventura County	2,022,480	-	-	-	-	2,022,480	2,022,480
10	HARRINGTONG	1928	Rehab	All	N/A	Marginal	Low	Rolling Stock	Overhaul Rotem Car Side Door Mechanisms & Components	621,460	295,194	123,049	68,982	89,490	44,745	621,460
11	HARRINGTONG	1929	Rehab	All	N/A	Marginal	Low	Rolling Stock	HVAC Overhaul for Forty (40) Rotem Passenger Cars Phase II	1,301,110	618,027	257,620	144,423	187,360	93,680	1,301,110
12	STEWARTM	1930	Rehab	All	N/A	Worn	High	Rolling Stock	Gen 1 HVAC Overhaul (Additional 40 Cars)	928,000	440,800	183,744	103,008	133,632	66,816	928,000
13	LABRECHP	1931	Rehab	Valley	4.8 - 76.62	Worn	High	Signals	Signal System Rehabilitation - Valley Subdivision	3,980,400	1,609,745	-	-	-	-	1,609,745
14	LABRECHP	1932	Rehab	Valley	5.81 - 76.05	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Valley Subdivision	2,171,030	695,984	-	-	-	-	695,984

ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					
											METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST
15	LABRECHEP	1934	Rehab	San Gabriel	1.90 - 57.6	Worn	High	Signals	Signal System Rehabilitation - San Gabriel Subdivision LA/SB County	1,411,330	846,798	-	-	564,532	-	1,411,330
16	LABRECHEP	1935	Rehab	San Gabriel	12.70 - 55.24	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA/SB County	4,548,035	2,728,821	-	-	1,819,214	-	4,548,035
17	LIBRINGD	1943	Rehab	Orange	165.08 - 212.30	Worn	High	Structures	Orange County - Structures Rehabilitation	2,380,000	-	2,380,000	-	-	-	2,380,000
18	CONLEYD	1944	Rehab	San Gabriel	1.08 - 57.66	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation San Gabriel	343,200	205,920	-	-	137,280	-	343,200
19	CONLEYD	1945	Rehab	Orange	165.08 - 212.30	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Orange	601,700	-	601,700	-	-	-	601,700
20	CONLEYD	1946	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Valley	347,600	347,600	-	-	-	-	347,600
21	LIBRINGD	1947	Rehab	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	Ventura County - Structures Rehabilitation	2,500,000	-	-	-	-	2,500,000	2,500,000
22	LIBRINGD	1948	Rehab	San Gabriel	1.08 - 56.52	Worn	High	Structures	San Gabriel Subdivision - Structures Rehabilitation	2,313,000	1,387,800	-	-	925,200	-	2,313,000
23	CONLEYD	1949	Rehab	Ventura - VC County	404.5 - 442.0	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura	189,475	-	-	-	-	189,475	189,475
24	LIBRINGD	1950	Rehab	Ventura - LA County	441.24 - 462.39	Worn	High	Structures	Ventura Subdivision - Los Angeles County - Structures Rehabilitation	2,854,000	-	-	-	-	-	-
25	LIBRINGD	1951	Rehab	Valley	3.67 - 76.63	Worn	High	Structures	Valley Subdivision - Los Angeles County - Structures Rehabilitation	6,406,750	-	-	-	-	-	-
26	CONLEYD	1952	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura (LA)	380,600	380,600	-	-	-	-	380,600
27	CONLEYD	1954	Rehab	San Jacinto (PVL)	65.0 - 85.40	Good	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation PVL	314,600	-	-	314,600	-	-	314,600
28	CONLEYD	1956	Rehab	River	0.0 - 485.20, 143.83	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation River	248,600	118,085	49,223	27,595	35,798	17,899	248,600
29	POGHOSYANE	1957	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	MOW Vehicle Replacement	2,640,220	1,254,105	522,764	293,064	380,192	190,096	2,640,220
30	POGHOSYANE	1958	Rehab	All	N/A	Worn	Low	Facilities	Facilities Rehabilitation	3,095,000	1,470,125	612,810	343,545	445,680	222,840	3,095,000

											FUNDED REQUEST						
ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST	
31	POGHOSYANE	1959	Rehab	All	N/A	Worn	Low	Non-Revenue Fleet	MOW Total Loss Vehicle Replacement	508,000	241,300	100,584	56,388	73,152	36,576	508,000	
32	AZEVEDOA	1979	Rehab	All	N/A	Worn	High	Track	Rail Grinding FY20	979,000	465,025	193,842	108,669	140,976	70,488	979,000	
33	AZEVEDOA	1981	Rehab	All	N/A	Worn	High	Track	Systemwide Lubrication Study & Implementation	1,144,000	543,400	226,512	126,984	164,736	82,368	1,144,000	
34	HOLMANS	2004	Rehab	Valley	N/A	Worn	Low	Signals	Pedestrian Gates at Stations	1,500,015	1,500,015	-	-	-	-	1,500,015	
35	HOLMANS	2019	Rehab	All	N/A	Worn	Low	Non-Revenue Fleet	Overhaul Current Specialized MOW Equipment; Phase 1	1,000,020	475,010	198,004	111,002	144,003	72,001	1,000,020	
											84,775,715	31,963,859	12,679,851	1,698,261	8,153,245	9,235,335	63,730,550



NEW CAPITAL PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

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											FUNDED REQUEST						
ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST	
1	LABRECHEP	1942	Capital	All	ALL	N/A	N/A	Signals	Purchase & Set-Up Trailerized Back-Up Generator Set	105,930	50,317	20,974	11,758	15,254	7,627	105,930	
2	HOLMANS	2001	Capital	All	N/A	Marginal	Low	Facilities	Specialized Maintenance Equipment, Phase 1	1,100,030	522,514	217,806	122,103	158,404	79,202	1,100,030	
3	HOLMANS	2082	Capital	San Jacinto (PVL)	N/A	N/A	N/A	Signals	Riverside Yard Switch	434,000	150,750	-	212,508	70,742	-	434,000	
4	HARRINGTONG	2080	Capital	All	N/A	Adequate	Low	Rolling Stock	MP36 Locomotive Overhaul & Tier IV Conversion	650,000	308,750	128,700	72,150	93,600	46,800	650,000	
5	HOLMANS	2081	Capital	All	N/A	N/A	N/A	Facilities	CMF and EMF modernization	750,000	356,250	148,500	83,250	108,000	54,000	750,000	
											3,039,960	1,388,581	515,980	501,770	446,000	187,629	3,039,960

**FY2020-21 Forecast - Operating Budget
by Member Agency**

ATTACHMENT J

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 43,955	\$ 24,935	\$ 8,321	\$ 10,119	\$ 2,428	\$ 89,757
Special Event Trains	99	55	46	19	5	224
Fare Reduction Subsidy	756	-	-	534	-	1,290
Subtotal-Pro Forma FareBox	44,810	24,989	8,367	10,672	2,433	91,270
Dispatching	1,156	739	8	66	270	2,237
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,927	2,692	690	1,600	493	13,401
Total Operating Revenue	54,015	28,474	9,092	12,373	3,212	107,166
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,530	11,269	5,503	5,334	1,803	50,439
Equipment Maintenance	18,566	8,704	4,486	4,382	1,598	37,737
Fuel	11,259	6,191	2,394	2,288	648	22,780
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	932	429	178	206	57	1,802
Other Operating Train Services	501	138	119	169	80	1,007
Special Trains	312	233	230	38	5	817
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,310	1,254	971	650	124	6,309
Security - Guards	1,247	453	391	276	262	2,628
Supplemental Additional Security	332	184	61	81	18	676
Public Safety Program	206	75	65	46	43	434
Passenger Relations	883	516	174	216	61	1,851
TVM Maintenance/Revenue Collection	3,645	1,854	1,406	1,087	512	8,503
Marketing	850	493	199	203	78	1,822
Media & External Communications	228	83	72	51	48	481
Utilities/Leases	1,304	474	409	289	273	2,748
Transfers to Other Operators	3,062	1,228	389	618	164	5,460
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,433	316	153	315	102	2,319
Rail Agreements	2,303	1,971	1,594	398	350	6,617
Subtotal Operations & Services	77,862	37,475	18,837	16,698	6,348	157,221
<u>Maintenance-of-Way</u>						
MoW - Line Segments	25,814	9,869	3,628	6,771	2,947	49,029
MoW - Extraordinary Maintenance	434	106	71	79	51	740
Subtotal Maintenance-of-Way	26,247	9,975	3,699	6,850	2,998	49,770
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,288	2,658	2,279	1,614	1,523	15,362
Ops Non-Labor Expenses	4,591	1,997	994	1,032	442	9,055
Indirect Administrative Expenses	10,240	3,719	3,212	2,266	2,148	21,585
Ops Professional Services	1,917	696	601	424	402	4,041
Subtotal Admin & Services	24,036	9,070	7,086	5,338	4,515	50,044
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	128,240	56,555	29,652	28,907	13,881	257,235
Insurance and Legal						
Liability/Property/Auto	6,346	2,919	1,210	1,400	388	12,263
Net Claims / SI	533	245	102	118	33	1,030
Claims Administration	668	307	127	147	41	1,290
Total Net Insurance and Legal	7,546	3,471	1,439	1,664	462	14,583
Total Expense	135,786	60,026	31,092	30,572	14,342	271,818
Member Subsidies						
Total Member Subsidies	\$ 81,771	\$ 31,553	\$ 21,999	\$ 18,199	\$ 11,130	\$ 164,652

Numbers may not foot due to rounding.

**FY2021-22 Forecast - Operating Budget
by Member Agency**

ATTACHMENT K

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 44,614	\$ 25,309	\$ 8,446	\$ 10,271	\$ 2,464	\$ 91,103
Special Event Trains	102	56	47	19	6	231
Fare Reduction Subsidy	309	-	-	218	-	527
Subtotal-Pro Forma FareBox	45,025	25,365	8,493	10,508	2,470	91,861
Dispatching	1,190	761	8	68	278	2,305
Other Revenues	125	55	28	36	17	262
MOW Revenues	8,165	2,772	710	1,648	508	13,803
Total Operating Revenue	54,505	28,953	9,240	12,260	3,272	108,230
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	27,592	11,720	5,723	5,547	1,875	52,456
Equipment Maintenance	19,122	8,965	4,621	4,514	1,646	38,869
Fuel	11,007	6,053	2,340	2,237	633	22,270
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	960	442	183	212	59	1,856
Other Operating Train Services	516	142	123	174	82	1,037
Special Trains	321	240	236	39	6	842
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,409	1,292	1,001	669	127	6,498
Security - Guards	1,284	466	403	284	269	2,707
Supplemental Additional Security	337	187	62	82	18	685
Public Safety Program	212	77	66	47	44	447
Passenger Relations	910	532	180	222	63	1,906
TVM Maintenance/Revenue Collection	3,754	1,909	1,449	1,119	527	8,759
Marketing	850	493	199	203	78	1,822
Media & External Communications	238	86	75	53	50	501
Utilities/Leases	1,330	483	417	294	279	2,803
Transfers to Other Operators	3,093	1,240	393	624	166	5,515
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,491	329	159	327	106	2,412
Rail Agreements	2,372	2,030	1,642	410	361	6,815
Subtotal Operations & Services	79,647	38,251	19,289	17,079	6,495	160,760
<u>Maintenance-of-Way</u>						
MoW - Line Segments	26,846	10,264	3,774	7,042	3,065	50,990
MoW - Extraordinary Maintenance	451	110	73	82	53	770
Subtotal Maintenance-of-Way	27,297	10,374	3,847	7,124	3,118	51,761
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,652	2,791	2,393	1,695	1,599	16,131
Ops Non-Labor Expenses	4,728	2,057	1,024	1,063	455	9,327
Indirect Administrative Expenses	10,650	3,868	3,340	2,357	2,234	22,449
Ops Professional Services	1,975	717	619	437	414	4,163
Subtotal Admin & Services	25,005	9,433	7,377	5,553	4,702	52,069
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	132,044	58,092	30,542	29,777	14,335	264,790
Insurance and Legal						
Liability/Property/Auto	6,536	3,006	1,247	1,442	400	12,631
Net Claims / SI	549	253	105	121	34	1,061
Claims Administration	688	316	131	152	42	1,329
Total Net Insurance and Legal	7,773	3,575	1,483	1,714	476	15,021
Total Expense	139,816	61,667	32,024	31,491	14,811	279,810
Member Subsidies						
Total Member Subsidies	\$ 85,311	\$ 32,714	\$ 22,784	\$ 19,231	\$ 11,539	\$ 171,580

Numbers may not foot due to rounding.

**FY2022-23 Forecast - Operating Budget
by Member Agency**

ATTACHMENT L

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 45,596	\$ 25,865	\$ 8,631	\$ 10,496	\$ 2,518	\$ 93,107
Special Event Trains	105	58	49	20	6	238
Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	45,701	25,923	8,680	10,517	2,524	93,345
Dispatching	1,226	783	9	70	286	2,374
Other Revenues	128	56	29	37	17	267
MOW Revenues	8,410	2,856	732	1,697	523	14,217
Total Operating Revenue	55,464	29,619	9,449	12,320	3,350	110,203
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	28,695	12,189	5,952	5,769	1,950	54,555
Equipment Maintenance	19,696	9,234	4,760	4,649	1,696	40,035
Fuel	10,755	5,914	2,286	2,186	619	21,760
Non-Scheduled Rolling Stock Repairs	84	38	16	18	5	162
Operating Facilities Maintenance	989	455	189	218	61	1,911
Other Operating Train Services	531	146	126	180	85	1,068
Special Trains	331	247	243	40	6	867
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,511	1,331	1,031	690	131	6,693
Security - Guards	1,323	480	415	293	277	2,788
Supplemental Additional Security	344	191	63	84	18	700
Public Safety Program	218	79	68	48	46	460
Passenger Relations	937	548	185	229	65	1,963
TVM Maintenance/Revenue Collection	3,867	1,967	1,492	1,153	543	9,021
Marketing	850	493	199	203	78	1,822
Media & External Communications	249	91	78	55	52	526
Utilities/Leases	1,370	498	430	303	287	2,888
Transfers to Other Operators	3,155	1,265	401	636	169	5,625
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,565	345	167	344	111	2,533
Rail Agreements	2,444	2,091	1,691	422	372	7,020
Subtotal Operations & Services	81,680	39,128	19,795	17,523	6,671	164,797
<u>Maintenance-of-Way</u>						
MoW - Line Segments	27,920	10,675	3,924	7,324	3,187	53,030
MoW - Extraordinary Maintenance	474	116	77	86	56	809
Subtotal Maintenance-of-Way	28,394	10,790	4,002	7,410	3,243	53,839
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,035	2,930	2,513	1,780	1,679	16,937
Ops Non-Labor Expenses	4,870	2,118	1,054	1,095	469	9,607
Indirect Administrative Expenses	11,076	4,023	3,474	2,451	2,323	23,347
Ops Professional Services	2,034	739	638	450	427	4,288
Subtotal Admin & Services	26,015	9,810	7,679	5,777	4,898	54,178
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	136,183	59,763	31,505	30,730	14,832	273,014
Insurance and Legal						
Liability/Property/Auto	6,732	3,097	1,284	1,485	412	13,010
Net Claims / SI	565	260	108	125	35	1,093
Claims Administration	701	323	134	155	43	1,355
Total Net Insurance and Legal	7,999	3,679	1,526	1,764	489	15,458
Total Expense	144,182	63,443	33,031	32,495	15,321	288,472
Member Subsidies						
Total Member Subsidies	\$ 88,718	\$ 33,824	\$ 23,581	\$ 20,174	\$ 11,971	\$ 178,269

Numbers may not foot due to rounding.

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

ATTACHMENT M

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 46,553	\$ 26,408	\$ 8,813	\$ 10,717	\$ 2,571	\$ 95,063
Special Event Trains	108	60	50	21	6	245
Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	46,661	26,468	8,863	10,738	2,577	95,307
Dispatching	1,263	807	9	72	294	2,445
Other Revenues	130	58	30	38	18	273
MOW Revenues	8,662	2,941	754	1,748	539	14,644
Total Operating Revenue	56,716	30,274	9,655	12,595	3,428	112,669
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	29,843	12,676	6,190	6,000	2,028	56,737
Equipment Maintenance	20,287	9,511	4,902	4,789	1,747	41,236
Fuel	10,503	5,776	2,233	2,134	604	21,250
Non-Scheduled Rolling Stock Repairs	84	39	16	19	5	163
Operating Facilities Maintenance	1,019	469	194	225	62	1,969
Other Operating Train Services	547	151	130	185	87	1,100
Special Trains	341	254	251	41	6	893
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,616	1,371	1,062	710	135	6,894
Security - Guards	1,362	495	427	302	286	2,872
Supplemental Additional Security	351	195	65	85	19	715
Public Safety Program	225	82	71	50	47	474
Passenger Relations	965	564	191	236	67	2,022
TVM Maintenance/Revenue Collection	3,983	2,026	1,537	1,188	559	9,292
Marketing	850	493	199	203	78	1,822
Media & External Communications	262	95	82	58	55	552
Utilities/Leases	1,411	512	443	312	296	2,974
Transfers to Other Operators	3,218	1,290	409	649	172	5,738
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,644	363	175	361	117	2,659
Rail Agreements	2,517	2,154	1,742	435	383	7,230
Subtotal Operations & Services	83,795	40,041	20,320	17,984	6,854	168,992
<u>Maintenance-of-Way</u>						
MoW - Line Segments	29,037	11,102	4,081	7,617	3,315	55,151
MoW - Extraordinary Maintenance	497	121	81	91	59	849
Subtotal Maintenance-of-Way	29,534	11,223	4,162	7,707	3,374	56,000
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,436	3,077	2,639	1,869	1,763	17,784
Ops Non-Labor Expenses	5,016	2,182	1,086	1,128	483	9,895
Indirect Administrative Expenses	11,519	4,184	3,613	2,549	2,416	24,280
Ops Professional Services	2,095	761	657	464	439	4,416
Subtotal Admin & Services	27,066	10,203	7,994	6,010	5,101	56,376
<u>Contingency</u>	97	35	30	21	20	204
Total Operating Expenses	140,492	61,503	32,507	31,722	15,349	281,572
Insurance and Legal						
Liability/Property/Auto	6,934	3,190	1,323	1,529	424	13,400
Net Claims / SI	582	268	111	128	36	1,126
Claims Administration	715	329	136	158	44	1,382
Total Net Insurance and Legal	8,232	3,787	1,570	1,816	504	15,908
Total Expense	148,724	65,289	34,077	33,538	15,852	297,481
Member Subsidies						
Total Member Subsidies	\$ 92,007	\$ 35,015	\$ 24,422	\$ 20,943	\$ 12,424	\$ 184,812

Numbers may not foot due to rounding.



Metro

MARCH 21, 2019

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: *PP* RICHARD CLARKE *BCP*
CHIEF PROGRAM MANAGEMENT OFFICER

SUBJECT: UPDATE ON METROLINK FY2019-20 BUDGET

ISSUE

Los Angeles County Metropolitan Transportation Authority (Metro) is firmly supportive and committed to be a strategic partner with Southern California Regional Rail Authority (SCRRA) also known as Metrolink. In this effort, staff is providing a budget update to streamline the budget process in advance of SCRRA's FY2019-20 Budget Workshop to be held on Friday, March 22, 2019.

DISCUSSION

SCRRA's proposed total funding request from the five-county Joint Powers Authority (JPA) members comprising of Metro, Orange County Transportation Commission, Riverside County Transportation Commission, San Bernardino Transportation Commission and Ventura County Transportation Commission (VCTC) is \$157.4 million for operating subsidy and \$88.9 million for rehabilitation and capital program. SCRRA's operating budget of \$157.4 million include five new staff positions, special trains, new Metrolink scheduled services on the Orange County Line, 91/Perris Valley Line, San Bernardino Line and mid-day Burbank Airport service. Metro's subsidy share of \$246.3 million is \$132.9 million as listed below:

METROLINK FY 2019-20 PROPOSED TOTAL FUNDING REQUEST (in millions)		
Items	SCRRA'S Request	LACMTA Subsidy Share
Operating Subsidy	\$157.4 M	\$77.9 M
Rehabilitation Program	\$84.8 M	\$53 M
Capital Program	\$4.1 M	\$1.9 M
TOTAL	\$246.3	\$132.9

Rehabilitation & Capital Program

SCRRA's FY 2019-20 total rehabilitation and capital program request from the JPA members is \$88.9 million life of project budget. Metro's subsidy share is approximately \$54.9 million of the total \$88.9 million life of project budget. Staff collaboratively worked with the other four (4) JPA members and SCRRA to review SCRRA's FY20 rehabilitation and capital program in detail since November 2018. SCRRA is requesting a total cash flow subsidy share from Metro of \$80.6 million comprised of \$77.9 million for operating subsidy and \$2.7 million for FY 20 rehabilitation and capital program as shown in the table below. Staff will be recommending the Metro Board to provide \$107.8 million of funding for Metrolink FY 20, comprised of \$77.9 million for operations and \$29.9 million of programming authority for rehabilitation and capital program as shown in the table below. The \$29.9 million of programming authority for rehabilitation and capital program is based on the project readiness of the program listed in Attachment A – FY 20 Metro Approved SCRRA's FY 20 Rehabilitation and Capital Projects:

Items	SCRRA'S Cash Basis Request of Metro	Metro's Recommendation
Operating Subsidy	\$77.9 M	\$77.9 M
Rehabilitation Program	\$2.6 M	\$29.2 M
Capital Program	\$0.1 M	\$0.7 M
METROLINK FUNDING	\$80.6 M	\$107.8 M

Additional Budget items

There are additional operating budget items attributed to Antelope Valley Line security, San Bernardino Line 25% Fare Subsidy, special events and enhanced security along the Metro owned right-of-way (ROW) totaling approximately \$5.7 million as listed in the table below. VCTC is requesting adding two new round-trip Saturday services on the Metrolink Ventura Line and SCRRA is still determining the cost.

Staff's Proposed Recommendation

Therefore, at this time, staff will recommend to the Metro Board an estimated grand total of \$114.5 million of programming authority as listed in the table below:

Items	Metro's recommendation
Enhanced LA County ROW security	\$2.6M
AVL Security & LASD Program	\$1.7 M
San Bernardino Line 25% Fare Subsidy	\$2.3 M
Special events	\$0.1 M
TOTAL PROGRAMMING AUTHORITY	\$6.7 M
Total Metrolink Funding	\$107.8 M
Total Programming Authority	\$6.7 M
GRAND TOTAL	\$114.5

NEXT STEPS

Metro is working collaboratively with the new SCRRA to mutually agree on a path forward that provides clarity for project scopes, schedules, cashflow and project delivery; and which articulates Metro's requirements and expectations to ensure both agencies the ability to properly plan for and incorporate future funding requests. These agreed procedures also afford both agencies the opportunity to revisit SCRRA's progress and project delivery and provides a mechanism to address their needs should additional funding be required. SCRRA will be submitting their formal FY2019-20 Budget to the JPA members by May 1, 2019. Staff intends to go to the Metro Board for adoption of the SCRRA FY 2019-20 Budget in May 2019.

ATTACHMENT A-Metro Approved SCRRA's FY 20 Rehabilitation and Capital Projects

ATTACHMENT A-METROLINK FY20 PROPOSED REHABILITATION BUDGET

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PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE/NOTES	METROLINK BUDGET REVISIONS	REVISED METRO SHARE	METRO PROPOSED
1899	REHAB	VALLEY	3.67-76.63	Worn	High	TRACK	Valley Subdivision Track Rehabilitation	Valley Sub Track Rehabilitation as follows: URGENT - Rail replacement in High Degree Curvature sections between MP 33.5 & MP 64.0 (27,000 ft of rail) = \$3,456,000 Replace 88,960 ft of rail at additional locations between MP 23.8-66.4 = \$11,160,000 - NEW ADD 10 track miles of new fastenings, tie plugs, anchors, destressing, surfacing and stabilizing track = \$4,066,250 Remove & replace crossing at Drayton Street (75') and Aliso Canyon (30') = \$400,000 No. 14 turnout replacement at CP Balboa = \$500,000 Convert High Degree of Curvature wood tie track to concrete tie (4,500 ft) = \$2,398,750 Market Street (2 tracks at 81' each) and Hubbard Street (78') = \$840,000 - NEW ADD Other projects overlap with AVL Study and will be funded for FY 21 - only funding RED line items	10,820,000	10,820,000	9,920,000
1900	REHAB	SAN GABRIEL	1.08-33.68	Worn	High	TRACK	San Gabriel Subdivision Track Rehabilitation	San Gabriel Sub Track Rehabilitation as follows: URGENT - Rail replacement in High Degree Curvature sections between MP 1.0-12.0, MP 37.0-40.0 & MP 54.0-57.0 (24,500 ft of rail) = \$3,136,000 5.2 track miles of new fastenings, tie plugs, anchors, destressing, surfacing and stabilizing track = \$2,110,250 6 mid-life crossings rehabilitations (~\$90k each) = \$533,750 2 No. 20 equilateral turnouts at CP Barranca & CP Irwin = \$1,500,000	7,280,000	4,368,000	4,368,000
1901	REHAB	VENTURA-LA COUNTY	441.2-462.39	Worn	High	TRACK	Ventura Subdivision (LA) Track Rehabilitation	Ventura (LA) Sub Track Rehabilitation as follows: Rail replacement between MP 442 & MP 444, & MP 462 to Valley Sub (6,000 ft of rail) = \$768,000 Remove & replace crossing at Tampa Ave (120'), Roscoe Blvd (145'), Balboa Blvd (108'), Lindley Ave (120') & DeSoto Ave (110') = \$2,296,800 Rehabilitate CP Lockheed = \$845,200 - Only funding RED line items and will defer to FY 21	3,910,000	3,910,000	3,142,000
1902	REHAB	ORANGE	165.08-212.30	Worn	High	TRACK	Orange/Olive Subdivision Track Rehabilitation		7,230,000		
1906	REHAB	VENTURA-VC COUNTY	426.4-441.24	Worn	High	TRACK	Ventura		1,870,000		
1920	REHAB	VENTURA-LA COUNTY	444.4-462.16	Worn	High	SIGNALS	Signal System Rehabilitation - LA County	Rehabilitate the Signal system at specific locations on the Ventura Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions: MP 446.7 / CP Berson / Control Point = \$1,327,699 MP 448.28 / Signals 4483-4 / Intermediate Signal = \$303,589 MP 450.32 / Signals 4503-4 / Intermediate Signal = \$310,474 MP 451.80 / Signals 4517-8 / Intermediate Signal = \$303,589 MP 458.04 / Signals 4581-2 & 4583-4 / Intermediate Signal = \$686,609 - DUPLICATE #1428 with Raymer to Bensen and fund in FY 21	2,931,960	2,931,960	
1921									1,755,870		
1922	REHAB	VENTURA-LA COUNTY	445.17-461.46	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - LA County	Rehabilitate the Grade Crossing Warning system at specific locations on the Ventura Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 448.27 / Corbin Avenue = \$775,774 MP 450.33 / Lindley Avenue = \$701,804 MP 452.90 / Woodley Avenue = \$769,954 Other project costs: \$728 - DUPLICATE #1435 and fund in FY 21	2,248,260	2,248,260	
1923									2,022,480		
1928	REHAB	ALL	N/A	Marginal	Low	ROLLING STOCK	Overhaul Rotem Car Side Door Mechanisms & Components	Overhaul side door components on 50 Rotem railcars.	621,460	295,194	295,194
1929	REHAB	ALL	N/A	Marginal	Low	ROLLING STOCK	HVAC Overhaul for Forty (40) Rotem Passenger Cars Phase II	Overhaul HVAC units in forty Rotem railcars, 2 per car for a total of 80 units.	1,301,110	618,027	618,027

1930	REHAB	ALL	N/A	Worn	High	ROLLING STOCK	Gen 1 HVAC Overhaul (Additional 40 Cars)	The overhaul work for HVAC units includes retrofitting the system to accommodate the new refrigerant, as well as upgrade the system due to new and/or obsolete components or subsystems. The systems shall be updated to use the R-407C refrigerant or approved equivalent. The HVAC units require overhaul about every five years and they need to be replaced in about 20 years. The Bombardier railcar fleet consists of 88 GEN-1, 7 GEN-2 and 26-GEN 3 railcars. The overhaul of the HVACs on 20 cars were approved for FY18 and the procurement for a rebuild of the Bombardier fleet is underway (rebuild expected to target up to 28 cars), however the rebuild of the entire fleet is not fully funded and even if funded, will take several years to complete. This project ensures that this passenger critical feature is in a State of Good Repair. A contract was awarded in February 2018 to RAM for the HVAC overhaul, which included a option to include additional units.	928,000	440,800	440,800
1931	REHAB	VALLEY	4.8- 76.62	Worn	High	SIGNALS	Signal System Rehabilitation - Valley Subdivision	Rehabilitate the Signal system at specific locations on the Valley Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions: MP 4.8 / CP Fletcher / Control Point = \$689,505 MP 7.99 / Signal 71-73 / Intermediate Signal = \$311,320 MP 19.22 / Signals 191 - 192 / Intermediate Signal = \$147,995 MP 20.81 / Signals 201 - 202 / Intermediate Signal = \$303,589 MP 23.6 / CP Roxford / Control Point = \$361,625 MP 24.70 / DED / Wayside Detector = \$5,820 MP 25.3 / CP Balboa / Control Point = \$360,505 MP 26.39 / Signals 261-262 / Intermediate Signals = \$190,295 MP 28.00 / CP Portal / Control Point = \$217,210 MP 33.4 / CP Canyon / Control Point = \$354,685 MP 34.96 / Signals 341-2 / Intermediate Signals = \$147,995 MP 37.11 / Signals 371-2 / Intermediate Signals = \$147,995 MP 38.6 / CP Honby / Control Point = \$354,685 MP 40.0 / CP Humphrys / Control Point = \$381,655 Other project costs: \$5,521 Only funding RED highlighted items - project overlap	3,980,400	3,980,400	1,609,746
1932	REHAB	VALLEY	5.81- 76.05	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - Valley Subdivision	Rehabilitate the Grade Crossing Warning systems at specific locations on the Valley Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 14.14 / Arvilla Street = \$695,984 MP 21.81 / N. Hubbard Avenue = \$291,180 MP 23.72 / Roxford Street = \$267,900 MP 30.39 / 13th Street = \$217,210 MP 32.35 / Drayton Street = \$480,410 MP 32.77 / LA County Sanitation District = \$217,210 Other project costs: \$1,136 DUPLICATE PROJECTS-BRIGHTON TO ROXFORD-Only funding RED line items	2,171,030	2,171,030	695,984

							Rehabilitate the Signal system at specific locations on the San Gabriel Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions: MP 12.50 / CP Hondo / Control Point = \$29,100 MP 12.90 / CP Watson Control Point = \$23,280 MP 15.30 / CP Bassett / Control Point = \$375,780 MP 16.60 / CP Amar / Control Point = \$158,460 MP 20.40 / CP Irwin / Control Point = \$87,960 MP 23.40 / CP Barranca / Control Point = \$82,140 MP 34.60 / CP Central / Control Point = \$87,960 MP 36.80 / Signals 361 & 362 / Intermediate = \$5,820 MP 38.61 / Signals 381 & 382 / Intermediate = \$5,820 MP 40.20 / CP Archibald / Control Point = \$87,960 MP 42.40 / CP Rochester / Control Point = \$87,960 MP 44.22 / High Water Detector / Wayside Detector = \$31,725 MP 49.21 / Signals 491 & 492 / Intermediate = \$111,570 MP 54.04 / Signals 531 & 532 / Intermediate = \$5,820 MP 55.30 / CP Rancho / Control Point = \$170,100 Other project costs: \$59,875	1,411,330	846,798	846,798
1934	REHAB	SAN GABRIEL	1.90-57.6	Worn	High	SIGNALS				
							Rehabilitate the Grade Crossing Warning systems at specific locations on the San Gabriel Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 12.70 / Tyler Street = \$311,265 MP 13.92 / Cogswell Avenue = \$285,360 MP 15.13 / Temple Avenue = \$211,390 MP 16.08 / Temple Avenue = \$291,180 MP 16.90 / Hamburger Lane = \$217,210 MP 17.34 / Francisquito Avenue = \$285,360 MP 17.59 / Foster Avenue = \$199,750 MP 18.03 / Merced Avenue = \$288,830 MP 52.44 / Lilac Avenue = \$348,660 MP 52.69 / Willow Avenue = \$217,060 MP 52.94 / Riverside Avenue = \$290,880 MP 53.19 / Sycamore Avenue = \$348,660 MP 53.45 / Acacia Avenue = \$217,060 MP 53.70 / Eucalyptus Avenue = \$217,060 MP 53.95 / Pepper Avenue = \$358,880 MP 54.54 / Rialto Avenue = \$217,060 Other project costs: \$243,370			
1935	REHAB	SAN GABRIEL	12.70-55.24	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - LA County	4,548,035	2,728,821	
1943							Other project costs: \$243,370	2,380,000		
							Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$135,000 Sunset PBX rehab = \$50,000 Power System rehab = \$82,000 Other project costs: \$76,200			
1944	REHAB	SAN GABRIEL	1.08-57.66	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation San Gabriel	343,200	205,920	205,920
1945								601,700		

1946	REHAB	VALLEY	3.67-76.63	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation Valley	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$70,000 Emma PBX Radio rehab = \$50,000 Power System rehab = \$75,000 Other project costs: \$152,600	347,600	347,600	347,600
1947									2,500,000		
1948	REHAB	SAN GABRIEL	1.08-56.52	Worn	High	STRUCTURES	San Gabriel Subdivision - Structures Rehabilitation	Structures Rehabilitation along the San Gabriel Subdivision high priority projects identified by Metrolink Rehabilitation Plan (MRP). Projects include: Replace Bridge SG MP 29.626 = \$735,000 Culverts SG MP 28.28, 35.90 and 40.20 = \$1,578,000 - \$1M ANNUAL EXPENDITURE EVERY YEAR FOR Projects nos. 1948, 1950 AND 1951 (listed below) to begin engineering design work Projects to be reviewed in year of expenditure to confirm prioritization.	2,313,000	1,387,800	1,000,000
1949									189,475		
1950	REHAB	VENTURA-LA COUNTY	441.24-462.39	Worn	High	STRUCTURES	Ventura Subdivision - Los Angeles County - Structures Rehabilitation	Structures Rehabilitation in Los Angeles County high priority projects on Ventura Subdivision identified by Metrolink Rehabilitation Plan (MRP). Projects include: Culverts VN MP 442.80, 443.60 and 443.57 = \$2,854,000 Projects to be reviewed in year of expenditure to confirm prioritization.	2,854,000	2,854,000	
1951	REHAB	VALLEY	3.67-76.63	Worn	High	STRUCTURES	Valley Subdivision - Los Angeles County - Structures Rehabilitation	Structures Rehabilitation in Los Angeles County high priority projects on Valley Subdivision identified by Metrolink Rehabilitation Plan (MRP). Projects include: Replace Bridge VY MP 19.420, 25.710, 28.390, 28.490 = \$2,846,750 Culverts VY MP 25.71, 25.58, 32.92, 38.64, 43.55, 46.24 and 53.61 = \$3,560,000 Projects to be reviewed in year of expenditure to confirm prioritization.	6,406,750	6,406,750	
1952	REHAB	VENTURA-LA COUNTY	442.0-462.39	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura (LA)	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$100,000 Strathern Dispatcher Radio rehab = \$50,000 Power System rehab = \$75,000 Other project costs: \$155,600	380,600	380,600	380,600
1954									314,600		
1956	REHAB	RIVER	0.0-485.20, 143.83	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation River	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio rehab = \$80,000 Mission Wooden pole rehab = \$50,000 Mission Power System rehab = \$75,000 Other project costs: \$43,600	248,600	118,085	\$118,085 included as part of Link US
1957	REHAB	ALL	N/A	Worn	High	NON-REVENUE FLEET	MOW Vehicle Replacement	Replace MOW vehicle identified as high priority by Metrolink Rehabilitation Plan (MRP). Vehicles include: 1 MOW Equipment = \$1,400,000 1 MOW Vehicle (Hy-Rail Heavy) = \$70,000 9 MOW Vehicle (Hy-Rail Med) = \$500,000 3 MOW Vehicles(Med) = \$145,000 20 MOW Vehicles Light = \$525,000 Vehicles to be reviewed in year of expenditure to confirm prioritization. PROVIDED 50% FUNDING	2,640,220	1,254,105	627,053

1958	REHAB	ALL	N/A	Worn	Low	FACILITIES	Facilities Rehabilitation	Facility rehabilitation for high priority projects identified by Metrolink Rehabilitation Plan (MRP). Projects include: Lancaster crew base = \$1,400,000 Metro request to ADD BACK IN per SCRRRA's original scope dated Dec 2018 and Metro concurs with SCRRRA's recommendation to fund 50% for the Lancaster crew based. Metro's total funding is up to the \$1,470,125. Ground air system at Riverside, East Ventura, Moorpark and Lancaster = \$160,000 INCREASED TO \$260,000 Cranes, hy-rail manlift at CMF = \$550,000 Fencing, signage and striping for Pomona campus, CMF and Layover facilities = \$260,000 Backup generator for MOC = \$280,000 HVAC at MOW = \$150,000 HVAC control system at CMF offices = \$275,000 Procure stockpile critical facility repair materials for emergency response = \$200,000 SCRRRA ADDED on 2/19/19: Integrated office HVAC, shop fire dampener, NOX and exhaust control system at CMF \$675,000; Storage tank metering & warning system at CMF & EMF - Fuel, DEF, Storm water, Oil, etc. Additional holding tanks for bulk antifreeze & hydraulic oil = \$425,000; Storm water enclosures at CMF & EMF for trash containers, hazardous totes & containers = \$175,000; Phase 1 switch gear replacement at CMF = \$200,000; Storage proof replacement at EMF = \$200,000 Projects to be reviewed in year of expenditure to confirm prioritization.	3,095,000	1,470,125	1,470,125
1959	REHAB	ALL	N/A	Worn	Low	NON-REVENUE FLEET	MOW Total Loss vehicle Replacement	Replace MOW vehicle removed from service due to total loss during 2107 and 2018. 0049 - 03 FL-FrtInr HYR - Total loss 2017 = \$210,000 0250 - 08 Ford F-250 - Total Loss 2017 = \$35,000 0253 - 08 Ford F-250 - Total Loss 2017 = \$35,000 0235 - 08 Ford F-250 Signal - Total Loss 2018 = \$53,000 0243 - 08 Ford F-550 - Total Loss 2018 = \$175,000 Vehicles to be reviewed in year of expenditure to confirm prioritization.	508,000	241,300	241,300
1979	REHAB	ALL	N/A	Worn	High	TRACK	Rail Grinding FY20	Perform production rail grinding with large rail mounted specialized equipment. The rail grinding included in the rehabilitation budget is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every year to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system.	979,000	465,025	465,025
1981	REHAB	ALL	N/A	Worn	High	TRACK	Systemwide Lubrication Study & Implementation	Conduct a systemwide rail lubrication study and provide funding for installing new lubricators systemwide, rehabilitate existing lubricators, provide remote monitoring of lubricators for SCRRRA staff to monitor lubrication at the various locations, and maximize Metrolink's return on investment of Rail.	1,144,000	543,400	543,400
2004	REHAB	VALLEY	N/A	Worn	Low	SIGNALS	Pedestrian Gates at Stations	Install 2 sets of pedestrian gates with railings and swing gates at Burbank Airport Downtown Station and 1 set at Newhall Station	1,500,015	1,500,015	1,500,015
2019	REHAB	ALL	N/A	Worn	Low	NON-REVENUE FLEET	Overhaul current specialized MOW Equipment; Phase 1	Rehabilitation of current Maintenance-of-Way equipment. This is year 1 of as three year overhaul request that will total \$2,855,000 as identified in the MRP. This project will address the first \$1,000,000 of overhaul work that will be identified in the year of expenditure to confirm prioritization of the equipment listed below: Brandt Road Railer Tamper DTS Regulator Ballast cars Air Dumps Flat Cars	1,000,020	475,010	475,010
TOTAL FY 20 REHAB PROJECTS									84,775,715	53,009,025	29,192,597

High Priority State of Good Repair (SOGR) Program Program Status Update - April 2019

Program Overview

The High Priority State of Good Repair (SOGR) Program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, grade crossings, turnouts, culverts and railroad bridges. The objective of this program is to rehabilitate and replace the most critical priorities of aging track and railroad structures currently in use by Metrolink's daily commuter rail service, Amtrak service and other railroad partner service and maintain on-time service. In March 2018, an MOU was finalized, adding six projects (Phase B) to the original 23 most critical (Phase A) projects for a total of 29 projects. Additional projects will be proposed if cost savings and/or additional funding allows. The work is being performed to avoid the need for slow orders which are required when track or bridge structures are not at an acceptable condition for existing speeds or weights. Currently, segments of Metrolink's track and bridge structures are nearing out-of-compliance levels with existing SCRRRA Track Maintenance and Engineering Instruction (TMEI) standards.

Program Status Update

Minimal change occurred over the period as staff continued to coordinate with contractor crews on the start-up of the rail top bridge replacement projects, which received NTP in late-January. The contractor and staff are coordinating on the schedule, work windows and submittals. The contractor is actively pursuing a vendor to furnish bridge girders, which are a long-lead item. The contractor plans to begin installing foundation pilings April, followed by additional preparation work over the summer, prior to installing girders in Fall 2019. Preparation work also continues on the CP Woodman Turnout Rehab project. Crews are "pre-building" the turnouts along the right-of-way in order to expedite the replacement process and minimize impacts to rail traffic when they are installed in April. Construction is aligned with temporary platform construction activities at the adjacent Van Nuys Station project which is also contracted with Kiewit. Work to complete the headwall on the final Valley Sub Culvert replacement is anticipated to be complete by April 2019. The project delivery team is working effectively, evaluating schedules, monitoring issues, assumptions and risks. Staff continues to evaluate the condition of proposed rehab projects that are not currently funded to determine if speed and/or weight restrictions are necessary.

Status by asset type:

- Ties - Tie replacement completed on all Phase A projects. Phase B (Valley Sub) to be performed in May 2019.
- Rail - Rail rehab on River Sub (EB) finished under budget; rehab of rail curves on Ventura Sub substantially complete.
- Turnouts - CP Taylor in-service Sept 2018; CP 9th completed Nov-2018, CP Woodman to complete in April 2019.
- Culverts - Completed Ph. A culverts and 7 of 8 Ph. B culvert projects. Remaining headwall on the Valley Sub to complete by April 2019.
- Bridges - Contract awarded by SCRRRA Board in Nov. 2018; NTP issued in Jan. 2019; reviewing schedule and submittals.
- Crossings - Katherine Rd Crossing Project completed in Dec. 2018

Next Steps

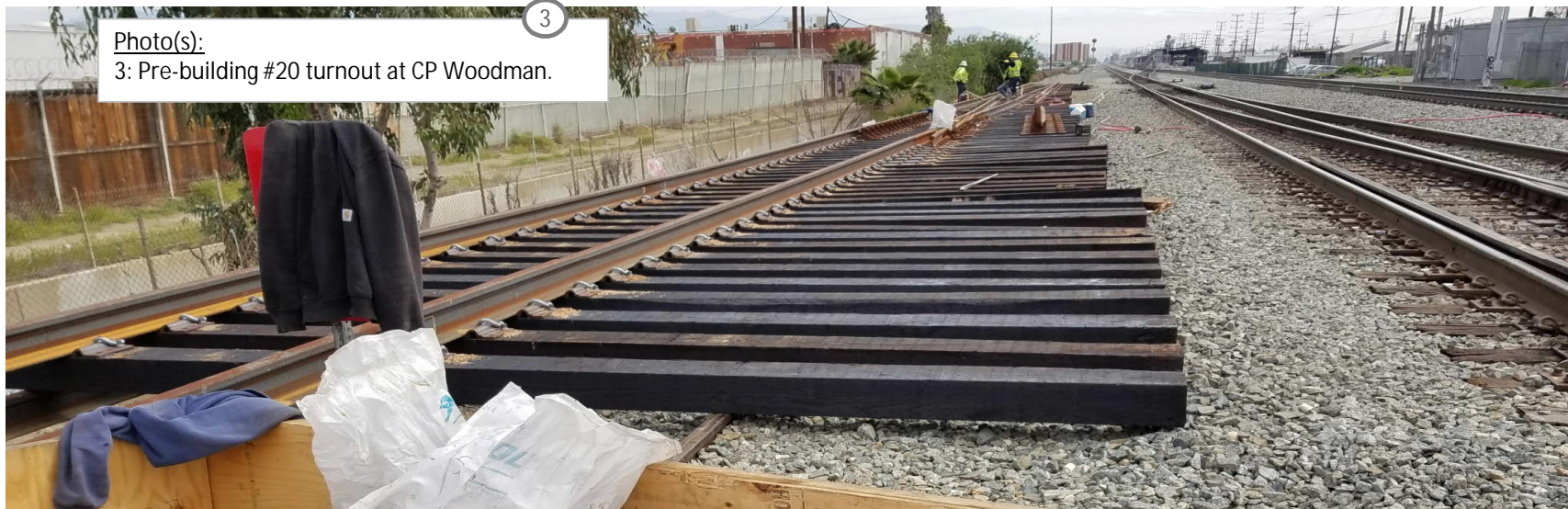
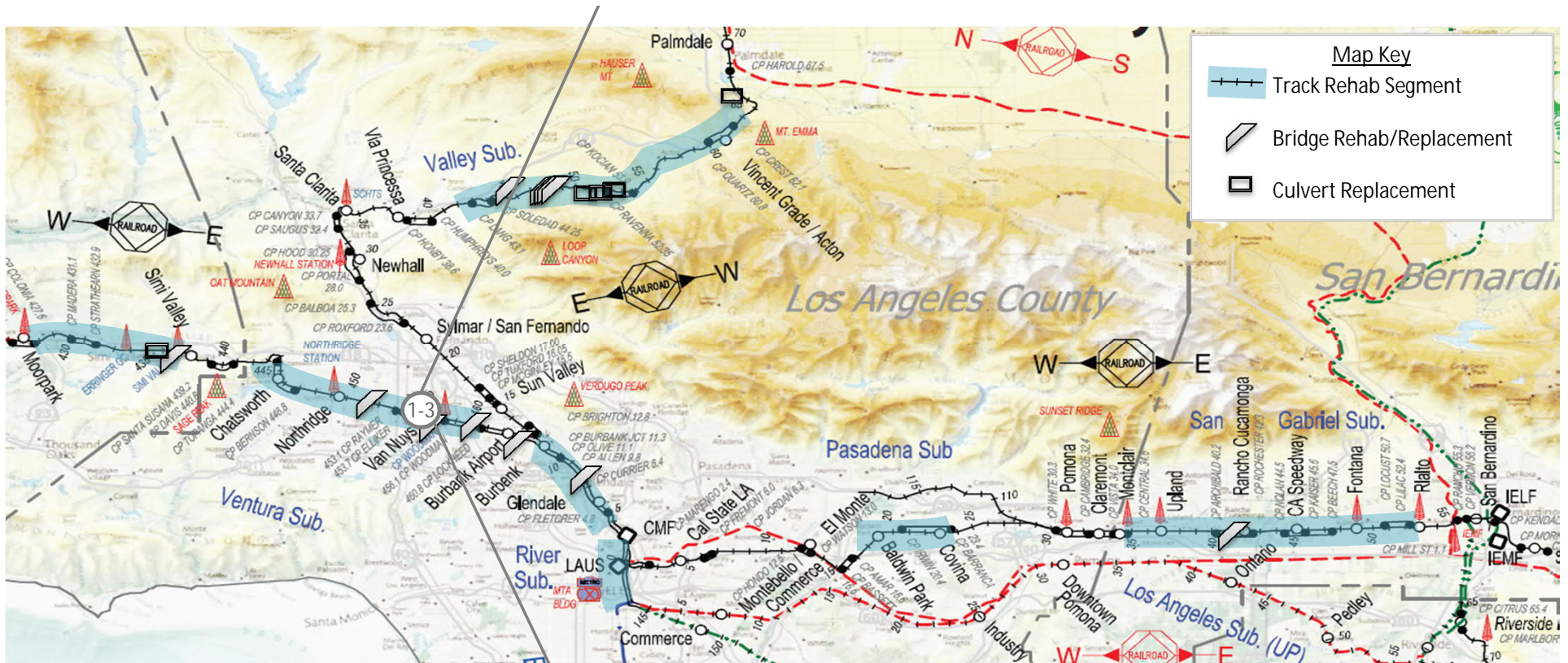
- Finalize detailed schedule and work plans with newly-awarded bridge construction contractor and begin foundation pilings.
- Perform turnout replacement/rehab at CP Woodman & CP Santa Susana; perform tie replacement on Valley Sub.
- Complete final location for rehab of rail curves on Ventura Sub & Lark Ellen crossing on San Gab Sub.

Project Photos & System Map



Photos:

- 1 (left): Signal trenching prior to turnout replacement at CP Woodman.
- 2 (right): Pre-built #10 turnout at CP Woodman.



Cost & Schedule Status by Sub-Project

(Data as of 4/03/19)

Phase A Projects			Cost			Schedule		Status/Issues
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	
592110	Replace 7,600 Ties & Rail Curves (MP439.24 & 433.1)	Ventura (Ven Co)	\$2,320,215	\$2,298,865	\$2,265,883	96%	10/31/18	Tie work completed Dec. 2017; rail rehab substantially complete, only LA Ave remains.
592111	Replace Turnout at CP Santa Susana (#20)	Ventura (Ven Co)	\$375,000	\$369,785	\$168,466	25%	5/31/19	Rehab, not full replacement. Re-commence work in March; complete in May 2019.
592112	Rehabilitate Katherine Road Crossing	Ventura (Ven Co)	\$400,000	\$381,875	\$366,816	99%	11/30/18	Successfully completed rehab work in Nov. Final invoice in-process.
592210	Replace Ties (MP444-462), Woodman Turnouts (MP460)	Ventura (LA Co)	\$4,364,419	\$4,315,182	\$3,539,466	83%	4/30/19	Ties & turnout prep work complete; work windows in April w/ Van Nuys station project.
592310	Replace 8,450 Ties (MP46-48, 52-59, 63-64)	Valley	\$2,112,500	\$2,079,144	\$2,047,183	100%	10/28/17	Tie work complete, close-out underway.
592410	Install 9,000 Ties (MP 34-38, 42-45, 47-51, 52-54)	San Gabriel	\$2,250,000	\$2,244,182	\$2,226,757	100%	2/28/18	Work completed in Feb. 2018; Project close-out complete.
592710	Replace LAUS Leads & 5,300 Ties	River - WB	\$1,550,000	\$1,511,159	\$1,487,691	99%	6/30/18	Tie work & Lead 5 replacement complete. Close-out underway.
592711	Replace 2 #20 Turnouts at CP Taylor	River	\$550,000	\$519,032	\$506,999	99%	9/7/18	Turnouts installed in Aug.; project complete, close-out underway.
592712	Replace Rail & Ties	River-EB	\$4,926,600	\$2,410,015	\$2,073,282	96%	12/31/18	Rail rehab & tie work complete under budget. PBR funding to Soto St.
592713	Replace 3 Turnouts	River-EB	\$1,600,000	\$1,594,025	\$1,472,684	99%	12/31/18	All 3 turnouts complete including punchlist; final invoice in-process.
517020	Rail Top Bridge Replacement Design	System-wide	\$475,000	\$465,024	\$455,837	100%	7/27/18	Bridge design plans complete incl. H&H Study; issued IFB in Sept. Closed-out.
592120	Replace Bridge (MP436.96 & 434.12), Culvert (MP436.46)	Ventura (Ven Co)	\$1,476,872	\$528,526	\$207,212	27%	12/31/19	Culvert work complete; Bridge contract NTP issued in Jan 2019.
592220	Replace Bridge MP 458.71	Ventura (LA Co)	\$1,800,034	\$388,438	\$62,600	16%	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.

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Phase A Projects (cont.)			Cost			Schedule		Status/Issues
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	
592320	Replace Bridge MP 50.64	Valley	\$771,443	\$164,097	\$42,644	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592321	Replace Bridge MP 50.51	Valley	\$771,443	\$179,867	\$27,842	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592322	Replace Bridge MP 50.77	Valley	\$771,443	\$161,686	\$23,839	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592323	Replace Bridge MP 47.45	Valley	\$459,192	\$103,416	\$21,302	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592324	Replace Bridge MP 50.46	Valley	\$771,443	\$176,870	\$24,851	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592325	Replace Culvert MP 55.91	Valley	\$200,000	\$198,633	\$188,387	99% ✓	12/14/17	Work complete, close-out underway. Remaining funds transferred to Tunnel 25.
592326	Replace Culvert MP 53.84	Valley	\$350,000	\$314,125	\$314,117	100% ✓	12/14/17	Project close-out complete.
592327	Replace Culvert MP 54.13	Valley	\$155,000	\$135,295	\$135,290	100% ✓	12/14/17	Work complete, closed-out. Remaining funds transferred to Tunnel 25.
592328	Replace Culvert MP 66.78	Valley	\$420,000	\$163,235	\$163,221	100% ✓	12/14/17	Project close-out complete.
592420	Rehabilitate Bridge MP 40.12	San Gabriel	\$1,400,000	\$434,314	\$61,568	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.

Phase A Subtotal

\$30,270,605 \$21,136,790 \$17,883,938 73%

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Phase B Projects			Cost			Schedule		Status/Issues
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	
593220	SOG-Ph B: Replace Bridge MP 452.1	Ventura (LA Co)	\$840,000	\$163,820	\$17,335	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
593320	SOG-Ph B: Replace Bridges - Valley Sub	Valley	\$7,060,000	\$1,173,109	\$84,992	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
593321	SOG-Ph B: Replace Culverts - Valley Sub	Valley	\$2,257,500	\$2,039,010	\$1,830,878	93% ✓	4/30/19	7 of 8 replacements completed in 2018; remaining headwall in Mar/Apr 2019 (weather delay).
593310	SOG-Ph B: Track - Valley Sub	Valley	\$2,500,000	\$2,009,583	\$1,089,731	12% ✓	12/31/19	Ties & trackwork ordered; work to begin May 2019. Moving funding to Acton Spur.
593410	SOG-Ph B: Replace Lark Ellen Crossing MP 21.4	San Gabriel	\$399,999	\$180,432	\$10,266	10% ✓	6/30/19	Task order issued to contractor; will complete by June 2019.
592221	Bridge Design (L.A. County)	Valley	\$110,000	\$109,366	\$109,366	100% ✓	7/31/18	Bridge Design Complete- Contractor NTP issued in Jan 2019.
Phase B Subtotal			\$13,167,499	\$5,675,320	\$3,142,569	29%		
Overall Program Totals			\$43,438,104	\$26,812,109	\$21,026,506	60%		

Cost & Schedule Summary

Physical percent complete on the High Priority SOGR program remained constant at 60% for the program overall as the major rail top bridge replacement work prepares to ramp up. Due to a delay in issuing NTP on the bridge contract, the status of those projects reflects a yellow caution indicator but staff is working aggressively with the contractor to hold its schedule and mitigate risks. The assessment of physical percent complete is based on an assessment of actual work performed, including contract authorization activities, material orders, design, mobilization, construction and close-out activities.

Total program commitments increased over the period to \$26.8 million (61.7% of the budget) as authorizations were processed on the SOGR Phase B projects 593310 and 593410. Expenditures increased by approximately \$400,000 over the period to \$21 million (48.4% of budget) for the program overall. Progress and commitments are expected to increase significantly in coming months upon the start of construction on rail top bridge replacement projects. The overall program is anticipated to complete on schedule and on budget and will propose budget shifts as appropriate to utilize any cost savings.

Program Cost Summary by Subdivision

Sub-division	Budget	Committed	Expended	% Spent
Ventura (Ventura Co)	\$4,572,086	\$3,579,051	\$3,008,377	66%
Ventura (LA Co)	\$7,004,453	\$4,867,441	\$3,619,400	52%
Valley	\$18,709,966	\$9,007,436	\$6,103,644	33%
San Gabriel	\$4,049,999	\$2,858,928	\$2,298,591	57%
River (East Bank)	\$6,526,600	\$4,004,040	\$3,545,966	54%
River (West Bank)	\$1,550,000	\$1,511,159	\$1,487,691	96%
River	\$550,000	\$519,032	\$506,999	92%
System-wide	\$475,000	\$465,024	\$455,837	96%
Total	\$43,438,104	\$26,812,109	\$21,026,506	48%



Metrolink Annual Work Program Budget for FY 2019-20



FY 20 Metrolink Budget Recommendations

- ❖ Approve \$117,888,003 for FY2019-20 Metrolink Total Programming
- ❖ Reprogram \$3,237,526 of FY2017-18 Operating Surplus
- ❖ Reprogram up to \$3,900,000 in FY17 State-of-Good Repair Funds
- ❖ Approve Additional Funding for the San Bernardino Line 25% Discount Program
- ❖ Extend the Lapsing Dates for FY2013-14 and FY2014-15 Programming
- ❖ Approve the Transfers to Other Operators Rate of \$1.10
- ❖ Authorize the Chief Executive Officer to Negotiate and Execute All Necessary Agreements.



FY2019-20 Budget Proposal



What's new?

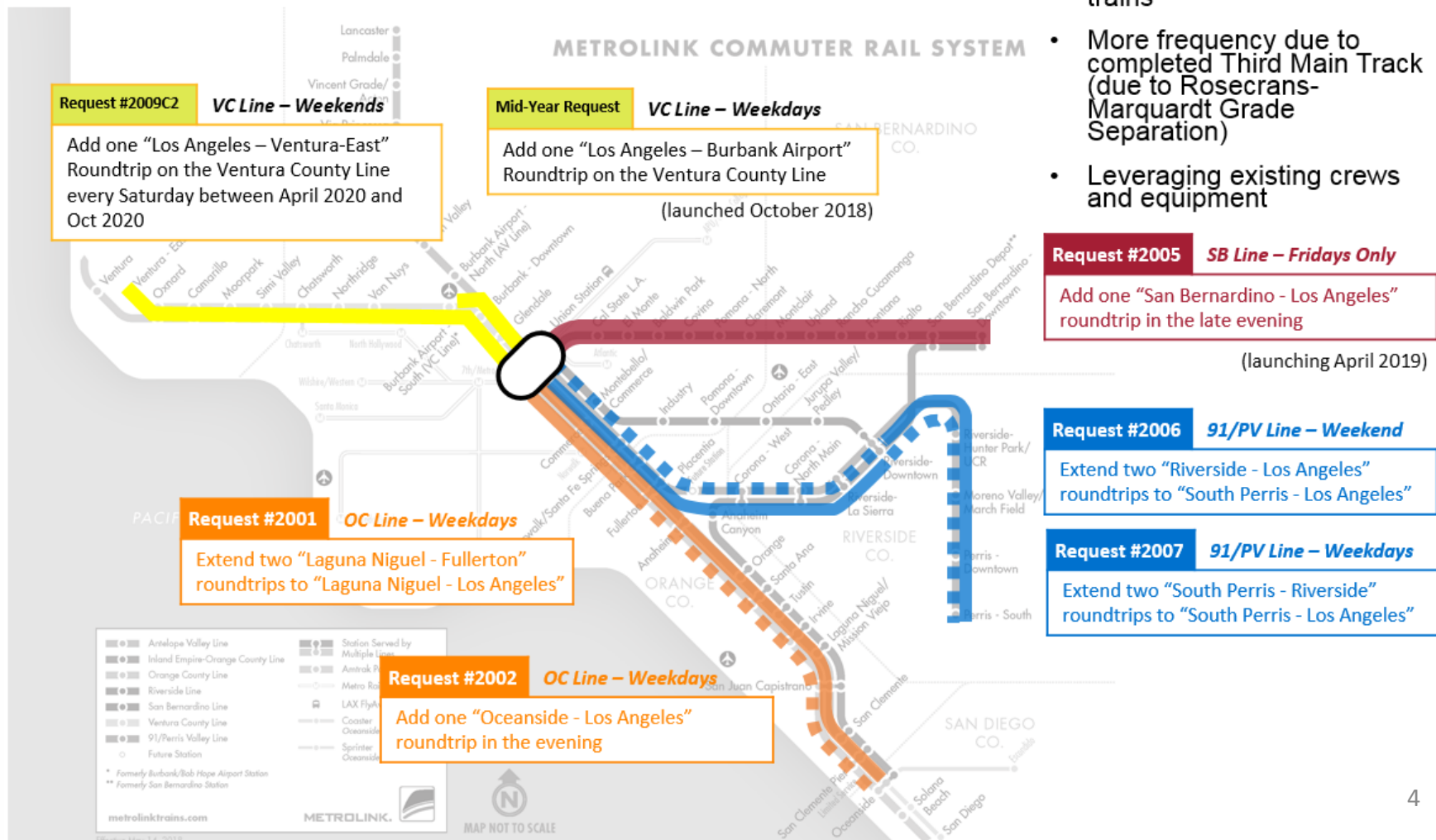
- Loyalty Program
- New Services – 4 out of 7 lines
- Special Trains
 - ✓ Included in Operating Budget
 - ✓ Special ticket to capture revenue
- Investment in Capital Program – Key Projects for LA Metro
 - ✓ Valley Sub Track Rehab- 27000 ft of rail replacement, 4500 ft tie replacement - \$9.7M
 - ✓ Ventura Sub Track Rehab – 6000 ft of rail replacement, 5 crossing replacements - \$2.3M
 - ✓ Pedestrian Gates at Stations - Install 2 gates at Burbank Downtown Station - \$1.5M

FY 2020 NEW SERVICES



More Convenient Schedules

- More midday and evening trains
- More frequency due to completed Third Main Track (due to Rosecrans-Marquardt Grade Separation)
- Leveraging existing crews and equipment



Revenue Allocation by Member Agency

(\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Operating Revenue						
Farebox Revenue	\$ 44,250	\$ 24,427	\$ 8,179	\$ 10,748	\$ 2,378	\$ 89,983
Dispatching	1,122	717	8	64	262	2,172
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,696	2,613	670	1,553	479	13,011
Total FY2019-20	\$ 53,191	\$ 27,812	\$ 8,884	\$ 12,401	\$ 3,135	\$ 105,423
Total FY2018-19	\$ 50,917	\$ 26,010	\$ 8,507	\$ 12,213	\$ 3,159	\$ 100,806
Over/(Under) Prior Year	\$ 2,274	\$ 1,802	\$ 377	\$ 188	\$ (24)	\$ 4,617
Percentage Change	4.5%	6.9%	4.4%	1.5%	(0.8%)	4.6%

Expense Allocation by Member Agency

(\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Expenses						
Train Operations & Services	\$ 75,960	\$ 36,588	\$ 18,466	\$ 16,342	\$ 6,248	\$ 153,604
Maintenance-of-Way	24,769	9,413	3,491	6,464	2,829	46,966
Administration & Services	23,123	8,729	6,813	5,135	4,339	48,140
Insurance	7,326	3,370	1,398	1,616	448	14,158
Total FY2019-20	\$ 131,179	\$ 58,100	\$ 30,168	\$ 29,557	\$ 13,865	\$ 262,869
Total FY2018-19	\$ 126,037	\$ 55,413	\$ 28,167	\$ 28,324	\$ 13,415	\$ 251,356
Over/(Under) Prior Year	\$ 5,143	\$ 2,686	\$ 2,001	\$ 1,233	\$ 449	\$ 11,512
Percentage Change	4.1%	4.8%	7.1%	4.4%	3.3%	4.6%

Subsidy by Member Agency

(\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Revenues	\$ 53,191	\$ 27,812	\$ 8,884	\$ 12,401	\$ 3,135	\$ 105,423
Expenses	\$ 131,179	\$ 58,100	\$ 30,168	\$ 29,557	\$ 13,865	\$ 262,869
FY2019-20	\$ 77,988	\$ 30,288	\$ 21,284	\$ 17,156	\$ 10,729	\$ 157,445
FY2018-19	\$ 75,120	\$ 29,403	\$ 19,660	\$ 16,111	\$ 10,256	\$ 150,550
Over/(Under) Prior Year	\$ 2,869	\$ 885	\$ 1,624	\$ 1,045	\$ 473	\$ 6,896
Percentage Change	3.8%	3.0%	8.3%	6.5%	4.6%	4.6%



FY20 Proposed Rehabilitation and New Capital Budget

FY2019-20 Rehabilitation Project Allocation by Member Agency

Asset Category (\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Communications	\$ 1,052	\$ 651	\$ 342	\$ 173	\$ 207	\$ 2,426
Facilities	1,470	613	344	446	223	3,095
Fleet Vehicles	1,970	821	460	597	299	4,148
Rolling Stock	1,354	564	316	410	205	2,851
Signals	7,381	-	-	2,384	3,778	13,543
Structures	1,388	2,380	-	925	2,500	7,193
Track	17,348	7,650	236	3,218	2,023	30,475
Total	\$ 31,964	\$ 12,680	\$ 1,698	\$ 8,153	\$ 9,235	\$ 63,731

FY2019-20 Capital Project Allocation by Member Agency

Asset Category (\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Facilities	\$ 879	\$ 366	\$ 205	\$ 266	\$ 133	\$ 1,850
Rolling Stock	309	129	72	94	47	650
Signals	201	21	224	86	8	540
Total	\$ 1,389	\$ 516	\$ 502	\$ 446	\$ 188	\$ 3,040

Note: Amounts may not foot or cross foot due to rounding

Metro Recommendation for FY 2019-20 Metrolink Budget

Budget Items	Cost (millions)
Operations	\$77,989,000
Enhanced L.A. County ROW Security ¹	\$ 2,522,962
AVL Contract Security & LASD Program ²	\$ 1,707,632
San Bernardino Line 25% Fare Subsidy	\$ 2,190,969
Rehabilitation & Capital	\$33,352,440
One-Time Special Events	\$ 125,000
TOTAL	\$117,888,003

- ¹**Enhanced L.A. County ROW Security** – additional LASD dedicated to patrol Metro’s ROW utilized by Metrolink throughout L.A. County to address homeless encampments, graffiti, faster response to trespasser strikes, etc.
- ²**AVL Contract Security & LASD Program** – additional security presence on all AVL trains and AVL stations in addition to 100% fare enforcement at L.A. Union Station and the Lancaster station.



Metro

Metro Historical Subsidy Levels to Metrolink

FY	Metrolink Budget (\$ million)	Required Member Agency Subsidy	Metro Total Programmed	Metro Programmed Operations	Metro Programmed Rehab, Capital, Rolling Stock
2007-08	\$145	\$64	\$53	\$33.8	\$19.2
2008-09	\$159	\$72	\$59.7	\$39.4	\$20.3
2009-10	\$170	\$75	\$75.2	\$39.9	\$35.3
2010-11	\$173	\$82	\$58.3	\$38.8	\$19.5
2011-12	\$180	\$81	\$49.6	\$40.8	\$ 8.8
2012-13	\$194	\$94	\$61.8	\$46.1	\$15.7
2013-14	\$210	\$103	\$83.4	\$53.6	\$29.8
2014-15	\$223	\$112	\$80.1	\$59.7	\$20.4
2015-16	\$241	\$139	\$94.2	\$71.8	\$22.4
2016-17	\$244	\$142	\$115.8	\$72	\$43.8
2017-18	\$243	\$142	\$78.7	\$71.9	\$ 6.8
2018-19	\$251	\$151	\$116.8	\$75.1	\$41.7
2019-20	\$263	\$157	\$111.3	\$78.0	\$33.3
TOTALS	\$2,696	\$1,414	\$1,037.9	\$720.9	\$317



Questions?