



Board Report

File #: 2020-0568, File Type: Program

Agenda Number: 13.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: FY 2020-21 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- 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 2020-21 Budget Transmittal dated July 24, 2020, in the amount of \$129,089,000 as detailed in Attachment A;
- B. REPROGRAMMING \$2,018,016 in surplus FY14, FY15, FY16 and PTIMSEA state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program;
- C. REPROGRAMMING up to \$7,000,000 in cost savings from the FY19 and FY20 state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program detailed in Attachment B as first priority as additional funding for reprogramming becomes available;
- E. APPROVING programming additional funding for the acquisition of new Metrolink Ticket Vending Devices in the amount of \$1,599,242 to fund Metro's remaining share of the total project budget totaling \$9,673,242;
- F. APPROVING the FY21 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

Staff is recommending the approval of \$129,089,000 (listed in Attachment A) for Metro's share of Metrolink's FY2020-21 Budget of \$217 million and programming in the amount of \$1,599,242 for the new Metrolink Ticket Vending Devices.

DISCUSSION

The Southern California Regional Rail Authority operates and provides the Metrolink commuter rail service in the Southern California region serving the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and up to the northern San Diego County line. The SCRRA 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 C - Metrolink Transmittal of the Proposed Fiscal Year 2020-21 Budget dated July 24, 2020). The SCRRA FY 21 budget request from all JPA Member Agencies is a total of \$271.3 million consisting of \$217 million for Commuter Rail operations, \$54.3 million for Rehabilitation and no new capital projects.

Metrolink Operations

The Metrolink FY 2020-21 Operating Budget is comprised of \$260.5 million in expenses, revenue of \$43.5 million, a JPA Member Agency subsidy of \$146.4 million and CARES Act funding of \$70.6 million. Metro's total share of Metrolink's FY21 Operating Budget is up to \$109.1 million for commuter rail operations consisting of \$74.1 million for operations and up to \$35.0 million in CARES Act funding. CARES funding is meant to support capital, operating, and other expenses to prevent, prepare for, and respond to COVID-19. The current fiscal year allocation is a \$31.1 million increase (29%) over FY20 levels (refer to Table 1 below). This is specifically to address COVID-19 related expenses and one new roundtrip Saturday service on the Ventura line that will start in April 2021.

TABLE 1 - METROLINK OPERATIONS BUDGET SUMMARY (\$000)

	FY20	FY21	DIFFERENCE	CHANGE %
Operating Expenses	262,869	260,508	-2,361	-0.90%
Fare Revenues	105,423	43,500	-61,923	-58.73%
Member Agency Subsidy	157,445	217,008	59,563	37.8%
CARES Funding	0	70,627		
Member Agency Subsidy	157,445	146,381	-11,064	-7.60%

METRO SHARE OF METROLINK FY21 BUDGET

	FY20	FY21	DIFFERENCE	CHANGE %
Operations	77,989	74,089	-3,900	-9.50%
CARES		35,000*	35,000	
Subtotal Operations	77,989	109,089	31,100	29%
Rehabilitation	31,964	20,000	-12,840	-40.10%

Capital	1,389	0	-1,389	
Total Metro Share	111,342	129,089	16,871	15.20%

*\$35 million CARES Funding - FY20 is \$7,739 and up to \$27,261 will be allocated for FY21 based on actual expenses in FY21.

The increase in total commuter rail operations cost is attributable to COVID-19 pandemic related costs. The reduction in the Metrolink FY21 Operating Revenue of \$43.5 million as compared to the Metrolink FY 20 of \$105.4 million is \$61.9 million. This reduction in operating revenue is entirely caused by the reduced ridership resulting from the COVID 19 pandemic. Reduced operating revenue was also due to Metrolink operating at a 30% reduction in service levels (a decrease of about four roundtrips per day) since April 2020. Metrolink also assumes no fare increases for FY 21. Furthermore, the Metrolink FY 21 Operating Expenses are \$260.5 million which is \$2.4 million lower than the Metrolink FY 20 Operating Budget of \$262.9 million. Metrolink reduced expenditures to align with the reduced ridership forecast including several cost cutting measures such as a hiring freeze, no FY21 merit or COLA, freeze on business travel and determining possible areas for savings and spending deferrals.

The SCRRA considered several ridership recovery scenarios and assumptions as to when ridership and revenue would normalize in developing their FY 21 budget:

1. **Muted Recovery or Worst Case Scenario** with ridership normalizing in FY24 Q3;
2. **Recession Recovery or Medium Case Scenario** with ridership normalizing in FY23 Q3; and
a
3. **No Recession or Best-Case Scenario** with ridership normalizing in FY22 Q3.

Metrolink determined that Scenario #2 should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20 ridership levels.

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for and respond to the COVID-19 pandemic. Pursuant to Metro’s Board action in May 2020, Metro has allocated \$56.5 million in CARES funding to Metrolink of which \$35 million is to augment fare revenue losses resulting in FY 20 and FY 21 resulting from the COVID-19 pandemic. Metro’s share of Metrolink’s fare revenue loss in FY20 was \$7.7 million and Metrolink estimates Metro’s share of the FY21 fare revenue loss will total up to an additional \$28 million. Staff will work with SCRRA staff to monitor the fare revenue situation and seek Board action through the mid-year budget adjustments to mitigate Metro’s share of Metrolink’s fare revenue losses.

Metrolink also experienced a 95% decrease in ridership as well as a correlating substantial reduction in fare revenue (about 69.8%) as a result of the COVID pandemic and the State’s Safer at Home Order that began in March 2020. In response to the significant decline in ridership, Metrolink instituted a 30% reduction in service in April 2020 along with additional expenses related to personnel protection equipment (i.e. masks) and more frequent daily cleaning of railcars. Staff will continue working with SCRRA to monitor the effect of COVID on Metrolink service and related costs to maintain a safe environment for our passengers and provide service to essential workers.

Further, in consultation with the Member Agencies, it was decided that all new service would be

deferred, except for Saturday service on the Ventura Line and the San Bernardino Express Train. The Saturday service on the Ventura Line will not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts. The new San Bernardino Express Train is cost neutral since it is converting an existing service to an express service.

Rehabilitation and Capital

In consideration of the COVID-19 impact on JPA member agencies' FY 21 budget, Metrolink did not include any new capital projects in Metrolink's FY 2020-21 total rehabilitation budget request of \$54.3 million of which Metro's share is \$19.1 million (of the \$54.3 million). Staff is recommending programming funds in the amount of \$19.1 million for rehabilitation projects as listed on Attachment C - Metrolink Transmittal of the Proposed Fiscal Year 2020-21 Budget dated July 24, 2020.

Staff is working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service. The SCRRA has included a list of specific rehab projects on the Antelope Valley and Ventura Lines as part of their FY 21 Budget. However, due to Metro's unprecedented financial constraints in developing the Metrolink FY 21 rehab budget, staff worked with the SCRRA to fund all the systemwide all-share rehab and shared rehab with the other JPA members. There are additional rehab projects on the Antelope Valley and Ventura Lines totaling \$15.6 million as listed in Attachment B. These rehab projects could potentially be funded in FY21 if additional funds are reprogrammed and become available. Therefore, staff's recommended board action includes up to \$7,000,000 of any future identified cost savings from fiscal years FY19 and FY20 Metro Line specific state of good repair and capital projects that can be applied towards the FY21 rehab projects listed in Attachment B on the Antelope Valley and Ventura Lines totaling \$15.6 million. Staff will work with SCRRA to fund the remaining rehab projects listed in Attachment B of up to \$8.609 million as part of Metrolink's FY 22 Budget.

In the last four years, Metro has provided a total of \$123.6 million (please refer to TABLE 2) consisting of 156 rehabilitation and capital projects from FY17 through FY20. In the last ten years, Metro's largest singular year contribution to Metrolink's rehabilitation and capital program was approximately \$41.7 million which occurred in FY19. Metrolink's project delivery of rehabilitation and capital projects has significantly improved since FY17. Metrolink has identified costs savings from fiscal years FY14, FY15, FY16, capital projects and PTIMSEA funding totaling \$2,018,016 which Metro will deduct from our total FY21 rehabilitation funding commitment.

Fiscal Year	Number of Projects	Funding Amount
FY17	55	41,678,525
FY18	1	6,819,000
FY19	74	41,731,193
FY20	26	33,352,440
Subtotal	156	\$123,581,158
Proposed for FY21	13	19,124,456
GRAND TOTAL	169	\$142,705,614

The current total of unspent Metrolink/Metro MOU funding is approximately \$103 million for rehabilitation and capital project work dating from FY14 through FY20.

Metrolink's Rehabilitation and Capital Carryforward Balance

Metrolink's rehabilitation and capital project carryforward balance as detailed in Attachment C totals \$342.8 million of which Metro's carryforward project balance is \$85.6 million. Due to Metro's decreased sales tax revenue as a result of COVID, Metro would like Metrolink to complete the carryforward projects and expend the associated \$85.6 million in carryforward funding and \$103 million of all Metro open MOUs before Metro programs additional state of good repair projects beyond the FY21 \$19.1 million rehabilitation funding commitment. We will revisit these projects at mid-year to ascertain progress and determine if any mid year adjustments are necessary.

Ticket Vending Devices

June 23, 2015, Metro's Board approved funding the acquisition of new ticket vending devices at all Los Angeles County Metrolink stations in the amount of \$13,074,000 based on initial cost projections. Subsequently, SCRRRA reduced project costs based on revised estimates, indicating cost savings that reduced Metro's share of funding to \$8,074,000. The \$5,000,000 project savings were reprogrammed at Metro's Board meeting on June 28, 2018. After Metrolink awarded the project to INIT, Metro's total project cost increased to \$9,673,242. As such, an additional \$1,599,242 is required to fully fund Metro's share for the Ticket Vending Devices.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metrolink's total FY21 Budget request from all JPA Member Agencies consists of Operations subsidy in the amount of \$146.4 million in member agency local and federal funding and \$70.6 million in CARES funding and Rehabilitation in the amount of \$54.3 million.

Metro's share of Metrolink's Operations funding consists of \$74,089,00 in new Proposition C 10% funds and \$35,000,000 to supplement fare revenue loss (in same spirit and terms of CARES) a total of \$109.1 million. Metro's share of Metrolink's FY21 Rehabilitation budget consists of \$17,981,984 in new Measure R 3% funds and \$2,018,016 of Metrolink identified savings from PTIMSEA, rehabilitation and capital funds for a total of \$20 million. These amounts are included in Metro's FY21 Proposed Budget for Board adoption in the same period as this board report.

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 (SCRRRA) 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. The Metro Board could elect to authorize an increased budget amount. However, staff does not recommend an increase budget amount due to COVID-19 pandemic that significantly reduced sales tax revenue.

NEXT STEPS

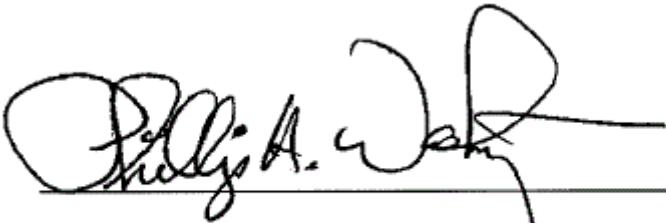
Staff will work with Metrolink to continue to monitor the fare revenue losses and incorporate FY20 actuals results to determine appropriate Board action should there be a requirement for a mid-year budget adjustment to mitigate Metro's share of Metrolink's fare revenue losses. The Metrolink Board is scheduled to adopt its FY21 Budget on September 25, 2020. 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 2020-21
- Attachment B - FY21 Metrolink Proposed Priority Project List
- Attachment B - Metrolink FY 2020-21 Budget Transmittal

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

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LACMTA Share of Metrolink Programming for FY 2020-21

Recommended Amount

Operations

Commuter Rail Operations	\$ 74,089,000
FY20 Passenger Fare losses (CARES)	\$ 7,738,696
FY21 Projected Passenger Fare losses (CARES)	\$ 27,261,304
Sub-Total Operations	\$ 109,089,000

Rehabilitation & Capital

FY21 Rehabilitation	\$ 20,000,000
Ticket Vending Devices*	\$ 1,599,242
Sub-Total Rehabilitation and Capital	\$ 20,000,000

* Programming

Total FY 21 Annual Work Program Programming	\$ 129,089,000
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Operations Funding Source

Prop C 10%	\$ 74,089,000
CARES Funding	\$ 35,000,000
Total Operating Funding Sources	\$ 109,089,000

Rehabilitation & Capital Funding Source

Measure R 3%	\$ 17,981,984
Prior Year Surplus Reprogramming	\$ 2,018,016
Total Rehabilitation and Capital Funding Source	\$ 20,000,000

POTENTIAL REHABILITATION AND CAPITAL PROJECTS PRIORITY LISTING (IF ADDITIONAL FUNDING IS AVAILABLE)

FY21 REHABILITATION PROJECTS					METROLINK PROPOSED FY 21 BUDGET
PROJECT #	SUBDIVISION	ASSET TYPE	PROJECT	COMMENTS	
2139	Valley	track	Valley Sub Track Rehab	SCRRA's SOGR work shows potential locations for the 17,500 ft of rail, four railroad crossings and one turnout in order to avoid duplicative work considering Metro investments between the FY17-20 annual work programs for the AVL total \$41.6M and the \$220M of improvements through the AVL Program.	4,130,000
2153	Valley	train control	Valley Sub Train Control Rehab	SCRRA's SOGR work shows two locations for rehab of signal and comms and grade crossing warning systems. The options avoid duplicative work considering Metro investments between the FY17-20 annual work programs for the AVL total \$41.6 M and the \$220M of improvements through the AVL Program.	2,550,000
2166	Valley	structures	Valley Sub Structures Rehab	SCRRA/s SOG R work shows exact locations in order to assure no redundancy with Metro's previously funded SCRRA FY17 through FY 20 annual work programs total \$41.6M for the AVL and the additional \$220M of improvements through the AVL Program.	3,180,000
2216	Valley	facilities	Valley Sub Facilities Rehab	Lancaster Crew covers the AVL and Ventura subs to support these facility improvements.	1,800,000
2142	Ventura-LA County	track	Ventura Sub (LA) Track Rehab	Proposed work at Tunnel 26, 27 and 28 within LA County will be for vacumming and tie replacment.	2,100,000
2156	Ventura-LA County	train control	Ventura Sub (LA County) Train Control Systems Rehab	Signal and comms and grade crossing warning systems within the LA County segment.	1,374,000
					15,134,000

FY21 CAPITAL PROJECT LISTING					
2201	All	Non-Revenue Fleet	Specialized Maintenance Equipment, Phase 2	New equipment to include an electric car mover, gang truck, Hi-Rail inspector truck and welding truck.	475,000
					475,000

**Total Capital and Rehab Projects Cost
(as first priority, when funding is avaiable)** 15,609,000


METROLINK.

 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

July 24, 2020

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 N. Wiggins, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2020-21(FY21) Budget

On July 24, 2020, the SCRRA Board approved the transmission of the Proposed FY21 Budget for your consideration and adoption.

The Proposed FY21 Budget documentation which was presented at the AFCOM Committee on July 10, 2020 and at the Board of Directors Meeting on July 24, 2020, is attached for your review. It includes:

- Board Item # 21 Approved at the Board of Director's Meeting on July 24, 2020
- Related attachments include:
 - A - FY21 Proposed Budget as Compared to FY20 Adopted Budget
 - B - Historical Budgets FY17 – FY21
 - C - FY21 Proposed Budget by Member Agency
 - D - New Service
 - E - FY 21 Proposed Rehabilitation Projects
 - F - Capital Projects Carry Forward from prior years

Next Steps

July – Sept 2020	Staff to present at Member Agencies' Committee and Board meetings as requested
Sept 25, 2020	FY21 Proposed Budget to Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY21 Proposed Budget. SCRRA staff remain available to address any questions or concerns you have as we anticipate adoption of the budget by the SCRRA Board of Directors in September 2020. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Arnold Hackett, Interim Chief Financial Officer at 213-452-0285.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephanie', with a long horizontal flourish extending to the right.

Stephanie N. Wiggins
Chief Executive Officer

CC: MAAC members



TRANSMITTAL DATE: July 2, 2020

MEETING DATE: July 10, 2020 **ITEM 21**

TO: Audit and Finance Committee

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Authority's Proposed FY2020-21 Operating and Capital Program Budgets

Issue

The Authority is required, under the Joint Powers Authority (JPA), 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. The impact of the novel coronavirus (COVID-19) disrupted the ability of the Authority to transmit a proposed budget by the annual deadline. During the stay-at-home orders which took effect in March, staff has worked diligently to keep MAAC members informed about the status of budget developments. A budget has now been produced incorporating the fiscal realities arising from COVID-19.

Recommendation

It is recommended that the Board approve:

- 1) The transmittal of the Proposed FY2020-21(FY21) Budget for consideration and adoption by Member Agencies by September 30th;
- 2) The option of a mid-year budget review and possible adjustment to be brought to the Metrolink Board in January of 2021; and
- 3) The retention of \$25M of CARES Act funds to increase cash reserves from three months to six months.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*.

Background

Formal development of the FY21 Budget began in December 2019, with budget development updates presented to the Audit and Finance Committee in January 2020 and the Board in March 2020. In March, the CEO immediately took action to limit

spending for the remainder of FY20, including initiating a 30% service reduction, a hiring freeze, a freeze on business travel, and a robust review of spending by every department to determine possible areas for savings and deferrals of spending. This last exercise alone resulted in the identification of \$8 million in cost savings throughout the organization. By the end of April, ridership had dropped to 10% of levels for the previous year.

The CEO received approval from the Board at the April 24, 2020 meeting to delay transmittal of the Proposed FY21 Budget to the Member Agencies until August 1 and defer budget consideration and adoption until September 30, 2020.

With the support of the Member Agencies, at its June 26 Meeting, the Board approved a Three-Month Continuing Appropriations Resolution, to provide funding during the period of the development of the revised budget.

Discussion

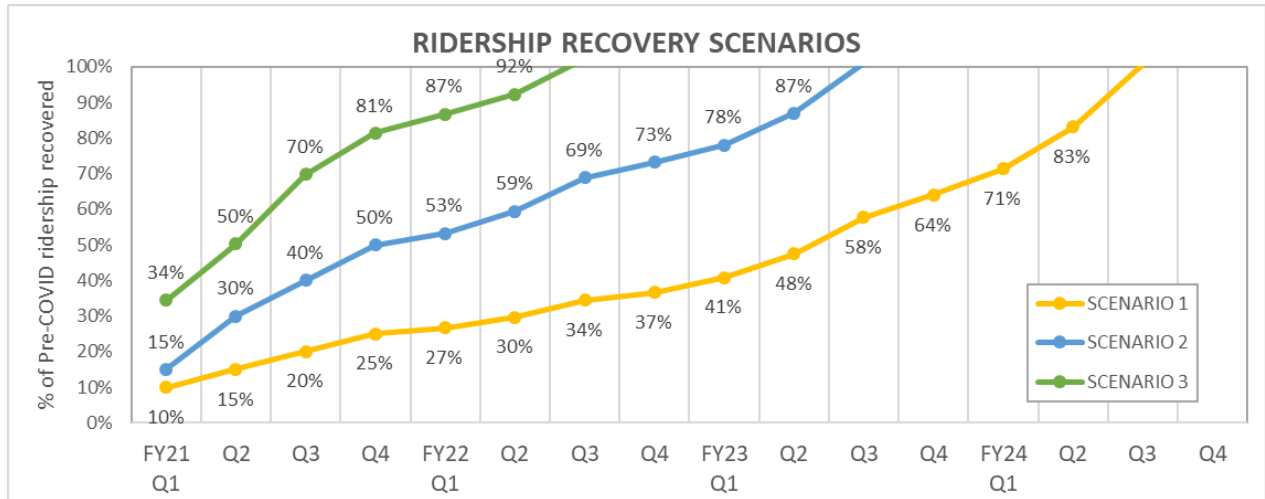
The designation of the COVID-19 as a pandemic by the World Health Organization and subsequent national, state, and local emergency declarations in March has led to the precipitous decline in ridership in response to the health guidance to limit travel to essential workers only. As of the preparation of this report, the stay-at-home orders are still in effect and, because of the latest rise in the rate of positive cases of coronavirus, uncertainty remains as to the length of the orders in the region.

Development of the Proposed FY21 Budget amidst COVID-19

This section describes how Metrolink staff arrived at the final Proposed FY21 Budget in the COVID-19 environment.

In tandem with spending constraints, staff developed various scenarios for recovery. Worst-case, Medium-case and Best-case ridership scenarios forecasted various improvements in ridership as shown below:

- Scenario 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3
- Scenario 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3
- Scenario 3 - No Recession (Best Case): Ridership recovery by FY22 Q3



These scenarios were then combined with various payroll and service restoration scenarios as shown below:

Please note that the chart below is a depiction of one of the steps in arriving at the final Proposed FY21 Budget transmitted here. Further reductions to both Revenue and Expense were identified and are reflected in Attachments A, B and C.

Comparison of Post-COVID Budget Scenarios

	Pre-COVID Proposed Budget	Post-COVID Proposed Budget Worst Case Ridership Scenario			Post-COVID Proposed Budget Medium Case Ridership Scenario			Post-COVID Proposed Budget Best Case Ridership Scenario		
		Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA
<i>(000s)</i>										
Operating Revenue										
Farebox Revenue	85,575	13,934	13,934	13,934	26,840	26,840	26,840	46,932	46,932	46,932
Special Trains Revenue	219	219	219	219	219	219	219	219	219	219
Fare Reduction Subsidy	1,666	400	400	400	700	700	700	1,200	1,200	1,200
Dispatching	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327
Other Revenues	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075
MOW Revenues	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960
Total Operating Revenues	103,823	30,916	30,916	30,916	44,121	44,121	44,121	64,713	64,713	64,713
Operating Expenses										
Operations & Services	157,926	156,362	156,342	156,329	156,362	156,342	156,329	156,362	156,342	156,329
Maintenance of Way	48,078	47,890	47,753	47,787	47,890	47,753	47,787	47,890	47,753	47,787
Administration & Services	47,187	46,828	46,388	46,095	46,828	46,388	46,095	46,828	46,388	46,095
Contingency	200	200	200	200	200	200	200	200	200	200
Insurance and Legal	15,032	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967
Total Operating Expenses	268,424	266,247	265,650	265,378	266,247	265,650	265,378	266,247	265,650	265,378
Total Operating Subsidy	164,601	235,331	234,734	234,462	222,126	221,529	221,256	201,534	200,937	200,664

Staff then considered various subsidy levels from Member Agencies as shown below:

Member Agency Subsidy Options	
Options Considered	Amount
FY21 Pre-COVID Subsidy Level	\$ 164,600,774
% of FY20 Budget Subsidy Level	\$ 146,380,616
100% of FY20 Budget Subsidy Level	\$ 157,445,412
FY19 Budget Subsidy Level	\$ 150,549,697

A determination was made that the Medium-case scenario should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20.

The budget includes restoration of the current 30% service reduction to full service beginning in the third quarter of FY21 in order to maintain social distancing.

FY21 Expenses were reviewed to consider the current situation. Specifically, staff reduced expenditures to align with the reduced ridership forecast, including elimination of a merit and cost of living allowance. Operational expenses did increase specifically to address COVID-19 related expenses. Further, in consultation with Member Agencies, it was decided that all new service, except for Saturday service on the Ventura line and the San Bernardino Express Train, would be deferred. The Saturday service on the Ventura line would not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts.

The FY21 Proposed Operating Budget as shown in Attachment A reflects Revenue of \$43.5M, Expense of \$260.5M, a Member Agency Subsidy of \$146.4M, and CARES Act funding of \$70.6M

The reduction in FY21 Operating Revenue as compared to the FY20 Adopted Budget is \$61.9M. This reduction is entirely caused by the reduced ridership because of COVID-19.

Total Proposed FY21 Operating Expenses are \$260.5M or \$2.4M lower than the FY20 Adopted Budget, or a decrease of 0.9%.

The FY21 Proposed Operating Budget by Category as compared to the FY20 Adopted Budget is shown in Attachment A. A summary including the Pre-Covid Budget is shown below:

FY20 Adopted Budget	FY21 Pre-COVID Budget	FY21 Proposed Budget	PreCovid Vs Proposed		Proposed vs FY20 Adopted	
\$ 262,869	\$ 268,424	\$ 260,508	\$ (7,916)	-2.9%	\$ (2,361)	-0.9%

The Actual Operating Statement for FY17 – FY19, the Adopted Budget for FY20, and the FY21 Proposed Operating Budget are shown in Attachment B.

The Proposed FY21 Operating Budget by Member Agency is shown in Attachment C.

Expense increases from the FY20 Budget occur only where year-to-date actuals through May 2020 were found to exceed budgeted amounts, and/or where actual quotes show increases (as in the case of the insurance premiums), or additional spending is required to accommodate the new activities required by COVID-19.

The Member Agency subsidy requested covers approximately two thirds of the required funding. Amounts in whole dollars are as shown below:

	Metro	OCTA	RCTC	SBCTA	VCTC	Total
FY21 Proposed Budget Requested Subsidy	\$ 74,088,751	\$ 28,773,477	\$ 17,027,338	\$ 16,298,334	\$ 10,192,716	\$ 146,380,616

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for, and respond to the COVID-19 pandemic. The Authority is eligible to receive a share of the allocation of these funds through the Member Agencies. The Member Agencies have provided the Authority with the following allocations:

(in 000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Cares Act Amounts	\$ 56,432	\$ 64,633	\$ 33,619	\$ 40,246	\$ 32,054	\$ 226,984

As shown on Attachment C, the CARES Act funding will be used to cover approximately one third of the required annual funding for FY21.

In considering the CARES Act funding, it must be recognized that ridership is not expected to return to Pre-COVID levels until the third quarter of FY23. In addition, over the next two years, the Agency is facing the expiration of the current contracts of four of

the five major vendors. New train operator services and signal and communication and track maintenance mini-bundle contract awards during FY21 may include one-time mobilization and de-mobilization costs. Consistent with mobilization approach in the past, these costs are not included in the FY21 Proposed Budget. Funding for the mobilization will be provided by CARES Act funding at the time of contract award, if needed.

The Authority is currently laboring under a severe shortage of working capital. Current reserves at \$25M provide for only three months of critical expenditures. Staff is also recommending that \$25M of CARES Act funding be set aside to increase our reserve to six months of critical expenses.

There is absolutely no question that the availability of CARES Act funding will be critical to providing required additional funding for the next several years.

CAPITAL PROGRAM BUDGET

The preliminary proposal for the FY21 Capital Program budget was introduced to the Board at the March 27 Board meeting. In response to constraints because of COVID-19, all New Capital projects were removed from the FY21 Capital Program budget. Maintaining our equipment and infrastructure in a state of good repair is critical to safety. The Rehabilitation Program has already been reduced to include only the most urgent needs. With safety and security as the foundation of Metrolink, staff is recommending that the FY21 Rehabilitation Program be adopted as presented here.

Metrolink's Capital Program is made up of two parts: Rehabilitation and New Capital projects. Rehabilitation projects address and maintain Metrolink assets in a state of good repair and include projects from all asset categories, including track, structures, train control systems, facilities, rolling stock, and non-revenue vehicles. New Capital projects consist of new initiatives to enhance or expand Metrolink's service. This report includes a brief discussion on the Southern California Optimized Rail Expansion (SCORE) Program but does not include figures in the budgetary forecasts for FY21, since that program is separately funded through third party grants.

In 2018, staff created the Metrolink Rehabilitation Plan (MRP) as an outcome of the federally-mandated Transit Asset Management (TAM) Plan and in response to requests by Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of the Authority's State of Good Repair (SOGR) needs so that Member Agencies, and the Authority could develop long-range financial programming to address critical SOGR needs. The MRP is a detailed condition and age-based assessment of all Metrolink assets. The initial MRP, presented to the Board in July 2018, detailed that Metrolink had a backlog of SOGR needs totaling \$443.5M and an annual on-going need of \$84.8M.

Staff has used the MRP, Strategic Business Plan, and other Board-approved planning documents as a basis for our annual request in this FY21 Budget request and Multi-Year Forecast. On this basis, staff has provided projections of future investments needed for SOGR on a programmatic basis, by asset class and by Member Agency. Staff has also provided estimated cash flow information at a macro level (for Rehabilitation and New Capital programs) to assist with multi-year planning and fiscal forecasting as requested by Member Agencies.

Authority staff has provided scopes and definitions for all programmatic projects that are recommended for funding in the annual Capital Program budget (Attachment E). This information includes project estimates that serve as the basis of an estimated cash flow. In developing the FY2020-21 budget, staff followed the MRP recommended 6-year backlog drawdown strategy, as presented in the FY2019-20 budget development process and programmed into the FY2020-21 forecast. The FY2020-21 initial budget was shared with the MAAC during its February 6, 2020 meeting and in subsequent individual Member Agency meetings. Discussions included how to fund the MRP identified backlog, and the budgetary constraints facing the Member Agencies and Metrolink. Staff reviewed comments and questions from the MAAC, then revised the FY2020-21 budget to further prioritize and optimize the request, while deferring the drawdown of the MRP identified backlog to future years.

The proposed FY2020-21 Capital Program budget request reflects an amount similar to the FY2019-20 adopted budget but reduced from the multi-year forecasted budget amount as proposed in FY2019-20 budget process. This proposed amount does not address a drawdown of SOGR backlog as identified in the MRP due to the large funding amounts required of Member Agencies. The revised FY2020-21 Capital Program projects are prioritized and optimized to address the most pressing systemwide rehabilitation needs. To address the funding levels required to drawdown the SOGR backlog, the Authority will complete an in-depth analysis of potential funding alternatives as part of the Authority's Strategic Business Plan. Upon internal review and vetting, the FY21 Capital Program proposed request is \$54.3M as shown below:

Capital Program	FY20/21
Tracks	\$17,398
Structures	\$6,301
Systems	\$11,225
Vehicles	\$5,290
Rolling Stock	\$10,691
Facilities	<u>\$3,430</u>
Total Capital Investment	\$54,335
 Annual Cash Flow	 \$2,716

The proposed Rehabilitation budget was revised after the presentation to the Board on March 27, 2020. In discussions with the MAAC, RCTC and VCTC requested an adjustment to increase their line specific Rehabilitation budgets for the Perris Valley and Ventura Lines, respectively. Additionally, in response to budget constraints as a result of the COVID-19 pandemic, the two New Capital projects, CMF Tail Tack and the Specialized Maintenance Equipment (Phase 2), are to be deferred to future years. Due to the adjusted Rehabilitation requests and the deferral of the New Capital projects, the Capital Program budget amount has been revised from \$75.7 and is now \$54.3 million.

The forecast for Rehabilitation requests over the next five years is shown below (years FY22 through FY25 include amounts to address the backlog):

Life of Project Basis Rehabilitation:

FY2020-21	\$ 54.3M	Request/Adopt
FY2021-22	\$213.1M	Forecast/Program
FY2022-23	\$217.6M	Forecast/Program
FY2023-24	\$222.1M	Forecast/Program
FY2024-25	\$226.2M	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal year:

REHABILITATION						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21	FROM FY22	FROM FY23	FROM FY24	FROM FY25	Total
	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>By Year</u>
FY2020-21	2.7	-	-	-	-	2.7
FY2021-22	19.0	10.7	-	-	-	29.7
FY2022-23	16.3	74.6	10.9	-	-	101.8
FY2023-24	16.3	63.9	76.1	11.1	-	167.5
FY2024-25	-	63.9	65.3	77.7	11.3	218.2
FY2025-26	-	-	65.3	66.6	79.2	211.0
FY2026-27	-	-	-	66.6	67.9	134.5
FY2027-28	-	-	-	-	67.9	67.9
Total	\$ 54.3	\$ 213.1	\$ 217.6	\$ 222.1	\$ 226.2	\$ 933.2

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

Life of Project Basis New Capital:

FY2020-21	\$ 0	Request/Adopt
FY2021-22	\$150.1M	Forecast/Program
FY2022-23	\$ 89.8M	Forecast/Program
FY2023-24	\$ 40.5M	Forecast/Program
FY2024-25	\$ 17.2M	Forecast/Program

Completion of New Capital projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over each subsequent fiscal year:

NEW CAPITAL						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21 Budget	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	FROM FY25 Forecast	Total By Year
FY2020-21	-	-	-	-	-	-
FY2021-22	-	7.5	-	-	-	7.5
FY2022-23	-	52.5	4.5	-	-	57.0
FY2023-24	-	37.5	31.4	2.0	-	71.0
FY2024-25	-	52.5	22.5	14.2	.9	90.0
FY2025-26	-	-	31.4	10.1	6.0	47.6
FY2026-27	-	-	-	14.2	4.3	18.5
FY2027-28	-	-	-	-	6.0	6.0
Total	\$ -	\$ 150.1	\$ 89.8	\$ 40.5	\$ 17.2	\$ 297.6

Carryover from Prior Years

Capital Program 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 \$183.7M for Rehabilitation projects and \$159.2M for New Capital projects (Attachment F).

SCORE Program

In FY2020-21, the Agency will continue work on the SCORE Program as funded primarily by the State of California. Major projects that will be undertaken in the upcoming year include:

- Construction of the Orange County Interim Setout Track in Irvine;
- Construction of the Los Angeles Union Station Rail Yard Rehabilitation & Modernization Project, which is a pre-cursor to the Link US Project;
- Commencement of the Final Design for SCORE Phase 1 Corridor Projects; and
- Construction of the Signal Respacing on the Olive Sub (CP Atwood to Orange), Signal Respacing in South Orange County (CP Avery to Songs), Signal Modifications from Burbank to LA, and Burbank Junction Speed Improvements.

Redlands Passenger Rail/Arrow Service

All capital costs related to Arrow service (including two new positions which are specified in the Arrow Service Memorandum of Understanding approved by the Board on May 15, 2020) are included here and fully reimbursed by SBCTA. This increases the total Authority FTE headcount from 283 to 285.

Arrow revenue service will not begin until FY22, and until that time all expenses are assigned to capital as developmental.

Budget Impact

There is no budgetary impact as a result of this report. It is a request for Transmission of the FY21 Budget to the Member Agencies for consideration.

The Capital Program Budget has been revised to remove all New Capital requests. However, staff strongly recommends that no further cuts be made to the Capital Program Budget, which now includes only Rehabilitation Projects. The Capital Budget was already reduced by 50% from original calculations and recommendations in the MRP. With a backlog of almost \$500M, further cuts would create safety and reliability concerns.

Next Steps

Should the Board approve the recommendations, staff will transmit the request for consideration and adoption to the Member Agencies by August 1, 2020. Upon adoption by all Member Agencies, staff anticipates presenting the formal request for Adoption of the FY21 Budget to the Metrolink Board at its September 25, 2020 meeting.

Prepared by:

Christine J. Wilson, Senior Finance Manager

A handwritten signature in black ink that reads "Arnold Hackett". The signature is written in a cursive style with a horizontal line crossing through the middle of the name.

Arnold Hackett, Interim Chief Financial Officer

As of 06/26/20

	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
	Adopted	Proposed Budget	\$ Variance	% Variance
(\$000s)				
Operating Revenue				
Farebox Revenue	87,739	26,219	(61,520)	-70.1%
Special Trains	219	219	-	0.0%
Fare Reduction Subsidy	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	89,983	27,138	(62,845)	-69.8%
Dispatching	2,172	2,327	155	7.1%
Other Revenues	257	1,075	818	318.3%
MOW Revenues	13,011	12,960	(50)	-0.4%
Total Operating Revenue	105,423	43,500	(61,923)	-58.7%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	48,733	49,978	1,245	2.6%
Equipment Maintenance	36,638	39,202	2,564	7.0%
Fuel	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,749	1,745	(4)	-0.2%
Other Operating Train Services	977	984	6	0.6%
Special Trains	793	779	(14)	-1.8%
Rolling Stock Lease	230	230	-	0.0%
Security - Sheriff	6,095	7,078	983	16.1%
Security - Guards	2,552	3,009	457	17.9%
Supplemental Additional Security	660	676	16	2.4%
Public Safety Program	421	105	(316)	-75.0%
Passenger Relations	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	9,652	6,827	(2,825)	-29.3%
Marketing	1,769	2,408	639	36.1%
Media & External Communications	459	481	22	4.9%
Utilities/Leases	2,695	3,066	372	13.8%
Transfers to Other Operators	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	2,400	1,854	(546)	-22.8%
Station Maintenance	2,230	2,298	68	3.0%
Rail Agreements	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	46,966	47,662	696	1.5%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	20,755	20,978	223	1.1%
Ops Professional Services	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	200	200	-	0.0%
Total Operating Expenses	248,710	245,541	(3,169)	-1.3%
Insurance and Legal				
Liability/Property/Auto	11,906	12,865	959	8.1%
Net Claims / SI	1,000	1,000	-	0.0%
Claims Administration	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	14,158	14,967	809	5.7%
TOTAL EXPENSES	262,869	260,508	(2,361)	-0.9%
Net Loss	(157,445)	(217,008)	(59,562)	37.8%
Required Funding	157,445	217,008	59,562	37.8%
Funding Provided:				
Member Agency Subsidies	157,445	146,381	(11,065)	-7.0%
CARES ACT FUNDING		70,627		

Numbers may not foot due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Annual Operating Budget Distribution by Cost Component-Historical Data

Attachment B

As of 06/26/20

	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
(\$000s)	Actual	Actual	Actual	Adopted	Proposed Budget	\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	82,883	82,542	79,007	87,739	26,219	(61,520)	-70.1%
Special Trains	-	-		219	219	-	0.0%
Fare Reduction Subsidy	490	157	3,147	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	83,373	82,699	82,154	89,983	27,138	(62,845)	-69.8%
Dispatching	2,016	2,133	2,136	2,172	2,327	155	7.1%
Other Revenues	762	463	790	257	1,075	818	318.3%
MOW Revenues	12,384	12,789	13,017	13,011	12,960	(50)	-0.4%
Total Operating Revenue	98,535	98,084	98,097	105,423	43,500	(61,923)	-58.7%
Operating Expenses							
Operations & Services							
Train Operations	41,616	42,116	43,093	48,733	49,978	1,245	2.6%
Equipment Maintenance	35,422	34,242	36,642	36,638	39,202	2,564	7.0%
Fuel	18,207	17,577	23,582	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,475	1,493	1,683	1,749	1,745	(4)	-0.2%
Other Operating Train Services	449	722	1,069	977	984	6	0.6%
Special Trains				793	779	(14)	-1.8%
Rolling Stock Lease	230	11	230	230	230	-	0.0%
Security - Sheriff	5,511	5,662	6,323	6,095	7,078	983	16.1%
Security - Guards	1,283	1,931	2,353	2,552	3,009	457	17.9%
Supplemental Additional Security	520	227	39	660	676	16	2.4%
Public Safety Program	203	193	209	421	105	(316)	-75.0%
Passenger Relations	1,868	1,723	1,769	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	9,652	6,827	(2,825)	-29.3%
Marketing	716	1,307	4,304	1,769	2,408	639	36.1%
Media & External Communications	249	320	348	459	481	22	4.9%
Utilities/Leases	2,614	2,804	2,775	2,695	3,066	372	13.8%
Transfers to Other Operators	6,003	3,818	5,608	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	1,307	1,678	1,497	2,400	1,854	(546)	-22.8%
Station Maintenance	1,196	1,575	1,847	2,230	2,298	68	3.0%
Rail Agreements	5,155	4,938	5,696	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	131,960	130,582	147,026	153,404	151,998	(1,406)	-0.9%
Maintenance-of-Way							
MoW - Line Segments	37,355	42,411	43,112	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	1,260	594	801	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	38,615	43,005	43,913	46,966	47,662	696	1.5%
Administration & Services							
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	14,090	19,333	16,151	20,755	20,978	223	1.1%
Ops Professional Services	1,963	2,687	2,423	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	34,907	40,417	38,784	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	2	15	-	200	200	-	0.0%
Total Operating Expenses	205,484	214,019	229,723	248,710	245,541	(3,169)	-1.3%
Insurance and Legal							
Liability/Property/Auto	11,061	9,748	9,429	11,906	12,865	959	8.1%
Net Claims / SI	5,115	8,551	1,212	1,000	1,000	-	0.0%
Claims Administration	704	585	682	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	16,880	18,883	11,324	14,158	14,967	809	5.7%
TOTAL EXPENSES	228,032	232,902	241,046	262,869	260,508	(2,361)	-0.9%
Net Loss	(129,498)	(134,818)	(142,949)	(157,445)	(217,008)	(59,562)	37.8%
Member Agency Subsidies/Requirement	141,989	142,399	150,550	157,445	217,008	59,562	37.8%
Surplus / (Deficit)	12,491	7,581	7,600	-	-		
FY21 Requested Subsidies from Member Agencies					146,381	(11,065)	-7.0%
CARES ACT FUNDING					70,627		

Numbers may not foot due to rounding

FY2020-21 Proposed Budget - By Member Agency

Revenue Scenario 2 - Medium Case / 30% Service Reduction for 6 months / No Merit No Cola

As of 6/26/20

FY2020-21 Proposed Budget						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 12,471	\$ 7,116	\$ 2,609	\$ 3,082	\$ 941	\$ 26,219
Special Trains	91	55	41	18	14	\$ 219
Fare Reduction Subsidy	419	-	-	281	-	\$ 700
Subtotal-Pro Forma FareBox	12,981	7,171	2,650	3,382	955	\$ 27,138
Dispatching	1,186	784	11	63	284	\$ 2,327
Other Revenues	529	275	101	131	39	\$ 1,075
MOW Revenues	7,490	2,631	692	1,630	518	\$ 12,960
Total Operating Revenue	22,185	10,861	3,453	5,205	1,797	\$ 43,500
Operating Expenses						
Operations & Services						
Train Operations	26,965	10,903	4,305	5,859	1,945	\$ 49,978
Equipment Maintenance	19,452	8,942	4,430	4,678	1,700	\$ 39,202
Fuel	10,710	4,834	1,709	2,522	763	\$ 20,539
Non-Scheduled Rolling Stock Repairs	73	33	14	16	4	\$ 140
Operating Facilities Maintenance	906	411	170	203	55	\$ 1,745
Other Operating Train Services	488	136	118	163	79	\$ 984
Special Trains	219	333	115	30	82	\$ 779
Rolling Stock Lease	109	46	26	33	17	\$ 230
Security - Sheriff	4,000	1,541	556	819	163	\$ 7,078
Security - Guards	1,429	516	445	321	298	\$ 3,009
Supplemental Additional Security	321	178	69	84	24	\$ 676
Public Safety Program	50	18	16	11	10	\$ 105
Passenger Relations	873	496	164	220	59	\$ 1,812
TVM Maintenance/Revenue Collection	2,840	1,584	1,202	765	437	\$ 6,827
Marketing	1,184	623	224	292	85	\$ 2,408
Media & External Communications	228	83	72	50	48	\$ 481
Utilities/Leases	1,455	528	456	322	305	\$ 3,066
Transfers to Other Operators	1,589	774	221	306	93	\$ 2,983
Amtrak Transfers	572	1,203	1	2	76	\$ 1,854
Station Maintenance	1,332	386	179	305	96	\$ 2,298
Rail Agreements	2,222	1,528	1,460	353	241	\$ 5,804
Subtotal Operations & Services	77,019	35,094	15,952	17,352	6,581	\$ 151,998
Maintenance-of-Way						
MoW - Line Segments	24,766	9,628	3,173	6,202	2,842	\$ 46,611
MoW - Extraordinary Maintenance	615	150	100	112	73	\$ 1,050
Subtotal Maintenance-of-Way	25,381	9,779	3,273	6,314	2,914	\$ 47,662
Administration & Services						
Ops Salaries & Fringe Benefits	6,939	2,532	2,169	1,537	1,449	\$ 14,627
Ops Non-Labor Expenses	3,737	1,774	848	837	322	\$ 7,518
Indirect Administrative Expenses	9,952	3,614	3,121	2,203	2,087	\$ 20,978
Ops Professional Services	1,214	441	381	269	255	\$ 2,559
Subtotal Admin & Services	21,842	8,362	6,519	4,846	4,113	\$ 45,681
Contingency	95	34	30	21	20	\$ 200
Total Operating Expenses	124,337	53,269	25,774	28,533	13,628	\$ 245,541
Insurance and Legal						
Liability/Property/Auto	6,679	3,029	1,254	1,495	407	\$ 12,865
Net Claims / SI	519	235	97	116	32	\$ 1,000
Claims Administration	572	260	107	128	35	\$ 1,102
Total Net Insurance and Legal	7,770	3,525	1,459	1,740	474	\$ 14,967
Total Expenses	132,107	56,793	27,233	30,272	14,102	\$ 260,508
Net Loss	(109,922)	(45,933)	(23,780)	(25,067)	(12,305)	(217,008)
Required Funding	109,922	45,933	23,780	25,067	12,305	217,008
Funding Provided:						
Member Agency Subsidies	74,089	28,773	17,027	16,298	10,193	146,381
CARES ACT FUNDING	35,834	17,159	6,752	8,769	2,113	70,627

Numbers may not foot due to rounding.

FY21 NEW SERVICE**Attachment D**

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
REVENUE						
Ventura Line - Saturday service	8,725	-	-	-	10,610	19,335
SB Line - convert local to express	-	-	-	-	-	-
Total Revenue	8,725	-	-	-	10,610	19,335
EXPENDITURES						
Ventura Line - Saturday service	45,891	-	-	-	55,807	101,698
SB Line - convert local to express	-	-	-	-	-	-
Total Expenditures	45,891	-	-	-	55,807	101,698
OPERATING SUBSIDY						
Ventura Line - Saturday service	37,166	-	-	-	45,197	82,363
SB Line - convert local to express	-	-	-	-	-	-
Total Operating Subsidy	37,166	-	-	-	45,197	82,363



REHABILITATION PROJECT PROPOSALS FOR FY2021 BUDGET

06/25/20

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2141	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2150	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. QTY 15 - Light duty vehicles to support operations, signal, track and PTC. QTY 15 - Medium to heavy duty MOW track and signal support vehicles QTY 8 - MOW track repair equipment	5,290,000	2,512,750	1,047,420	587,190	761,760	380,880	-
3	2151	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Work includes: MOC Generator and UPS systems rehabilitation Melbourne office space rehab and reconfiguration to meet staffing needs CMF systems rehabilitation to meet regulatory requirements, such as train wash water reclamation system; CMF sand Silo filtration system Phase II of CMF switchgear upgrade (Phase I was approved in the FY20 rehab budget) Systemwide facilities site work: paint, striping, asphalt, fence, signage	3,430,000	1,629,250	679,140	380,730	493,920	246,960	-
4	2152	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. (Bombardier Railcar Midlife Overhaul program funding request has been deferred to FY22 budget development process) Specific work for the FY21 proposed budget includes: Rehabilitation of Locomotive and Cab Car safety & security systems Preliminary Engineering for Locomotive Rehabilitation Rehabilitation of Rotem railcar component systems, (HVAC, mechanical piping) Rolling Stock Rehabilitation including rehabilitation and repair analysis; Replacement of seat covers and cushions	10,691,000	5,078,225	2,116,818	1,186,701	1,539,504	769,752	-
5	2165	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: DOC/MOC Backup Systems Workstations/Laptops CAD/BOS/MDM/IC3 Routers/Switches On-Board Train Control Systems: Software/Hardware for Locomotives & Cab Cars	4,820,000	2,289,500	954,360	535,020	694,080	347,040	-
6	2236	All	NA	Marginal	Low	Business Systems	PROJECT MANAGEMENT SYSTEM - PURCHASE & IMPLEMENTATION	Project Management system to include functionality for perform scheduling, dependencies, expenditures, risk, structured workflows and standardized project document control. Project will encompass software evaluation, procurement, implementation, and training. New system will increase functionality and interoperability. Will replace the current custom in-house system. This project request does not directly effect Operations in terms of Daily Service, thus the "low" System Impact score, but a new project management system will improve program delivery.	1,000,000	475,000	198,000	111,000	144,000	72,000	-
7	2257	All	NA	NA	NA	Business Systems	IT SAN UPGRADE & REHABILITATION	Upgrade and Rehab SAN Infrastructure at 2 Data Centers. Asset will be beyond useful life in 2021 and requires rehabilitation to reduce risk of technical failure that would effect systemwide business critical systems.	870,000	413,250	172,260	96,570	125,280	62,640	-
ALL SHARE PROJECT PROPOSAL REQUEST									31,101,000	14,772,975	6,157,998	3,452,211	4,478,544	2,239,272	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	2149	River Sub - West Bank	0.0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include complete removal and replacement of two turnouts on West Bank; additionally will rehab four West Bank turnouts in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	2,384,000	1,132,400	472,032	264,624	343,296	171,648	-
9	2163	River - East Bank	0.0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,217,000	179,781	74,940	42,012	54,502	27,251	838,513
10	2188	River Sub - West Bank	NA	Worn	High	Structures	RIVER SUBDIVISION STRUCTURES REHABILITATION	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, Major maintenance, Grading and Drainage rehabilitation of one bridge on West Bank based on the current condition of the structure.	364,000	172,900	72,072	40,404	52,416	26,208	-
RIVER PROJECT PROPOSAL REQUEST									3,965,000	1,485,081	619,044	347,040	450,214	225,107	838,513
11	2145	SB Shortway	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	270,000	138,200	57,607	32,297	41,896	-	-
SHORTWAY PROJECT PROPOSAL REQUEST									270,000	138,200	57,607	32,297	41,896	-	-
12	2140	San Gabriel	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast There are a total of 15,544 ties that need to be replaced on the San Gabriel Subdivision, this FY21 request is for replacement of 5,000 wood ties between MP 32-35 and MP47-55 where the percentage of ties that are failed are the greatest. The work would also include rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance; there are a total of 36 crossings that need rehabilitation on the San Gabriel Sub (Alder, Locust, Lilac, Willow, Acacia, Eucalyptus, Sycamore, Rancho, 2nd, Citrus, Baker, Campus, Mountain, Riverside, Indian Hill, White, PaperPak, Arrow, Fairplex, Wheeler, Gainey Ceramics, San Dimas Cyn, San Dimas, Cataract, Sunflower, Covina, Cypress, Glendora, Azusa Cyn, Pacific, Macdevitt, both Temple crossings, Tyler, both El Monte Stn Ped crossings). All trackwork will bring the existing track conditions up to current Metrolink Standards.	3,310,000	1,986,000	-	-	1,324,000	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
13	2179	San Gabriel	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts Scope of work for this project will include performance of hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure. The bridge is indicated in the MRP, and all Railtop bridges are considered backlog, per guidance on page 3-17, and split over 3 years from FY18-21; the MRP also includes regular maintenance items that are not currently accounted for in the Maintenance budgets. The structures chapter of the MRP includes bridges, culverts, and items that are Member Agency capacities are not able to fund all of the backlog over the last 3 years, this request would address one remaining Railtop Bridge at MP 28.86, the funds would also address Load Capacity updates on the San Gabriel Subdivision, as required by the FRA in CFR Part 237, lastly, there are some major maintenance items that are beyond what the Maintenance Contractor would be expected to complete at Bridge 16.73 due to a Bridge Fire from a homeless encampment in Nov 2019, the bridge load capacity is decreased until the repairs can be made.	1,237,000	742,200	-	-	494,800	-	-
SAN GABRIEL PROJECTS REQUEST									4,547,000	2,728,200	-	-	1,818,800	-	-
	2139	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: There is 67,000 ft of rail beyond a State of Good Repair on the Valley Subdivision primarily between MP 40 and MP 60. FY 21 is proposing to replace the worst 17,500 ft of rail. There is a total of 47,958 wood ties that need to be replaced on the Valley Subdivision, the worst sections of ties are between MP 16-MP23 and MP29-33, where some sections of track need over 40% of the ties to be replaced, which is nearing the FRA limits to downgrade the class of track in some cases. There are 12 crossings on the Valley Subdivision (Sierra Hwy, Sheldon St, Market St, Drayton St, Maclay Avenue, 13th St, Newhall Ave, Rainbow Glen Dr, Roxford St, Aliso Cyn, Brand Blvd, Crown Valley Rd) that need removal and replacement, this FY21 request will address the four crossings that are in the worst condition. There are 10 Turnouts on the Valley Subdivision that need to be replaced, this FY21 request is for the rehabilitation of one turnout that is in the worst condition.	4,130,000	4,130,000					
	2153	Valley	3.67 - 76.63	Worn	High	Train-Control	VALLEY SUBDIVISION TRAIN-CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul. This FY21 request will address locations that are in the worst conditions. Candidate locations for Signal systems include: MP 4.8 / CP Fletcher / Control Point; MP 7.99 / Signal 71-73 / Intermediate Signal; MP 19.22 Int Signal 191-192 Candidate locations for Crossing systems include: MP 15.34 Sun Valley Station Ped Crossing; MP 15.60 CP McGinley Remote Crossing Predictor; MP 15.68 Penrose St; MP 19.51 Van Nuys Blvd.	2,550,000	2,550,000					
	2166	Valley	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of three railtop bridges based on the current condition of the structure. The MRP indicates the Railtop Bridges remaining on the Valley Subdivision on Page 3-18. All Rail Top bridges were programmed over 3 years in the MRP due to the safety concerns of the Structure, however, the Valley Subdivision has not received Structures Rehab money in FY18, FY20 and received a minimal amount in FY19.	3,180,000	3,180,000					

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
	2216	Valley	76.4-76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service.	1,800,000	1,800,000					
	2142	Ventura LA County	441.24-462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Tunnel 26, 27, and 28 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VC); both need to be funded.	2,100,000	2,100,000					
	2156	Ventura LA County	441.24-462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work includes: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at one location; Communications rehabilitation ATCS/CIS/Backhaul.	1,374,000	1,374,000					
METRO PROJECT PROPOSAL REQUEST									15,134,000	15,134,000					
14	2158	Olive	0.07 - 5.42	Worn	High	Train Control	OLIVE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Replacement of existing Grade Crossing Data Recorders at all crossings on the Olive subdivision; Communications rehabilitation ATCS/CIS/Backhaul.	317,000	-	317,000	-	-	-	-
15	2183	Olive	0.07 - 5.42	Worn	High	Structures	OLIVE SUBDIVISION STRUCTURES REHABILITATION	Olive Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of one culvert based on the current condition of the structure.	320,000	-	320,000	-	-	-	-
16	2143	Orange	165.08-212.30	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 7,500 ties, based on wear, age, condition and historical performance.	2,604,000	-	2,604,000	-	-	-	-
17	2157	Orange	165.08-212.30	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul.	1,267,000	-	1,267,000	-	-	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
18	2182	Orange	165.08 - 212.30	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of two culverts based on the current condition of the structure.	1,354,000	-	1,354,000	-	-	-	-
OCTA PROJECT PROPOSAL REQUEST									5,862,000	-	5,862,000	-	-	-	-
19	2146	San Jacinto (PVL)	65 - 85.4	Worn	High	Track	PERRIS VALLEY SUBDIVISION REHABILITATION - DESIGN PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR. 100% Design/Environmental/Permitting of Citrus Retaining Wall & Drainage 100% Design/Environmental/Permitting of Box Springs Drainage Drainage construction work will be phased into future annual budget requests.	1,830,000	-	-	1,830,000	-	-	-
20	2296	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Construction phase services for the Citrus Retaining wall, as well as grading and drainage in the area near the wall to prevent the current erosion/undercutting issue. Construction phase services for the area between MP 70.7 and 70.9. The first project to be completed in this area will be at MP70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between 70.83 and 70.9. Remaining drainage and culvert projects for this area will be requested in subsequent Fiscal Years.	2,300,000	-	-	2,300,000	-	-	-
RCTC PROJECT PROPOSAL REQUEST									4,130,000	-	-	4,130,000	-	-	-
21	2147	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura (VC County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include Tunnel 26 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VN); both need to be funded.	2,000,000	-	-	-	-	2,000,000	-
22	2161	Ventura - VC County	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VN) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,734,000	-	-	-	-	1,734,000	-
23	2316	Ventura - VC County	439.3	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, and rehabilitation of one culvert at MP 439.27 which is an existing 36" CMP built in 1900 and is not serving it's intended use.	726,000	-	-	-	-	726,000	-
VCTC PROJECT PROPSAL REQUEST									4,460,000	-	-	-	-	4,460,000	-
FY2021 PROPOSED REHABILITATION REQUEST									54,335,000	19,124,456	12,696,650	7,961,548	6,789,454	6,924,379	838,513



NEW CAPITAL PROJECT PROPOSALS FOR FY2021 BUDGET

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC
1	2201	AH	NA	NA	NA	Non-Revenue-Fleet	Specialized Maintenance Equipment, Phase 2	Second phase of specialized maintenance equipment multi-year procurement. Phase 1 funded in FY20 adopted budget. Equipment is used to support specialized track maintenance, rehab, and third-party construction projects. New Capital purchases of MOW equipment will add to the current SCRRA-owned fleet. This project aligns with Bundled contract effort and ensures continuity of activities in event of loss of access to contractor-owned assets. New equipment identified for this project includes an Electric Car Mover; Gang Truck; Hi-Rail Inspector Truck; Welding Truck.	1,000,000	475,000	198,000	111,000	144,000	72,000
2	2190	River	2.95 3.35	NA	NA	Track	CMF North End Connection and Tail Track	Relocate existing tail track on City of LA property to Metro Property and create an emergency-secondary access point to the CMF at CP Ormiston. 100% design submittal is scheduled for June 2020. The design phase of this project was funded in the FY19 budget. This project must move forward in order to provide alternate access to the facility when the lease with the City of L.A. expires and the existing tail track is removed from their property. The value engineering approach reduced the estimated construction cost from \$19.06M to it's current \$10.58M, resulting in an estimated savings of \$8.5M from the original estimated construction costs.	10,579,000	5,025,025	2,094,642	1,174,269	1,523,376	761,688
FY2021 PROPOSED NEW CAPITAL REQUEST									11,579,000	5,500,025	2,292,642	1,285,269	1,667,376	833,688



FY2020-21 REHABILITATION CARRYOVER PROJECTS

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley	Communications	Valley- RR Comm & Equip	9,219	-	-	-	-	-	9,219
514032	Ventura - VC County	Signal	Ventura VC-RR Light Fixtures	-	-	-	-	2,062	-	2,062
514037	River	Communications	River Sub Comm Upgrade & RR	-	6,659	3,722	4,838	5,589	-	20,808
514046	Systemwide	Information Technology	Systemwide-Online, Onbrd Tkt Sales	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange	Structures	Orange Sub Culvert & Bridge	-	612,637	-	98,084	-	-	710,720
515106	Orange	Structures	Orange Sub Bridge Repair	-	-	-	13,651	-	-	13,651
515123	Valley	Structures	Valley Sub Bridge and Culvert	-	-	-	-	-	3,475	3,475
515129	Ventura - LA County	Structures	Ventura LA Bridge Repair	67,685	-	-	-	-	93,530	161,215
515133	Ventura - VC County	Communications	Ventura Sub VC Comm Syst	10,295	-	-	-	863	-	11,158
515135	Ventura - VC County	Structures	Ventura Sub VC Bridge Des & Con	-	-	-	-	42,132	-	42,132
515144	River Sub - East Bank	Track	River East Bank Zone 2 Tie&Rail	21,958	3,065	1,633	260	2,991	33,703	63,609
515160	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	7,286	3,056	1,713	2,221	1,109	49,626	65,012
516050	Systemwide	Rolling Stock	Rail Car Restoration	-	-	-	-	-	207,349	207,349
516081	Systemwide	Facilities	Ventura Valley Intr Det Syst	-	-	-	-	-	17,593	17,593
516111	Ventura - VC County	Track	Ventura (VC) Rail Replacement	-	-	-	-	15,858	-	15,858
516120	Ventura - VC County	Structures	Ventura (VC) Bridge Rehab/Rep	-	-	-	-	197,323	-	197,323
516610	Orange	Track	Orange Sub Rail Grinding	-	-	2,082	-	-	-	2,082
516611	Orange	Track	Orange Sub Rail Replacement	-	-	-	58,801	20,575	-	79,376
516620	Orange	Structures	Orange Bridge Rehab, ROW	-	3,726	-	-	-	-	3,726
516621	Orange	Structures	Orange Sub San Juan Cr Brdg	-	1,338,263	-	-	-	-	1,338,263
516631	Orange	Signal	Orange Sub Signal Repl	-	65,688	-	-	-	-	65,688
516640	Orange	Signal	Orange Signal & Grade Rehab	-	31,924	-	-	-	-	31,924
516820	Riverside	Facilities	Downtown Riverside Layover Imp	-	-	35,495	-	-	-	35,495
516930	Parris Valley	Signal	PVL Signal Engineering	-	-	60,417	-	-	-	60,417
516940	Parris Valley	Communications	PVL Communication Systems	-	-	4,648	-	-	-	4,648
517030	Systemwide	Facilities	Systemwide Repl Sig Shelter Locks	17,591	4,343	-	-	-	-	21,934
517040	Systemwide	Communications	Systemwide Comm & PTC Upg	20,219	8,428	4,725	6,130	3,064	-	42,566
517050	Systemwide	Rolling Stock	Systemwide Bombardier HVAC OH	128,356	53,504	29,995	38,912	19,456	-	270,222
517052	Systemwide	Facilities	Systemwide Loco Wash Rack Drainage	501,158	198,768	131,260	126,119	56,341	-	1,013,646
517130	Ventura - VC County	Signal	Ventura VC Repl Sgnl Batt & Cbls	-	-	-	-	299,096	-	299,096
517320	Valley	Structures	Valley Culvert Rehab	5,134	-	-	-	-	-	5,134
517410	San Gabriel	Track	San Gabriel Tie Panel Repl	9,993	-	-	6,602	-	-	16,594
517420	San Gabriel	Structures	San Gabriel Culvert Rehab	24,261	-	-	16,174	-	-	40,435
517610	Orange	Track	Orange Repl Rail MP 201-207	-	686,718	63,423	126,906	-	-	877,047

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
517620	Orange	Structures	Orange Sub Repl 36" Pipe 201.4	-	145,269	-	-	-	-	145,269
517712	River Sub - East Bank	Track	River East Bank Zone 2 Rail&Tie	119,136	49,674	27,852	36,092	18,099	555,697	806,550
517713	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	12,797	5,332	2,991	3,878	1,941	86,659	113,597
517731	River Sub - East Bank	Signal	River East Bank Rehab Signal Ctls	16,618	6,926	3,884	5,037	2,521	77,147	112,132
518050	Systemwide	Rolling Stock	Systemwide - Bombardier (Sentinel) OH	2,398,765	961,061	560,551	605,619	302,812	9,769,298	14,598,106
518110	Ventura - VC County	Track	Ventura VC Rpl Tie+Ballast	-	-	-	-	449,469	-	449,469
518620	Orange	Structures	Orange Sub Struct-San Clemente	-	173,195	-	195,527	-	-	368,721
518630	Orange	Track	Orange Sub Grde Xing Rehab	-	121,251	-	-	-	-	121,251
519001	Systemwide	Signal	Sys Bk Office Hd&Sftwre Replmt	286,671	119,497	66,990	86,907	43,453	-	603,518
519002	Systemwide	Signal	Sys BK Office Sys Upgrd&Test	170,244	67,530	28,711	22,549	22,425	-	311,458
519003	Systemwide	Communications	Sys PTC Lab Sys Support&Test	614,806	256,277	143,670	186,383	93,192	-	1,294,328
519011	Systemwide	Track	System Track Asset Cond Assmnt'	79,358	33,080	18,545	24,058	12,029	-	167,070
519012	Systemwide	Track	System SOGR Prioritization	242,667	101,154	56,708	73,567	36,783	-	510,879
519020	River	Structures	System Arryo Seco Bridge Design	450,272	187,692	105,221	136,503	68,252	-	947,941
519031	Systemwide	Signal	System Bk Office Hrd&Sftwre Repl	375,725	156,618	87,801	113,904	56,952	-	791,000
519032	Systemwide	Signal	System Prod Back Office Upgrades	198,669	82,814	46,426	60,228	30,114	-	418,250
519033	Shortway	Signal	SB Shortway Grade Xing Rehab	375,508	156,528	87,756	113,837	-	-	733,630
519034	Shortway	Facilities	Shortway EMF Improv	426,053	177,596	99,569	129,160	-	-	832,378
519040	Systemwide	Communications	System PTC Software Updates	217,260	90,563	50,770	65,864	32,932	-	457,390
519041	Systemwide	Facilities	System PTC Lab Sys Support&Test	596,838	248,787	139,472	180,936	90,468	-	1,256,500
519050	Systemwide	Rolling Stock	System Bombardier Midlf O/Haul	6,733,125	2,806,650	1,573,425	2,041,200	1,020,600	-	14,175,000
519051	Systemwide	Rolling Stock	System Locomtv&Cab Camdvr Repl	484,638	202,017	113,252	146,922	73,461	-	1,020,290
519052	Systemwide	Rolling Stock	System O/Haul ROTEM Siderdr Mtr	270,512	112,761	63,215	82,008	41,004	-	569,499
519053	Systemwide	Rolling Stock	System HVAC O/Haul 40ROTEM Cars	481,132	203,202	108,170	147,475	72,929	-	1,012,909
519054	Systemwide	Rolling Stock	System Rubber Window Gasket Repl	220,310	91,834	51,483	66,789	33,394	-	463,810
519055	Systemwide	Rolling Stock	System Pushback Cplr O/Haul ROTEM	1,653,075	686,804	382,737	496,210	237,577	-	3,456,401
519060	Systemwide	Facilities	Syst CMF Car Shop Jacks	390,353	162,716	91,219	118,339	59,169	-	821,796
519062	Systemwide	Facilities	Syst Restroom Reno CMF MOC	397,114	165,534	92,800	120,388	60,195	-	836,030
519063	Systemwide	Vehicle	System MOW Vehicle Replacement	666,943	278,010	155,854	202,189	101,095	-	1,404,091
519064	Systemwide	Facilities	System Station Envlpe Rpr/Repl	203,945	97,911	40,789	65,289	40,789	-	448,723
519070	Systemwide	Information Technology	Syst Switch Equip Repl	96,052	40,039	22,446	29,119	14,559	-	202,214
519090	Systemwide	Track	System Entrprs Asst Mgmt Migr	543,549	226,574	127,019	164,781	82,391	-	1,144,314
519091	Systemwide	Information Technology	System TVM Components	34,012	14,178	7,948	10,311	5,156	-	71,604
519092	Systemwide	Information Technology	Syst Cond Based Maint Eqpt	25,311	10,551	5,915	7,673	3,837	-	53,288
519093	Systemwide	Information Technology	Syst Maximo Upgrade	330,098	137,598	77,139	100,072	50,036	-	694,943
519120	Ventura - VC County	Structures	VC Ventura ArroSimi Scour Prtn	-	-	-	-	1,231,524	-	1,231,524
519130	Ventura - VC County	Track	Ventura VC Grd Xng Rehab&Tnnl26	-	-	-	-	986,276	-	986,276
519160	Ventura - VC County	Facilities	Ventura VC Repl Moorpark Tlr	-	-	-	-	1,035,258	-	1,035,258
519210	Ventura - LA County	Track	Ventura LA Track Rehab	1,102,111	-	-	-	-	-	1,102,111

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519211	Ventura - LA County	Track	Ventura LA Station Pdstrn Xing	71,692	-	-	-	-	-	71,692
519220	Ventura - LA County	Track	Ventura LA ROW Grinding/Ditching	215,509	-	-	-	-	-	215,509
519230	Ventura - LA County	Signal	Ventura LA Tnnl26 Elec Srv Rpl	342,491	-	-	-	-	-	342,491
519240	Ventura - LA County	Communications	Ventura LA FY19 Comm Rehab	9,276	-	-	-	-	-	9,276
519310	Valley	Track	Valley Tnnl 25 Track Rehab	641,644	-	-	-	-	-	641,644
519320	Valley	Track	Valley ROW Grading/Ditching	215,456	-	-	-	-	-	215,456
519330	Valley	Signal	Valley FY19 Signal Rehab	414,195	-	-	-	-	-	414,195
519340	Valley	Communications	Valley FY19 Comm Rehab	69,760	-	-	-	-	-	69,760
519410	San Gabriel	Track	San Gabriel FY19 Track Rehab	1,950,721	-	-	1,300,499	-	-	3,251,220
519411	San Gabriel	Track	San Gabriel Replace Turnouts	729,044	-	-	486,029	-	-	1,215,073
519420	San Gabriel	Structures	San Gabriel LA Bridge Repl	444,538	-	-	296,359	-	-	740,897
519430	San Gabriel	Signal	San Gabriel Grade Xing Rehab	2,074,325	-	-	1,382,884	-	-	3,457,209
519440	San Gabriel	Communications	San Gabriel Wysd Comm Repl Pts	156,007	-	-	104,005	-	-	260,012
519510	Orange & Olive	Track	Orange/Olive Track Rehab	-	2,126,213	-	-	57,281	-	2,183,494
519520	Orange & Olive	Track	Orange/Olive ROW Grading/Ditching	-	79,066	-	-	-	-	79,066
519621	Orange	Structures	Orange Bridge Repl Des MP200.2	-	825,641	-	-	-	-	825,641
519630	Orange	Signal	Orange Signal Rehab	-	1,331,695	-	-	-	-	1,331,695
519640	Orange	Communications	Orange Comm Rehab	-	122,833	-	-	-	-	122,833
519710	River	Track	River LA Union Station Rehab	4,987,433	2,078,972	1,165,484	1,511,979	755,990	-	10,499,859
519711	River	Track	River Track Rehab	940,643	392,099	219,813	285,163	142,582	-	1,980,300
519712	River	Track	River LAUS Trk & Signal Rehab	1,670,813	696,465	390,443	506,520	253,260	-	3,517,500
519730	River	Signal	River Signal Rehab	1,030,688	229,915	207,915	269,728	134,864	-	1,873,110
519731	River Sub - East Bank	Signal	River East Bank Zone 2 Signal Rehab	52,030	21,688	12,159	15,774	7,887	242,674	352,212
519732	River Sub - West Bank	Signal	River West Bank P1 Sig Sys Rehab	1,323,143	551,542	309,198	401,122	200,561	-	2,785,565
519733	River Sub - East Bank	Signal	River East Bank Zone 1 Repl AC Meter	1,919	800	449	582	291	87,379	91,420
519740	River Sub - West Bank	Communications	River WB Comm Rplcmt Prts	79,815	33,270	18,651	24,197	12,098	-	168,032
519741	River Sub - East Bank	Communications	River East Bank Comm Rehab	6,623	2,761	1,548	2,008	1,004	30,892	44,835
519760	Systemwide	Facilities	Systemwide LAUS W Portal Exp	201,163	83,853	47,009	60,984	30,492	-	423,500
519910	Parris Valley	Track	PVL Track Rehab	-	-	2,538,074	-	-	-	2,538,074
519911	Parris Valley	Structures	PVL Box Springs Drainage	-	-	58,471	-	-	-	58,471
519940	Parris Valley	Communications	PVL Com Rehab	-	-	33,903	-	-	-	33,903
520010	Systemwide	Track	Rail Grinding FY20	451,074	188,027	105,409	136,747	68,373	-	949,630
520011	Systemwide	Track	Systemwide Lubrication Study	527,098	219,717	123,174	159,794	79,897	-	1,109,680
520050	Systemwide	Rolling Stock	GEN 1 HVAC OH Add'l 40 Cars	427,576	178,232	99,918	129,623	64,812	-	900,160
520051	Systemwide	Rolling Stock	HVAC OH 40 Rotem Passenger	599,486	249,891	140,091	181,739	90,870	-	1,262,077
520052	Systemwide	Rolling Stock	OH Rotem Car Side Door	286,338	119,358	66,913	86,806	43,403	-	602,816
520053	Systemwide	Rolling Stock	MP36 Loco & Tier IV Study	299,488	124,839	69,986	90,792	45,396	-	630,500
520060	Systemwide	Facilities	Facilities Rehabilitation	1,468,671	612,204	343,205	445,239	222,620	-	3,091,939
520061	Systemwide	Vehicle	Systemwide Non-Revenue Fleet	460,759	192,064	107,672	139,683	69,841	-	970,019

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520062	Systemwide	Vehicle	MOW Vehicle Replacement	1,450,542	604,647	338,969	439,743	219,872	-	3,053,773
520063	Systemwide	Facilities	CMF & EMF Mod Study	356,002	148,397	83,192	107,925	53,962	-	749,478
520110	Ventura - VC County	Track	Ventura Sub (VC) Track Rehab	-	-	-	-	1,813,900	-	1,813,900
520120	Ventura - VC County	Structures	Ventura (VC) Structures Rehab	-	-	-	-	2,425,000	-	2,425,000
520130	Ventura - VC County	Signal	Signal System (VC)	-	-	-	-	3,665,000	-	3,665,000
520140	Ventura - VC County	Communications	ATCS/PTC/CIS/BH Ven (VC)	-	-	-	-	183,791	-	183,791
520210	Ventura - LA County	Track	Ventura Sub (LA) Track Rehab	2,227,896	-	-	-	-	-	2,227,896
520240	Ventura - LA County	Communications	Ventura (LA) ATCS/PTC/CIS/Backhaul	369,182	-	-	-	-	-	369,182
520310	Valley	Track	Valley Sub Track Rehab	9,384,465	-	-	-	-	-	9,384,465
520330	Valley	Signal	Valley FY20 Signal Rehab	2,236,557	-	-	-	-	-	2,236,557
520331	Valley	Signal	Pedestrian Gates at Stations	1,455,015	-	-	-	-	-	1,455,015
520340	Valley	Communications	Valley ATCS/PTC/CIS/Backhaul	337,172	-	-	-	-	-	337,172
520410	San Gabriel	Track	San Gabriel Sub Track Rehab	4,236,960	-	-	2,824,640	-	-	7,061,600
520420	San Gabriel	Structures	San Gabriel Sub - Structure Rehab	1,346,166	-	-	897,444	-	-	2,243,610
520430	San Gabriel	Signal	Signal System (SG) Rehab	3,468,350	-	-	2,312,234	-	-	5,780,584
520440	San Gabriel	Communications	ATCS/PTC/CIS/BH (SG) Rehab	199,742	-	-	133,162	-	-	332,904
520610	Orange & Olive	Track	Orange/Olive Sub Track Rehab	-	7,013,100	-	-	-	-	7,013,100
520620	Orange	Structures	Orange Country Structures Rehab	-	2,308,600	-	-	-	-	2,308,600
520640	Orange	Communications	ATCS/PTC/CIS/BH Orange Rehab	-	583,649	-	-	-	-	583,649
520740	Riverside	Communications	ATCS/PTC/CIS/BH River	114,542	47,746	26,767	34,724	17,362	-	241,142
520940	Parris Valley	Communications	ATCS/PTC/CIS/BH San Jacinto PVL	-	-	305,162	-	-	-	305,162
52XXX	TBD (METRO)	Various	METRO Reprogramming/MOU2020	3,900,000	-	-	-	-	-	3,900,000
591802	San Gabriel	Track	CP Beech Turnout Replacements	-	-	-	-	-	47,084	47,084
591804	Ventura - VC County	Facilities	Ventura VC Safety Improvements	-	-	-	-	157,707	43,563	201,270
591806	River	Track	LAUS Track & Signal Mod	-	-	-	-	-	9,434,605	9,434,605
591902	Orange	Track	Orange Sub Slope Stabilization	-	466,986	-	-	-	-	466,986
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	19,983	-	19,983
592120	Ventura - VC County	Structures	VC Bridge and Culvert Rehab	-	-	-	-	686,675	-	686,675
592210	Ventura - LA County	Track	Ventura-LA Tie & Turnout Repl	11,005	-	-	-	-	-	11,005
592220	Ventura - LA County	Structures	Ventura-LA Bridge MP 458.71	357,118	-	-	-	-	-	357,118
592310	Valley	Track	Valley Tie Repl MP 46-64	51,322	-	-	-	-	-	51,322
592320	Valley	Structures	Valley Bridge MP 50.64	143,261	-	-	-	-	-	143,261
592321	Valley	Structures	Valley Bridge MP 50.51	123,646	-	-	-	-	-	123,646
592322	Valley	Structures	Valley Bridge MP 50.77	148,078	-	-	-	-	-	148,078
592323	Valley	Structures	Valley Bridge MP 47.45	4,092	-	-	-	-	-	4,092
592324	Valley	Structures	Valley Bridge MP 50.46	80,992	-	-	-	-	-	80,992
592325	Valley	Structures	Valley Culvert MP 55.91	2,148	-	-	-	-	-	2,148
592420	San Gabriel	Structures	SG Repl Bridge MP 40.12 SOGR	228,969	-	-	152,659	-	-	381,627
592711	River	Track	River Repl CP Taylor Turnouts	19,798	8,253	4,627	6,002	3,001	-	41,680

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
592712	River Sub - East Bank	Track	River East Bank Zone 1 Rail&Tie	17,672	7,364	4,109	5,371	2,686	804,304	841,506
592713	River Sub - East Bank	Track	River EB Zone 2 Turnouts SOGR	3,738	1,564	880	1,130	577	17,475	25,363
593220	Ventura - LA County	Structures	Ventura LA Bridge 452.1	158,044	-	-	-	-	-	158,044
593310	Valley	Track	Valley Sub Lang,Actn To,Ties	144,985	-	-	-	-	-	144,985
593320	Valley	Structures	Valley Bridges SOGR PH2	1,626,038	-	-	-	-	-	1,626,038
593410	San Gabriel	Track	San Gabriel Sub Lark Ellen Xing	40,616	-	-	27,076	-	-	67,692
TOTAL				77,444,341	33,061,077	11,612,895	21,309,133	18,613,814	21,618,574	183,659,834



METROLINK.

FY2020-21 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Systemwide	Track	Empire Ave./I5 Widening Burbank	-	-	-	-	-	374,603	374,603
416001	Systemwide	Security	Maint. Fac. Hardening	-	-	-	-	-	1,581,121	1,581,121
416002	Systemwide	Security	Systemwide SOC at DOC ENH	-	-	-	-	-	42,538	42,538
417001	Systemwide	Security	Station Surveillance	-	-	-	-	-	2,387,679	2,387,679
418001	Systemwide	Communications	Security Data Network	-	-	-	-	-	4,214,177	4,214,177
418003	Orange	Signal	San Juan Capistrano Siding-Con	-	-	-	-	-	771,570	771,570
418004	San Gabriel	Communications	SG Redlands Pass. Rail PTC	-	-	-	7,742,560	-	-	7,742,560
418005	River	Track	CMF N END Connet Des	485,288	-	80,040	103,836	-	51,918	721,081
418006	Valley	Structures	Tunnel 25 Safety & Security	-	-	-	-	-	2,855,377	2,855,377
419001	Orange	Facilities	Orange Irvine Maint Fac PH 1	-	133,250	-	-	-	-	133,250
419002	Perris Valley	Communications	Santiago Peak Microwaves	-	-	118,246	-	-	-	118,246
419003	Riverside	Structures	Riverside Layover Facility-Con	-	-	146,646	-	-	-	146,646
419004	Orange	Structures	Orange/San Juan Creek Bridge	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Olive	Track	Imrpov to Anaheim Canyon Station	-	8,997,821	-	-	-	-	8,997,821
420001	River	Signal	Riverside Yard Switch	146,228	-	206,133	68,620	-	-	420,980
420002	Systemwide	Communications	Systemwide PTC Shake Alert	-	-	-	-	-	2,407,362	2,407,362
450110	Systemwide	IT	PTC Phase II	-	-	-	-	-	1,000,756	1,000,756
450121	Systemwide	Communications	PTC Upscaling Onboard	-	-	-	-	-	34,848	34,848
450122	Systemwide	Communications	PTS Wayside Upgrade	-	-	-	-	-	14,000	14,000
450123	Systemwide	Communications	PTC Wayside Hardward	-	-	-	-	-	56,000	56,000
613005	Systemwide	Rolling Stock	TIER 4 Locomotive Proc- T/TASK	-	-	-	-	-	50,471,276	50,471,276
616002	Systemwide	Rolling Stock	TIER 4 Locomotives 21-37	-	-	-	-	-	8,776,094	8,776,094
616003	Systemwide	Rolling Stock	TIER 4 Locomotives 38-39 NON-FED	-	-	-	-	-	6,123,180	6,123,180
618001	Systemwide	IT	Ticket Vending Machine Replacement	7,056,336	1,301,411	2,599,666	2,145,396	3,433,681	657,248	17,193,737
618002	Systemwide	IT	Systemwide Defribs for Cab Cars	-	-	-	-	-	87,811	87,811
620001	Systemwide	Signal	Trailerized Back-up Generator	48,807	20,345	11,405	14,796	7,398	-	102,752
620002	Systemwide	Facilities	Tamper, Stabilizer, Regulator	-	-	-	-	-	3,048,268	3,048,268
620003	Systemwide	Facilities	Specialized Mtc Equip Phase I	506,839	211,272	118,440	153,652	76,826	-	1,067,029
TOTAL				8,243,497	28,242,030	3,280,576	10,228,859	3,517,906	105,639,417	159,152,284