



## Board Report

File #: 2022-0255, File Type: Budget

Agenda Number: 18.

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

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

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

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

#### **ISSUE**

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

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

## **DISCUSSION**

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

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

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

**TABLE 1 – METROLINK OPERATIONS BUDGET SUMMARY (\$000)**

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

\* Numbers may be subject to minor rounding.

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

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

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

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

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

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

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

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

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

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

Metrolink reimburses Metro for Metrolink riders who transfer to and from Metro services for free, including the rail system at Union Station, through the EZ Transit Program. For FY23, staff is recommending that the reimbursement rate remain at \$1.10, the same as for FY22, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

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

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

### **EQUITY PLATFORM**

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

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

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

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

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

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

### **ALTERNATIVES CONSIDERED**

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

### **NEXT STEPS**


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

### **ATTACHMENTS**

Attachment A - Metrolink FY 2022-23 Budget Transmittal

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

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



Stephanie N. Wiggins  
Chief Executive Officer

May 27, 2022

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

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

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

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On May 27, 2022, the SCRRA Board approved the transmission of the Proposed FY23 Budget for your consideration and adoption. The Board further approved the transmission of the Forecast Operating Statement for years FY24, FY25, FY26 and FY27 for your review and programming.

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

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

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

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

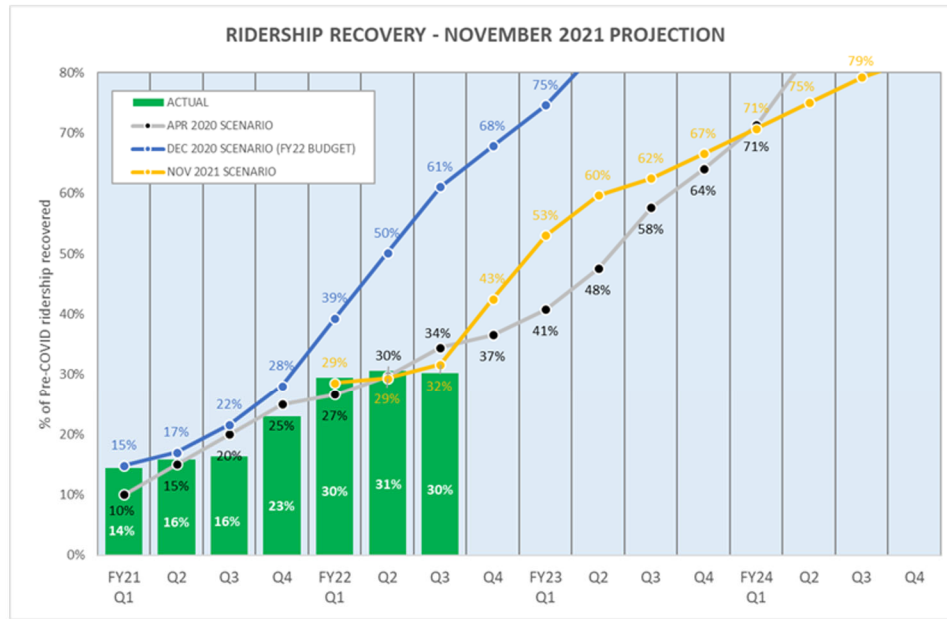
- Attachment B - FY23 Proposed Operating Budget with Comparison to FY22
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and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

### **Next Steps**

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

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

# Ridership Recovery Forecast





## FY23 Proposed Operating Budget

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

Numbers may not foot due to rounding

# Historical Actual and Budgeted Operating Statements

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

Numbers may not foot due to rounding

# FY23 Proposed Operating Budget by Member Agency

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

Numbers may not foot due to rounding

## FY23 Proposed Operating Budget by Line

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

Numbers may not foot due to rounding

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

## Support by Member Agency

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

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

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



REHABILITATION PROJECT PROPOSALS FOR FY2023 BUDGET

REVISED: 02/11/22

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

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

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC
10	HOLMANS	2617	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	<p>Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Rail</li> <li>- Ties</li> <li>- Crossings</li> <li>- Special Trackwork</li> <li>- Ballast</li> </ul> <p>Specific work includes Tunnel 25 Rehabilitation:</p> <p>Option 1: Partial funding necessary for the complete track rehabilitation of Track in the Tunnel. (Additional \$8M would need to be secured elsewhere).</p> <p>Option 2: Take advantage of economies of scale and perform major maintenance in the Tunnel by combining scope, equipment and labor forces with the work coming on Tunnel 26 which is funded through separate outside FRA Grant. Work would remove &amp; replace approximately 20% of ties and ballast.</p>	4,000,000	4,000,000	-	-	-	-
11	HOLMANS	2627	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	<p>Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Signal systems</li> <li>- Crossing systems</li> <li>- Communication systems</li> </ul> <p>COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB</p> <p>SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED:</p> <ol style="list-style-type: none"> <li>1) CP Courrier MP 6.4 - Replace CP House, internal control equipment, and power switch machine \$550,000</li> <li>2) EC Repeater &amp; Switch Leaving Signal MP 7.51 - Replace house, internal control equipment and battery back-up - \$250,000</li> <li>3) Int Signal 71-73 MP 7.9 Replace Signal House, internal control equipment - \$350,000</li> <li>4) Int Signal 141-142 MP 14.2 Replace Signal House, internal control equipment - \$350,000</li> <li>5) DED MP 15.10 - Replace detector and control equipment - \$250,000</li> <li>6) Int Signal 191-192 MP 19.22 Replace Signal House, internal control equipment - \$350,000</li> <li>7) Int Signal 201-202 MP 20.8 Replace Signal House, internal control equipment - \$350,000</li> <li>8) EC4 Repeater MP 21.8 Replace Signal House, internal control equipment - \$350,000</li> <li>9) EC4 Repeater MP 22.6 Replace Signal House, internal control equipment - \$350,000</li> </ol>	2,500,000	2,500,000	-	-	-	-
METRO PROJECT PROPOSAL REQUEST												6,500,000	6,500,000	-	-	-	-
12	HOLMANS	2620	Rehab	Orange County Line	Orange	NA	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	<p>Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Rail</li> <li>- Ties</li> <li>- Crossings</li> <li>- Special Trackwork</li> <li>- Ballast</li> </ul> <p>Specific work includes Metrolink Share of NCTD Turnout at Basilone Spur</p> <p>Rail replacement, and upgrade from 115 lb rail to 136 lb rail from Beach Rd to CP Serra (Scope removed from 2021 due to SCORE coordination issues).</p> <p>Riprap and track protection along the coast.</p>	6,700,000	-	6,700,000	-	-	-
13	HOLMANS	2626	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	<p>Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Bridges</li> <li>- Culverts</li> <li>- Tunnels</li> </ul> <p>Specific work includes construction funding for Culverts designed and environmentally cleared in FY20, but do not have sufficient construction funding. Culverts MP 205.8 and 207.2 Orange Sub, and Olive Sub MP 5.4.</p>	2,220,000	-	2,220,000	-	-	-



ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC
14	HOLMANS	2630	Rehab	Orange County Line	Orange	NA	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED: 1) CP La Palma MP 167.3 - Replace CP House, internal control equipment, and power switch machine \$600,000 2) CP College MP 169.8 - Replace CP House, internal control equipment, and power switch machine \$550,000 3) CP Maple MP 172.4 - Replace CP House, internal control equipment, and power switch machine \$600,000 4) CP Lincoln MP 174.7 - Replace CP House, internal control equipment, and power switch machine \$600,000 5) CP Aliso MP 178.9 - Replace CP House, internal control equipment, and power switch machine \$550,000 6) CP Tinkham MP 184.5 - Replace CP House, internal control equipment, and power switch machine \$600,000	3,330,000	-	3,330,000	-	-	-
OCTA PROJECT PROPOSAL REQUEST												12,250,000	-	12,250,000	-	-	-
FY2023 PROPOSED REHABILITATION REQUEST												94,445,000	42,455,125	27,237,610	8,402,145	10,900,080	5,450,040



NEW CAPITAL PROJECTS PROPOSALS FOR FY2023 BUDGET

REVISED: 03/22/22

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

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

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

**FY23 PROPOSED CAPITAL PROGRAM CASHFLOW**

as of 03.18.22

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

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

Cash Basis

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

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

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

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

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

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

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



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

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

**FY23 Proposed Operating Budget****Arrow Service***4 Months (July-October 2022)**Revenue Service starts Late October 2022*

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

*Numbers may not foot due to rounding*