

Summary of
Los Angeles County Commuter Rail Information

**2. Projected Operating and Maintenance Expenses
FY's 2016 to 2020**

As requested by Metro's Board of Directors, Metrolink provided estimated Operating and Maintenance Expenses for the fiscal years 2016 to 2020 with and without new service expansion. Due to anticipated constraints on Metro's funding, the table below reflects cost estimates reflecting current base service levels. The inclusion of these services would increase Metro's total 5 year estimated operating contributions by approximately \$9.6 million. Metro Staff has estimated those requirements for funds utilizing the same source of potential funds – Proposition C 10% funds. For detail information, please see Attachment C.

Metrolink Operating Expenses/Use of Proposition C 10%
(Excludes New Service)

Metrolink Operating Expenses/Use of Proposition C 10%						
EXCLUDES NEW SERVICE						
(\$ in thousands)	FY16	FY17	FY18	FY19	FY20	5-YR TOTAL
Metrolink Operations & Maintenance <i>(excludes New Service)</i>	\$ 65,482	\$ 66,152	\$ 67,888	\$ 70,485	\$ 73,171	\$ 343,178
Supp Secrty on Los Angeles ROW	2,351	2,398	2,446	2,495	2,545	12,235
Special Trains	100	100	100	100	100	500
Special Appropriations	4,200	-	-	-	-	4,200
Metro Debt Service	13,370	13,313	12,870	10,750	10,671	60,973
Other Metro *	1,500	500	500	500	500	3,500
TOTAL USES	\$ 87,003	\$ 82,463	\$ 83,804	\$ 84,330	\$ 86,987	\$ 424,586
Beginning Fund Balance *	13,341					13,341
Prop C 10% Revenues *	75,205	77,837	80,327	82,737	85,220	401,326
AVAILABLE RESOURCES	\$ 88,546	\$ 77,837	\$ 80,327	\$ 82,737	\$ 85,220	\$ 414,667
EST. ANNUAL FUNDING GAP **	\$ 1,543	\$ (4,626)	\$ (3,477)	\$ (1,593)	\$ (1,767)	\$ (9,919)

* Estimated by Metro Staff

** Surplus/ (Shortfall)

3A. Current inventory and status of all New Capital, Capital Rehabilitation, and State of Good Repair projects

Metrolink provided detailed information on the progress across all Capital Expansion and Rehabilitation/State of Good Repair projects funded by Metro in previous periods as requested by Metro’s Board of Directors. For specific detail, please see Attachment C.

As summarized below, Metrolink has indicated that of \$112 million budgeted for Capital and Rehabilitation/State of Good Repair projects over the last 6 years. Only \$48.6 million (43%) has been billed to Metro-to-date, and \$64.0 million (57%) in project activity, including project surpluses, expects to be completed and drawn down within 3 fiscal years.

Budget Period (\$ in thousands)	Budget	Billed-to-date*	% Billed	Project (Over)/ Under-runs	Expected Drawdowns			Combined Under- Runs/ Expected Drawdowns
					FY16	FY17	FY18	
FY10 or Earlier	595	-	0%	(182)	777	-	-	595
FY11	8,000	6,973	87%	19	1,008	-	-	1,027
FY12	7,892	5,910	75%	627	492	28	-	1,147
FY13	11,612	9,372	81%	186	1,652	1,237	-	3,075
FY14	16,006	3,116	19%	2	9,610	3,278	-	12,890
FY15	16,375	12	0%	-	6,076	7,306	2,981	16,363
Subtotal - Rehab/SGR	60,480	25,383	42%	652	19,615	11,850	2,981	35,098
Rotem Settlement	12,600	1,393	11%	11	3,099	4,321	3,775	11,207
Capital Expansion	39,572	21,878	55%	-	16,641	553	500	17,694
TOTAL	112,652	48,654	43%	663	39,355	16,724	7,257	63,998

* Includes remaining FY15 billings for fiscal year-end closing June 30, 2015 (\$1.6M).

3B. Estimated New Capital and Rehabilitation/SGR Projects (FY16 – FY20)

In response to the Board’s request, Metrolink has provided an initial estimate of their Capital Expansion and Rehabilitation/State of Good Repair requirements, totaling just under \$300 million for FY16-FY20, as reflected below.

Five-Year Projections for Capital and Rehabilitation

LA Metro Share in Constant Dollars

Program (\$ in thousands)	FY16*	FY17	FY18	FY19	FY20	Total
<u>CAPITAL EXPANSION</u>						
Capacity Expansion – Track**	\$ 8,000	\$ 33,230	\$ 33,230	\$ 33,230	\$ 33,230	\$ 140,920
Incremental Rolling Stock	2,151	-	-	-	-	2,151
TVM**	12,984	-	-	-	-	12,984
Facilities	-	60	60	60	60	240
Project Evaluation/Prelim Engineering**	475	475	475	475	475	2,375
Grade Crossings	-	1,215	1,215	1,215	1,215	4,860
Capital Expansion Total	\$ 23,610	\$ 34,980	\$ 34,980	\$ 34,980	\$ 34,980	\$ 163,530
<u>REHABILITATION/SGR</u>						
Communications	\$ 153	\$ 504	\$ 504	\$ 504	\$ 811	\$ 2,476
Facilities	171	2,320	913	919	688	5,011
Vehicles (non-revenue)	314	190	190	190	190	1,074
Rolling Stock – Locomotives	3,499	570	3,117	2,072	2,380	11,638
Rolling Stock – Passenger Cars	7,874	1,654	1,654	1,654	1,462	14,298
Train Signaling	2,428	4,198	4,428	4,198	5,081	20,333
Stations	67	67	67	67	67	335
Structures (Bridges/Culverts)	1,968	10,427	6,826	7,712	7,259	34,192
Track	3,527	10,448	10,413	11,287	10,579	46,254
Rehabilitation/SGR Total	\$ 20,001	\$ 30,378	\$ 28,112	\$ 28,603	\$ 28,517	\$ 135,611
TOTAL	\$ 43,611	\$ 65,358	\$ 63,092	\$ 63,583	\$ 63,497	\$ 299,141

* FY16 includes Metrolink's requested budget. This figure was deferred, pending further consideration, by Metro's Board on June 26, 2015.

** FY16 Capital Expansion items have been approved by the Board as part of the FY16 Budget adoption.

3C. Estimated Inventory of Unfunded Rehabilitation/SGR Requirements

In response to the Board's request, Metrolink submitted the following estimate of currently unfunded Rehabilitation and State of Good Repair projects totaling \$149 million. Per Metrolink's submittal, some projects included in the categories below are also represented in their 5 year outlook referenced above. For detail, please see Attachment C.

Backlog of State of Good Repair Needs

Unfunded Rehabilitation/SGR Projects (\$ in thousands)	Est. Total
Communications	\$ 2,316
Facilities	884
Vehicles (non-Rev)	801
Rolling Stock – Locomotives	1,045
Rolling Stock – Passenger Cars	60,009
Train Signaling	17,405
Structures (Bridges/Culverts)	32,803
Tracks	34,092
Total	\$ 149,355

4. Regional Rail Capital Projects managed by Metro

The Regional Rail group at Metro manages a variety of capital projects related to Commuter Rail, High Speed Rail, and the LOSSAN Corridor. As requested by the Board, the following table represents a current estimate of Metro managed projects. Current project authority totals \$906.5 million, of which \$823.5, or 91% is funded through non-MTA resources.

REGIONAL RAIL CAPITAL PROJECTS

PROJECT NAME (\$ 000's)	FY16	FY17	FY18	FY19	FY20	MTA FUNDS	NON MTA	LIFE OF	CNTGNCY - ADDNL
							FUNDS	PROJECT BUDGET	NON MTA FUNDS
Bob Hope Airport Metrolink Station	2,129					5,369	2,586	7,955	
Bob Hope Airport Pedestrian Bridge	1,859	1,641				3,500	12,375	15,875	
Brighton to Roxford Double Track		1,500	1,500			3,000	107,000	110,000	
Doran St Grade Separation	767	2,500	1,433			6,600	77,100	83,700	
L.A. County Grade Crossings	2,000	2,500				4,500		4,500	
L.A. County Metrolink Station Needs Assessme	350	150				500		500	
Lone Hill to White - Env & 30% Design	553	1,291	1,156			3,000	69,000	72,000	
Raymer/Bernsen Double Track	391					391	104,025	104,416	8,339
Rosecrans Marquardt Grade Separation*	1,295	2,367	2,000	24,633	4,705	35,000	75,000	110,000	
SCRIP	15,500					21,000	344,000	365,000	
Van Nuys North Platform	200					200	32,398	32,598	2,902
TOTAL	\$ 25,044	\$ 11,949	\$ 6,089	\$24,633	\$4,705	\$ 83,060	\$ 823,484	\$ 906,544	\$ 11,241

* The Rosecrans/Marquardt Grade Separation local funding is Measure R 25% Highway Funds.