



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
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metrolinktrains.com

May 1, 2019

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

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

SUBJECT: SCRRA Proposed FY2019-20 Budget

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

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

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



TRANSMITTAL DATE: April 22, 2019

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

TO: Board of Directors

FROM: Stephanie Wiggins, Chief Executive Officer

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

Issue

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

Recommendation

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

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

Strategic Goal Alignment

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

Background

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

by all Cost Center managers. Budget division staff subsequently analyzed and reviewed the requests with each Cost Center manager and their respective Chief in a series of one-on-one meetings. The primary purpose of the meetings was to provide justification for each line item budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority,
- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of safety, fiscal sustainability and operational efficiency.

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

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

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

Foundation for FY20 Proposed Budget

The FY20 Proposed Budget provides funding to achieve the following:

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

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

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

Board Budget Workshop

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

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

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

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

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

FY20 Operating Budget

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

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

Revised Operating Subsidy by Member Agency:

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

FY20 Capital Program - Rehabilitation

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

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

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

Life of Project Basis Rehabilitation

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

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

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

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

FY20 Capital Program - New Capital

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

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

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

Life of Project Basis New Capital

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

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

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

Does not include cashflow generated by projects approved in prior years

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

Funding of Capital Program

Member Agencies provide funding in two different modes:

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

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

FY20 Budget - Overall Summary

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

FY20 Operating Budget

Changed Budget Assumptions

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

Operating Budget Summary

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

Operating Revenues

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

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

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

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

Operating Expenditures

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

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY20 Proposed Budget for expenditures related to Train Operations is \$153.6M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY20 proposed budgeted amount for expenditures related to MOW is \$47.0M.

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

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

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

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

- ✓ Equipment Maintenance decreased by \$1.2M due to reduced material for Rolling Stock repairs;
- ✓ Transfers to Other Operators decreased by \$1.2M;
- ✓ Marketing decreased by \$3.6M due to the one-time marketing program in FY19.

- MOW has increased by \$5.7M primarily as a result of:
 - ✓ Changes to Salaries & Benefits previously charged to Capital Projects \$1.8M;
 - ✓ Change in ICAP calculation which transferred \$1.5M from Capital Projects to the Operations Budget;
 - ✓ Signal Maintenance (MEC) increase of \$1.0M;
 - ✓ Track Maintenance (VTMI) increase of \$0.9M;
 - ✓ Consulting increase of \$0.5M.

- Administration and Services have increased by \$7.0M. The primary drivers of this increase are:
 - ✓ Overhead increased \$1.9M due to a correction to last year's projection of Other Post-Employment Benefits (OPEB) of \$0.8M and increase to this year OPEB of \$0.4m, and an increase of \$0.6M for office rental;
 - ✓ Amounts associated with our Indirect Cost Allocation Plan (ICAP) previously charged to Capital projects caused an increase of \$1.7M:
 - ✓ DBE consultants for \$1.2M previously charged to Capital projects;
 - ✓ PTC maintenance and support increase of \$0.9M;
 - ✓ Change to Salaries & Fringe \$0.8M;
 - ✓ Information Technology increases \$0.3M;
 - ✓ Engineering Consultants increase \$0.2M.

- Total Insurance expense decreased by \$2.5M.
 - ✓ Insurance premiums lower by \$0.5M;
 - ✓ Decrease as a result of a change in the projected claim liability of \$3.0M.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The Revised FY20 Proposed Budget estimates total Member Agency contributions to equal \$157.4M, an increase of \$6.9M or 4.6% more than the FY19 Budget.

- A year over year comparison of net operating subsidy by Member Agency is presented in Attachment E. In response to Member Agency requests, this schedule reflects the FY20 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

Capital Budget

Carryover from Prior Years

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

Capital Rehabilitation

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

The total Rehabilitation Program by asset type includes:

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

New Capital

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

Operating Budget Attachments

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

- **Attachment A – FY20 Proposed Operating Budget** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages.
- **Attachment B – Historical Actual and Budgeted Operating Statements.** Actual Operating expense for FY16, FY17 & FY18, Adopted Operating Budget for FY19 and Proposed Operating Budget for FY20, with a variance comparison between FY19 Adopted Budget and FY20 Proposed Budget.
- **Attachment C – FY20 Proposed Operating Budget by Member Agency**
- **Attachment D – FY20 Proposed Operating Budget by Line**
- **Attachment E – FY20 Budgeted Operating Subsidy – FY20 Proposed Budget** Operating Subsidies by Member Agency presented in whole dollars, with comparisons to FY19 Adopted Budget.

Capital Program Budget Attachments

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

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

Operating Budget Forecasts for FY21, FY22, FY23 and FY24

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

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

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

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

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

Next Steps

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

Budget Impact

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

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

Prepared by: Christine Wilson, Senior Manager Finance



Ronnie Campbell
Chief Financial Officer

FY 20 Proposed Operating Budget

ATTACHMENT A

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

Numbers may not foot due to rounding.

Historical Actual and Budgeted Operating Statements

ATTACHMENT B

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

Numbers may not foot due to rounding.

FY2019-20 Proposed Operating Budget by Member Agency

ATTACHMENT C

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

Numbers may not foot due to rounding.

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

ATTACHMENT D

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

Numbers may not foot due to rounding.

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

ATTACHMENT E

Net Local Subsidy by Member Agency

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

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

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



METROLINK.

FY2019-20 REHABILITATION CARRYOVER PROJECTS

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

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

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

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

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

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

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



METROLINK

FY2019-20 NEW CAPITAL CARRYOVER PROJECTS

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



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

VERSION 8: 04.18.19

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

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

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



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

VERSION 8: 04.18.19

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

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

ATTACHMENT J

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

Numbers may not foot due to rounding.

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

ATTACHMENT K

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

Numbers may not foot due to rounding.

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

ATTACHMENT L

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

Numbers may not foot due to rounding.

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

ATTACHMENT M

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

Numbers may not foot due to rounding.