

ADOPTED BUDGET
FISCAL YEAR
2022-2023



METROLINK

SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY

**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

**FISCAL YEAR 2022-23
BUDGET**

Adopted June 24, 2022

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

TABLE OF CONTENTS

A Word from the CEO	9
SECTION 1: Executive Summary	13
1.1 Introduction	13
1.2 Metrolink in Perspective	13
1.3 Metrolink in Comparison	15
1.4 Prior Year Accomplishments - FY2021-2022	15
1.6 FY2022-23 Budget Summary	18
1.7 Key FY2022-23 Budget Information	18
1.8 The FY2022-23 Operational Budget Statistics	19
1.9 Administrative Requirements	19
1.10 Budget Development and Assumptions	20
1.11 Summary of Operating Revenues and Support Funding	20
1.12 Summary of Operating Expenses	21
1.13 Summary of Capital Program	22
1.14 Exhibit	23
Exhibit 1.1: Metrolink Systemwide Map	23
SECTION 2: Introduction to the Budget	25
2.1 Mission Statement	25
SECTION 3: Budget Summary	27
3.1 Budget Policy	27
3.1.1 Budget Authorization	27
3.1.2 Budgetary Control and Reporting	28
3.1.3 Accounting Methodology	29
3.1.4 Budget Assumptions / New for FY2022-23	30
3.2 Total Operating Budget	31
3.3 Operating Revenues and Support Funding	31
3.4 Operating Expenses	32
3.5 Capital Program	32
3.6 Summary of the Total FY2022-23 Budget	32

3.7	Exhibits	33
	Exhibit 3.1a Summary of FY2020-21 to FY2022-23 Statistics by Line.....	36
	Exhibit 3.1b Summary of FY2020-21 to FY2022-23 Statistics by Line.....	37
	Exhibit 3.1c Summary of FY2020-21 to FY2022-23 Statistics by Line.....	38
	Exhibit 3.1d Summary of FY2020-21 to FY2022-23 Statistics by Line.....	39
	Exhibit 3.2 Operating Expense, Revenues and Operating Support	40
	Exhibit 3.3 Train Miles, Fares and Average Weekday Ridership	41
	Exhibit 3.4 Revenue Recovery, Farebox Recovery and Operating Expense per Train Miles	42
	Exhibit 3.5 Operating Expense per Passenger Mile, Operating Support per Rider and Operating Support per Passenger Mile.....	43
	Exhibit 3.6 FY2018-19 to FY2022-23 Annual Operating Budget by Cost Component by Fiscal Year	44
	Exhibit 3.7 FY2022-23 Annual Operating Budget by Cost Component by Member Agency	45
	Exhibit 3.8 FY2022-23 Annual Operating Budget by Line.....	46
	Exhibit 3.9 FY2018-19 to FY2022-23 Revenue Sources Trend	47
	47	
	Exhibit 3.10 FY2022-23 Budget Revenue Sources and Use by Member Agency 48	
SECTION 4:	Operating Revenues	49
4.1	Introduction	49
4.2	Farebox Revenues – Marketing	49
4.3	MOW Revenues.....	52
4.4	Dispatching Revenues	52
4.5	Exhibits	52
	Exhibit 4.1 FY2018-19 to FY2022-23 Fare Revenue and Ridership	53
	Exhibit 4.2 FY2018-19 to FY2022-23 Maintenance-of-Way (MOW) Revenue Trends 54	
	Exhibit 4.3 FY2018-19 to FY2022-23 Dispatching Revenue Trends.....	55
	Exhibit 4.4 FY2018-19 to FY2022-23 Other Operating Revenue Trends.....	56
SECTION 5:	Operating Expenses.....	58
5.1	Introduction	58
5.2	Operating Budget Assumptions.....	58
	5.2.1 Service Levels	58
	5.2.2 Cost Allocations.....	59
5.3	Train Operations	59

5.3.1	Train Operations Components	59
5.3.2	Train Operations Note	64
5.4	Maintenance-of-Way (MOW).....	64
5.4.1	Assumptions	64
5.4.2	Conditions and Trends in the MOW Budget	65
5.4.3	MOW Expenditure Components	66
5.4.4	MOW Net Revenue, Expenditure and Member Agency Funding	66
5.4.5	MOW Projections by Line Segment.....	66
5.4.6	Extraordinary MOW	67
5.5	Insurance and Legal Expense	68
5.6	Exhibits	68
Exhibit 5.1	FY2022-23 Service Assumptions	69
Exhibit 5.2	FY2019-20 to FY2022-23 Service Train Miles	70
Exhibit 5.3	FY2022-23 MOW Expenditures and Revenue Offsets.....	71
Exhibit 5.4	FY2019-20 to FY2022-23 MOW Expenditures by Line Segment/Territory – Operating Lines and Extraordinary	72
Exhibit 5.5	FY2019-20 to FY2022-23 MOW Expenditures by Line Segment/Territory – Non-Operating Lines and Total including Extraordinary ..	73
SECTION 6:	Member Agency Support	75
6.1	Member Agency Funding	75
SECTION 7:	Arrow Service.....	77
7.1	Introduction to Arrow	77
7.1.2	Arrow Overview	77
7.1.3	Arrow Financial Information	78
Exhibit 7.1	FY2022-23 Annual Operating Budget - Arrow Service	79
SECTION 8:	Capital Program Budget.....	80
8.1	Introduction	80
8.2	State of Good Repair Program.....	82
8.2.2	Budget Development	82
8.2.3	Programmatic Approach.....	83
8.2.4	Railroad State of Good Repair Cycles.....	83
8.2.5	State of Good Repair Elements.....	84
8.2.6	Consequences of Deferred State of Good Repair	87
8.3	FY2022-23 State of Good Repair Carryover Projects	87
8.4	FY2022-23 New State of Good Repair Projects.....	87
8.5	FY2022-23 New Capital Carryover Projects	87

8.6	FY2022-23 New Capital New Authority Projects	88
8.7	Exhibits	88
	Exhibit 8.1 FY2020-21 Third Party Projects	90
	Exhibit 8.2 FY2022-23 State of Good Repair Carryover Projects Summary.	93
	Exhibit 8.3 FY2022-23 State of Good Repair Projects New Authority Projects	95
	95	
	Exhibit 8.4 FY2022-23 New Capital Carryover Projects Detail	96
	Exhibit 8.5 FY2022-23 New Capital New Authority Projects	97
	Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail	98
	Exhibit 8.7 FY2022-23 State of Good Repair New Authority Projects Detail	106
	106	
	Exhibit 8.8.1 Capital Program Summary and Cash Flow Detail - ALL MEMBER	
	AGENCIES	107
	107	
	Exhibit 8.8.2 Capital Program Summary and Cash Flow Detail – METRO ...	108
	Exhibit 8.8.3 Capital Program Summary and Cash Flow Detail – OCTA	109
	Exhibit 8.8.4 Capital Program Summary and Cash Flow Detail – RCTC	110
	Exhibit 8.8.5 Capital Program Summary and Cash Flow Detail – SBCTA	111
	Exhibit 8.8.6 Capital Program Summary and Cash Flow Detail – VCTC	112
	Exhibit 8.8.7 Capital Program Summary and Cash Flow Detail – OTHER	
	FUNDING SOURCES	113
	113	
	Exhibit 8.8.8 Capital Program Summary and Cash Flow Detail – GRAND	
	TOTAL OF ALL MEMBER AGENCIES & OTHER FUNDING SOURCES	114
	114	
	SECTION 9: Southern California Optimized Rail Expansion (SCORE) Budget	115
9.1	Introduction	115
9.2	Program Budget	115
	116	
9.3	Projected Expenditures	117
	117	
	SECTION 10: General and Administrative Budget	120
10.1	General and Administrative Expenses	120
10.2	Indirect Cost Allocation Plan (ICAP)	120
	10.2.2 Pool Two	121
	10.2.3 Pool Three	121
10.3	Allocation of Indirect Costs	121
10.4	Organizational Summary	121
10.5	Exhibits	123

Exhibit 10.1 FY2022-23 G&A Expenses	124
Exhibit 10.2 FY2022-23 ICAP Cost Calculations	125
Exhibit 10.3 FY2022-23 Roster of Positions	126
SECTION 11: Budget Forecasts FY2023-24 through FY2026-27	132
11.1 Background	132
11.2 Basis for Forecast	132
11.3 Capital Program Forecast	132
11.4 Exhibits	133
Exhibit 11.2: FY2023-24 Forecast of Operating Budget by Cost Component by Member Agency	134
Exhibit 11.3: FY2023-24 Forecast of Operating Budget by Cost Component by Line	135
Exhibit 11.4: FY2024-25 Forecast of Operating Budget by Cost Component	136
by Member Agency	136
Exhibit 11.5: FY2024-25 Forecast of Operating Budget by Cost Component by Line	137
Exhibit 11.6: FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency	138
Exhibit 11.7: FY2025-26 Forecast of Operating Budget by Cost Component by Line	139
Exhibit 11.8: FY2026-27 Forecast of Operating Budget by Cost Component by Member Agency	140
Exhibit 11.9: F2026-27 Forecast of Operating Budget by Cost Component by Line	141
Exhibit 11.10: FY2023-24 through FY2026-27 Forecast of State of Good Repair Budget by Cost Asset Category	142
142	
Exhibit 11.11: FY2023-24 through FY2026-27 Forecast of State of Good Repair Budget by Member Agency	142
Exhibit 11.12: FY2023-2024 through FY2026-27 Forecast of New Capital Budget by Asset Category	143
143	
Exhibit 11.13: FY2023-24 through FY2026-27 Forecast of New Capital Budget by Member Agency	143
143	
SECTION 12: Appendix	144
12.1 Introduction	144

12.2	Revenue and Cost Allocation Methodology Detail	144
12.2.1	Formulae for Allocation to Members.....	144
12.2.2	Formulae for Allocation to Lines	144
12.2.3	Allocation of Revenues.....	145
12.2.4	Allocation of Expenses	145
12.3	SCRRA Policy on Debt	145
12.4	SCRRA Leveraged Lease Transactions	146
12.4.1	Remaining Lease Agreement.....	146
12.5	Description of GASB-34 Condition Assessment Ratings	147
12.6	SCRRA Information.....	148
12.6.1	Date of Formation.....	148
12.6.2	Form of Government	148
12.6.3	Purpose	148
12.6.4	Member Agencies.....	148
12.6.5	Counties Served.....	149
12.7	SCRRA Statistical Information	149
12.8	Glossary of Budget Terms.....	151
12.9	Key Acronyms Associated with Southern California Regional Rail Authority	153
12.10	Exhibits	155
Exhibit 12.1	FY2022-23 Formulae Used to Allocate Expenses by Member..	156
Agency	156	
Exhibit 12.2	FY2022-23 Formulae Used to Allocate Expenses by Line	157



A Word from the CEO

December 23, 2022

Metrolink is in fact essential to Southern California and its residents. We connect Southern California to all that's important in people's lives—from health and education to employment and vacation—and everything in between. We are a vital link to people's colleagues, friends and families. We realize, now more than ever, that our rail service must be stronger and more reliable for residents of Southern California. We must continue to evolve from a traditional commuter railroad to meet the changing needs of our riders and our region with optimism, experimentation and innovation.



Obviously, safely regaining ridership is Metrolink's top priority. It has been this past fiscal year and it will continue to be so in the future. In August 2019, we announced our highest annual ridership with nearly 12 million boardings in fiscal year 2018-2019. By January 2020, we were on track to record our sixth straight year of record increased ridership. But as we all know, the pandemic hit. In April 2020, after a 90 percent drop in ridership due to COVID-19, we reduced our schedule by 30%, focusing service on essential workers in the health care, safety and service industries.

During that time, we began our transition from a primarily commuter railroad to a regional passenger rail provider and introduced new fare products to help people transition to new travel habits including the 5-Day Flex Pass and Kids Ride Free on Weekends.

During that time and continuing today, our pledge to keep riders safe was and is as strong as ever. We installed state-of-the-art antimicrobial air filters on all our trains. We implemented new cleaning protocols, such as hospital-grade disinfecting, more frequent cleaning of train interiors throughout the day and doubling hand sanitizing stations on each rail car. We continue to require facemasks to be worn at all stations and onboard trains and likely will for the remainder of 2022.

As "Stay-at-Home" orders were lifted and pandemic numbers improved, we experienced a steady increase in ridership. Unfortunately, ridership lagged both national and state industry transportation projections. Despite that, ridership is now more than 15,000 boardings each weekday. On the weekends, Metrolink has already recovered nearly 70% of its pre-pandemic ridership.

As more people began to ride at the beginning of 2022, we wanted to increase service levels to ensure people felt safe and that we had enough trains to meet the growing need. On April 4, we restored service on all of our lines bringing back 24 in-demand trains and adding two new trains. We also made four Amtrak Pacific Surfliner trains available to all Metrolink ticketholders, which adds more Ventura County Line weekday and weekend service.

In February 2022, we became the first rail agency in the nation to have renewable fuel powering all its locomotives. The cleaner burning fuel alternative, made of reused vegetable oils and natural fats, contains no petroleum fossil fuels, thus reduces harmful pollutants and decreases greenhouse gas emissions of carbon dioxide by up to 80 percent.

An additional step we took to improve the environment was offering free rides on Earth Day. We provided free rides on Earth Day, April 22, to encourage people to take the train and help the air quality in Southern California. Riding the train instead of driving lessens CO2 emissions and harmful pollutants. The free fare promotion on Earth Day resulted in 20,247 boardings, a new single-day pandemic Metrolink ridership record.

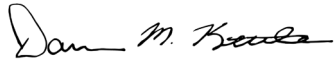
Following the success of the 5-Day Flex Pass and to provide even more flexibility to our riders, we introduced the 10-Day Flex Pass in April. The multi-day pilot pass is perfect for people who need to get to their workplace less frequently than the traditional daily commute. The 10-Day Flex Pass provides the convenience of 10 one-day passes customers can use whenever they need to travel, over 60-days and at a 10 percent discount. These types of innovations are imperative in our regaining ridership efforts.

Also making big progress is Metrolink's 10-year, \$10 billion capital improvement program called SCORE, Southern California Optimized Rail Expansion. The campaign will upgrade rail infrastructure enabling bi-directional service every 30 minutes throughout the day in time for 2028 Olympic and Para-Olympic Games. In addition to increasing capacity, SCORE initiatives will modernize signaling, grade crossings and other safety enhancements that will allow cities to apply for Quiet Zones.

Even though the 2028 Olympics is referred to as the Los Angeles Olympics, Metrolink will provide passenger service to Olympic venues throughout the region. Metrolink will connect to Olympic venues in Riverside County at Lake Perris, the Bonelli Regional Park in San Dimas, and at the Honda Center in Anaheim. Along the Ventura County Line, Metrolink will be an option for people to go to the Valley Sports Park in the San Fernando Valley that will host canoe slalom and equestrian events.

With the approved fiscal year 2023 budget, we intend on continuing to advance the Board-approved goals and initiatives toward our goal of providing world-class public transportation.

Sincerely,

A handwritten signature in black ink that reads "Darren M. Kettle". The signature is written in a cursive style with a large initial 'D'.

Darren Kettle
Metrolink Chief Executive Officer

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ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION ONE

EXECUTIVE SUMMARY

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 1: Executive Summary

1.1 Introduction

Metrolink's vision is to be Southern California's preferred transportation system built upon safety, reliability, customer service, leading-edge technology, and seamless connectivity.

In its 30th year of operation, the Southern California Regional Rail Authority (SCRRA), operating as Metrolink, is Southern California's only inter-county commuter rail provider, furnishing transportation services for over 11.9 million unlinked passenger trips in FY19. As Southern California's second largest transit provider in terms of passenger miles, Metrolink traditionally has had one of the lowest support per passenger mile of all major transit operators in Southern California. Metrolink service reduces car congestion at a fraction of the cost of expanding highways and removed approximately 9.3 million auto trips from our local roadways in FY19 (Pre-pandemic).

For three decades, SCRRA has enhanced the quality of life in Southern California by reducing highway congestion and improving mobility throughout the region. Metrolink is governed by SCRRA, a Joint Exercise of Powers Agreement (JPA) made up of an 11-member board representing the transportation organizations of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

During the COVID-19 pandemic, Metrolink experienced a 90 percent loss of ridership. Nevertheless, Metrolink recognized the enormous responsibility of continuing to provide transit service for essential workers, continued service at a 70 percent level, and instituted enhanced cleaning, state of the art air filters and mask requirements.

Despite continuing to experience ridership recovery challenges, Metrolink's FY23 budget includes restoring service back to a 90% level.

1.2 Metrolink in Perspective

- Metrolink is the nation's third largest commuter rail system, with 538 route miles, and operates the cleanest commuter rail fleet in the nation.
- Metrolink is the largest transportation provider for inter-county travel in the Southern California mega region. Metrolink service encompasses 2.9 million train miles annually.

- Metrolink is the second largest transit provider in Southern California, in terms of passenger miles, servicing more than 406 million passenger miles annually.
- Each weekday in FY19, Metrolink riders traveled more than 1.4 million miles, enough to cover three roundtrips to the moon.
- 82% of Metrolink weekday trips are work related (FY19).
- 60% of Metrolink riders travel across county lines connoting a truly regional system (FY19).
- 61% of all Metrolink boarding's are in Los Angeles County (FY19).
- Metrolink trains reduced directional peak hour traffic volumes by up to 25% on parallel freeways in FY19.

Cost Efficiency

- Metrolink's FY2018-19 revenue recovery ratio was 42.7%, one of the highest of any major transit system in Southern California.
- Metrolink continues to have one of the lowest subsidies per passenger mile among major transit operators in Southern California.

Regional Benefits (Pre-pandemic)

- 85% of Metrolink weekday riders have access to a car. However, by taking Metrolink, they helped the region avoid the following in FY19:
 - 9.3 million car trips annually
 - 339 million vehicle miles traveled (VMT) annually
 - 130,000 metric tons of greenhouse gas (GHG) emissions

Performance Statistics by Line

METRIC	VCL	AVL	SBL	RVL	OCL	91/PVL	IEOC
Metrolink Passenger Miles (a) (000's)	27,535	68,752	104,594	33,321	96,429	35,595	44,586
Car trips avoided (b) (000's)	952	1,262	2,360	870	2,459	752	1,201
VMT avoided (b) (000's)	23,903	46,557	83,999	30,153	82,778	29,982	40,710
GHG, metric tons (d)	4,628	6,089	21,492	8,880	24,406	7,961	10,046
Metrolink ridership as Peak Hr Lane Capacity on parallel freeways (c)	0.5		1.1		0.8		0.9
Directional Peak Hr Volume relief on parallel freeways up to: (c)	11%		10%		25%		0.1%

NOTES:

(a) FY19 Actual. Passenger Miles in San Diego County are included for Orange County.
 (b) California Air Resources Board (2019). TIRCP Benefits Calculator Tool (<http://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials?corr>).
 (c) Metrolink (2019). Lane capacity equivalent calculated using Metrolink conductor counts and CalTrans AADT traffic counts at peak load point within line corridor.

1.3 Metrolink in Comparison

	Average trip length (miles)	Revenue per trip	Revenue per passenger mile	Operating cost per passenger mile	Subsidy per passenger mile	Revenue per train mile	Operating cost per train mile	Farebox recovery ratio (%)
COMMUTER RAIL								
METROLINK	32.5	\$ 6.41	\$ 0.20	\$ 0.58	\$ 0.38	\$ 5.92	\$ 17.89	33.8%
Maryland Transit Administration: MARC Train	29.5	\$ 5.44	\$ 0.18	\$ 0.61	\$ 0.43	\$ 7.07	\$ 24.87	30.2%
Massachusetts Bay Transportation Authority: MBTA	21.0	\$ 7.65	\$ 0.37	\$ 0.59	\$ 0.22	\$ 9.37	\$ 15.41	62.1%
Metro North (New York)	22.3	\$ 8.28	\$ 0.37	\$ 0.62	\$ 0.25	\$ 9.95	\$ 18.51	60.2%
METRA (Chicago)	22.2	\$ 5.95	\$ 0.27	\$ 0.57	\$ 0.30	\$ 7.83	\$ 17.54	46.8%
CALTRAIN	21.9	\$ 5.81	\$ 0.27	\$ 0.35	\$ 0.08	\$ 13.90	\$ 18.87	75.4%
SEPTA	13.4	\$ 4.07	\$ 0.30	\$ 0.67	\$ 0.37	\$ 6.64	\$ 15.34	45.3%
Virginia Railway Express	30.6	\$ 9.53	\$ 0.31	\$ 0.57	\$ 0.26	\$ 16.43	\$ 31.41	54.4%
LOCAL TRANSIT AGENCY								
Los Angeles County Metropolitan Transportation Authority	5.6	\$ 0.64	\$ 0.15	\$ 0.88	\$ 0.73	\$ 2.36	\$ 18.44	14.0%
Riverside Transit Agency: RTA	17.6	\$ 2.28	\$ 0.15	\$ 1.27	\$ 1.12	\$ 0.61	\$ 4.94	12.8%
OMNITRANS	4.3	\$ 1.21	\$ 0.22	\$ 3.54	\$ 3.31	\$ 1.20	\$ 7.61	10.9%
Orange County Transportation Authority	11.0	\$ 1.58	\$ 0.29	\$ 1.83	\$ 1.54	\$ 1.41	\$ 8.16	15.0%

Source: 2019 National Transit Database

Fixed route only, includes purchased and directly operated service.

Pre-pandemic, Metrolink compared favorably with other forms of Southern California mass transit, as well as with some of the largest commuter rail organizations in the nation. As shown in the chart above, Metrolink’s operating cost per train mile and per passenger mile was lower than many of the largest rail lines.

While maintaining this level of performance, Metrolink worked continuously to achieve new goals and meet new challenges to better serve our customers and the community. Metrolink brings leading-edge technology to the service of our customers, increasing safety and convenience.

1.4 Prior Year Accomplishments - FY2021-2022

Below are highlights of Metrolink accomplishments during the previous Fiscal Year (FY2021-2022):

- Positive Train Control (PTC) is the centerpiece of Metrolink’s unwavering commitment to safety, providing protective collision avoidance, prevents work zone incursion, switch misalignment detection, and overspeed prevention. Metrolink was the first commuter railroad in the nation to complete implementation of PTC and the first to achieve interoperability with Burlington Northern and Santa Fe Railway (BNSF), Union Pacific Railroad (UPRR), Amtrak, and North County Transit District (NCTD).
- Metrolink completed the transition to using 100% renewable fuel in the full fleet of revenue locomotives, which reduces CO2 by up to 80%.

- Plans were finalized to begin work on new service to Redlands featuring Diesel Multiple Unit (Arrow Service) technology.
- The Metrolink Customer Experience Department garnered awards in 2022 in the following areas:

Metrolink was awarded a First Place Award in the 2022 AdWheel Awards by the American Public Transportation Association in the category “Best Marketing & Communications on the COVID-19 Pandemic”. The submission detailed the agency’s various partnerships to create and provide access to pop-up vaccination clinics for Metrolink riders and the local community, including sites along the San Bernardino and Antelope Valley lines.

Won the Gold Award in the Technology and Trends Category at the Loyalty 360 Expo for development of the SoCal Explorer loyalty platform launched in October 2020. The awards recognize brands that are building stronger and deeper loyalty with their customers in a proactive, meaningful, and—most importantly—measurable way. Loyalty 360 awarded finalists in fifteen categories, each representing a key facet of a brand’s customer loyalty focus.

- Metrolink was awarded the Southern California Association of Governments (SCAG) 2022 Sustainability Award for the transition to 100% renewable fuels on all locomotives. Metrolink was also a finalist for the Sustainability Award in the 33rd Annual California Transportation Foundation (CTF) Transportation Awards.
- Expanded weekend service on the Ventura County Line by implementing new “codeshare” trains in partnership with Amtrak Pacific Surfliner. Service is now available on Saturday and Sunday.
- As we worked through the new Omicron COVID-19 variant, the marketing team implemented the Regaining Ridership campaign to begin promoting service again. Understanding that safety on Metrolink trains was still of primary importance, we continued promotion of the safety measures implemented on our trains.
- Metrolink conducted the 2022 Rider survey emailing a survey to 895,068 customers. Between March 22 and April 4, 2022, we received 12,666 valid online responses representing all six counties within the Metrolink service area. Survey results showed a significant change in ridership demographics and travel characteristics, fueled by the loss of traditional commuters.

1.5 Objectives for FY2022-23

The COVID-19 pandemic has affected businesses world-wide. Public transit systems have been especially hard hit. Metrolink experienced a ridership drop of 90% and a corresponding reduction in Farebox Revenue. In FY23, Ridership and Revenue are budgeted to recover to 70% and \$51 million respectively in FY2022-23. Southern Californians are learning how to live in our “new normal” which includes returning to everyday activities like visiting family and friends, dining out, and participating social entertainment and sporting events.

The FY2022-23 Budget reflects SCRRA’s mission to continue to keep passengers safe, and improve the customer experience, while operating efficiently. The budget is aligned with SCRRA’s Board of Director’s approved strategic priorities for the fiscal year.

- Goal #1: Safety is Foundational
 - Emphasize safe operations, with PTC as the centerpiece.

- Goal #2: Customers are Our Business
 - Applying learnings from our recent Regaining Ridership and Explore campaigns, Metrolink will continue to build on recent ridership trends to create engaging campaigns. Throughout the Fall and holiday season, Metrolink will continue to encourage and incentivize Southern California residents and visitors to make Metrolink part of their travel and shopping experiences. It is important that Metrolink continue to build connections with our riders and the communities we serve, particularly during the season of giving. Goals for the campaign will include:
 - Drive awareness, consideration, and ultimately ridership across key audiences who live near Metrolink lines
 - Increase frequency among current riders (including leisure/weekend trips)
 - Continue to win-back lapsed riders who haven’t ridden since the onset of the COVID 19 pandemic
 - Grow new ridership by introducing the brand to under exposed audiences
 - Roll out new Health and Safety signs on all Metrolink trains and platforms, reminding riders how enhanced procedures are keeping them safe through cleaning, a mask recommendation and social distancing guidelines. The message reinforced through conductor announcements and social media.

- Goal #3: Connecting and Leveraging Partnerships
 - We will forge new and enhanced relationships with our public and private to integrate and coordinate connecting

services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.

- Goal #4: Modernizing Business Practices
 - Regain Ridership lost during COVID-19 pandemic to 70% of pre-pandemic levels.
 - Intensify efforts to operate in a more efficient and cost-effective manner in all areas.

- Goal #5: Advancing Key Regional Goals
 - Continue to seek ways to reduce emissions in our revenue and non-revenue fleet and our facilities.
 - Advocate for directing significant state general fund surplus or other revenues to the State Rail Assistance program which distributes funds via formula to California's commuter and intercity rail operators.

1.6 FY2022-23 Budget Summary

The FY2022-23 Operating Budget of \$296.3 million is an increase of 15.8% from the FY2021-22 Operating Budget. Total SCRRA operating revenues are estimated to be \$66.5 million, up from the FY2021-22 Budget by \$6.1 million or 10.1%, reflecting the anticipated continuing post-pandemic recovery of Farebox Revenues in FY2022-23. Required funding, of \$229.8 million, an increase of \$34.2 million, or 17.5% greater than the required funding for the FY2021-22 Budget. An amount of the required funding will be from Federal Relief funds (CARES Act, CRRSAA, ARPA). The majority of required funding will be provided by support from the Member Agencies.

SCRRA's overall FY2022-23 Capital Program Budget request totals \$566.0 million. The Capital Program Budget contains a \$358.1 million State of Good Repair component, which includes \$94.4 million of New Authority and \$200.6 million of Member Agencies share for the State of Good Repair for projects approved and carried over from prior years (Carryover), and \$63.1 million of Other funding sources. The Capital Program contains a New Capital component of \$207.9 million, which includes the \$114.6 million in additional authority for New Capital, for which the Member Agency share is \$17.4 million, while Other funding is \$97.2 million, and the Member Agencies share for the New Capital Carryover is \$93.2 million

1.7 Key FY2022-23 Budget Information

SCRRA is a JPA created to plan, design, build and operate the Metrolink commuter rail service in the Southern California region. In FY2022-23, Metrolink will provide service on seven routes to 62 stations with over 538 route miles (excluding Arrow service). The system map is provided as Exhibit 1.1.

During FY2022-23, Metrolink will operate 134 trains on weekdays, 48 trains on Saturdays, and 48 trains on Sundays and Holidays on traditional Metrolink Lines.

Metrolink operates approximately 75% of Member Agency-owned territory. SCRRA will dispatch 134 Metrolink trains, up to 21 Amtrak and 60 freight trains per day. In addition, Metrolink is responsible for the maintenance of right-of-way owned by SCRRA Member Agencies, that span 298.75 service route miles, and dispatching of 301.57 service route miles.

SCRRA's Capital Program includes ongoing rehabilitation creating a state of good repair for right-of-way, facilities, equipment, rolling stock, and expansion of the commuter rail system through the acquisition and construction of new assets.

1.8 The FY2022-23 Operational Budget Statistics

- Operating Expense per train mile is \$104.25 excluding Extraordinary Maintenance-of-Way (MOW) (a 4.9% decrease from the FY2021-22 Budget).
- Operating Support per passenger mile equals \$0.90, a 3.3% increase from the FY2021-22 Budget.
- Operating Expense per passenger mile is \$1.15, a 2.0% increase from the FY2021-22 Budget.
- Total Operating Revenue recovery is projected to equal 22.4%, a 4.9% decrease from the FY2021-22 Budget.
- Farebox recovery is projected at 17.2%, a 4.5% decrease from the FY2021-22 Budget.
- Diesel fuel costs will continue to be managed using a Fuel Purchase Program which is designed to stabilize the fuel budget and minimize large year-over-year variances.

1.9 Administrative Requirements

Under the terms of the JPA establishing SCRRA, the Chief Executive Officer submits a Preliminary Fiscal Year Budget for the following fiscal year to the SCRRA Board for transmittal to Member Agencies no later than May 1 of each year. The Preliminary Budget includes projected SCRRA revenues, administrative and operating costs, and capital program. The net of operating revenues and expenses yields the funding required to carry out the objectives of SCRRA. In FY2022-23 this required funding will be provided via support from the Member Agencies, supplemented by Local, State and Federal Grants. Decisions involving capital, operating fund allocations, and annual approval of each Member Agency's share of SCRRA's annual budget, require approval by the Member Agencies.

At the SCRRA Board of Directors meeting on April 22, 2022, the Board approved the deferral of the transmittal of the FY2022-23 Proposed Budget to the Member Agencies. The SCRRA Board approved the transmittal of the FY2022-23 Proposed Budget on May 27, 2022, and the budget documents were transmitted to the Member Agencies on May 27, 2022.

The FY2022-23 Budget was adopted by the SCRRA Board on June 24, 2022. The Board approved an Amendment to the FY2022-23 Budget on October 28, 2022. All references to the FY2022-23 Budget refer to the Budget as amended on October 28, 2022, which became the Adopted FY2022-23 Budget.

1.10 Budget Development and Assumptions

The development of SCRRA's FY2022-23 Budget was based on operating costs and capital investment required to achieve SCRRA's mission to provide a safe, efficient, and reliable commuter rail service.

The SCRRA budget is made up of two principal components:

- Operating Budget (Train Operations, MOW, and Insurance) and,
- Capital Program (State of Good Repair Projects and Capital Projects).

Funding for these costs is derived from SCRRA fare revenue and other income, with the balance obtained from grants and support provided by the five Member Agencies. Under the terms of the JPA, each Member Agency approves its individual Operating and Capital support for the upcoming fiscal year. This support is based on a series of formulated board approved allocations that distribute revenue and costs across operating line segments and Member Agencies.

1.11 Summary of Operating Revenues and Support Funding

SCRRA generates Operating Revenue from four sources: Fare, Dispatching, Maintenance of Way (MOW), and Other Revenue.

Fare Revenues – The FY2022-23 Budget assumes annual ridership of 7.2 million passengers will generate Fare Revenues equal to \$47.1 million, an increase of \$4.5 million, or 10.5%, from the FY2021-22 Budget. In addition, the FY2022-23 Budget includes a continued 25% fare reduction on the San Bernardino Line funded by LA Metro and SBCTA.

Dispatching Revenue – SCRRA provides dispatching services to freight railroads and Amtrak Intercity services operating on the rights-of-way which SCRRA administers on behalf of Member Agencies. These revenues are volume-based, and individual rates are contained in existing agreements that govern the rate. The total Dispatching Revenues are budgeted at \$2.8 million, an increase of 35.2% from the FY2021-22 Budget.

Maintenance of Way Revenue – As the operating administrator of its member-owned rights-of-way, SCRRA receives revenues from freight railroads and Amtrak Intercity Services for their right to operate in its territories. Member Agency support for ordinary maintenance is partially offset by revenues received from freight railroads and Amtrak Intercity Services. Most of the MOW revenue rates were negotiated based on the historical expenditures on MOW by freight railroads prior to the purchase of these right-of-way properties by the Member Agencies. Consequently, these revenue rates do not completely offset the escalating costs of maintaining a higher standard of quality for passenger rail service. The FY2022-23 Budget projects MOW revenues at \$11.9 million which is \$0.3 million, or 2.8%, increase from the FY2021-22 Budget.

Other Revenues – For FY2022-23, total budgeted amount for Other Revenues is \$0.8 million. SCRRA will continue to offer advertising space on Metrolink trains to select organizations and have budgeted \$0.6 million advertising revenues, and \$0.2 million for disposal of fixed assets, FlyAway bus commission, Third-Party administrative revenue and miscellaneous revenues.

1.12 Summary of Operating Expenses

In FY2022-23, SCRRA's Operating Expenses include Train Operations, MOW and Insurance. The combined total expense for the FY2022-23 Budget is \$296.3 million.

Train Operations – A variety of expenses are included in the broad category of Train Operations. These include: operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, sheriffs and security guards, public safety programs, passenger relations, ticket vending device maintenance, revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to other operators, Rail2Rail program, station maintenance, freight rail agreements, and general administrative costs that support SCRRA's operation of trains. Total Train Operation costs are \$225.2 million, an increase of \$33.1 million or 17.2% from the FY2021-22 Budget.

MOW – Ordinary and extraordinary maintenance of Member Agency-owned track, signals, bridges, road crossings, other elements of the infrastructure, and right-of-way totals \$52.2 million. This is an increase of \$2.5 million or 5.0% from the FY2021-22 Budget.

Insurance and Legal – Insurance and Legal expenses of \$18.9 million are an increase of \$2.1 million, or 12.5%, from the FY2021-22 Budget.

1.13 Summary of Capital Program

The purpose of the Capital Program is to ensure safe and reliable train operations, maintain a State of Good Repair (SGR) and provide continued investment in our backlog of Deferred Maintenance as identified in the Metrolink Rehabilitation Plan (MRP).

State of Good Repair projects within the program renovate or remanufacture worn-out assets to preserve and/or extend their functional life. New Capital projects expand the railroad infrastructure, and include items such as sidings, additional track, material upgrades of the signals and communication systems and new rolling stock.

SCRRA's overall FY2022-23 Capital Program Budget request totals \$566.0 million. The Capital Program Budget contains a \$358.1 million State of Good Repair component, which includes \$94.4 million of New Authority and \$200.6 million of Member Agencies share for the State of Good Repair for projects approved and carried over from prior years (Carryover), and \$63.1 million of Other funding sources. The Capital Program contains a New Capital component of \$207.9 million, which includes the \$114.6 million in additional authority for New Capital, for which the Member Agency share is \$17.4 million, while Other funding is \$97.2 million, and the Member Agencies share for the New Capital Carryover is \$93.2 million. Section 8 of this budget document contains a detailed listing of the individual projects which these amounts represent.

1.14 Exhibit

Exhibit 1.1: Metrolink Systemwide Map

This exhibit shows the six counties served by Metrolink and Arrow Service. It displays Metrolink stations, Arrow Stations, Rail2Rail stations shared by Metrolink and Amtrak, as well as Union Station, which is shared by Metrolink, Amtrak and LA Metro.



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ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION TWO

INTRODUCTION TO THE BUDGET

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 2: Introduction to the Budget

2.1 Mission Statement

Our mission is to provide safe, efficient, dependable, and on-time transportation service that offers an outstanding customer experience and enhances quality of life.

Metrolink is a premier regional rail system that links passengers to employment and activity centers. Metrolink accomplishes its mission by putting the Customer First. Metrolink is proud to provide affordable, dependable, and high-quality service to its customers. Metrolink employs state-of-the-art safety operations technology for which it is known throughout the country. Metrolink's strategically located network of lines and stations, and connection with other modes of transit, provide the most cost-effective method of removing cars from the Southern California freeway system. Metrolink strives for an integrated system that operates using modern business practices. Metrolink embraces community involvement and partnerships with both public and private sectors.

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ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION THREE
BUDGET SUMMARY

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 3: Budget Summary

3.1 Budget Policy

3.1.1 Budget Authorization

The primary objective of the SCRRA Budget is to provide the financial road map to achieve SCRRA's priorities and objectives as presented in the SCRRA 10-Year Strategic Plan. This objective is consistent with Metrolink's mission to provide safe, efficient, dependable, and on-time transportation service that offers outstanding customer experience and enhances quality of life. The Operating Budget provides funds to enable the provision of such rail service and the associated administrative functions to manage that service, for the period of a single fiscal year. The Capital Program budget approves multi-year individual projects that may proceed within the approved funding level over multiple years.

As specified in the Joint Exercise of Powers Agreement, the Governing Board of SCRRA shall adopt a final budget no later than June 30 of each year. The fiscal year shall be July 1 of each year and including the following June 30.

The FY2022-23 Proposed Budget was adopted by the SCRRA Board on June 24, 2022. On October 28, 2022, the SCRRA Board Adopted an Amendment to the FY2022-23 Budget.

This Budget Book reflects the FY2022-23 Budget as Amended on that date and refers to the Amended Budget, as the Adopted Budget.

Consistent with best practice, our Budget has been developed based on the following elements:

- Goals and objectives for the new fiscal year.
- Assumptions underlying revenue and expense projections.
- Planned service for the following fiscal year.
- Summarized Revenue Budget.
- Summarized Operating Expense Budget.
- Revenue sources by line item.
- Expenses by summary line item.
- Planned Capital Program.
- Authorized headcount roster, and approved Salary ranges.

The elements listed above are included in this Budget Book.

In adopting the budget and any Board approved amendments, the Board authorizes SCRRA to expend funds under the direction of the Chief Executive Officer consistent with the following:

- Total amount appropriated for Train Operations, Maintenance-of-Way (MOW) and Insurance.
- Total amount appropriated for each State of Good Repair and New Capital project.
- Individual Member Agency funding commitments.
- Total number of authorized SCRRA employee positions.

3.1.2 Budgetary Control and Reporting

SCRRA establishes budget control and appropriates funds through the formal adoption of the budget by the SCRRA Board of Directors. This authorization is provided on an annual basis.

By adopting an annual budget, the SCRRA Board delegates to the Chief Executive Officer SCRRA to manage the annual budget within the total monetary parameters of the approved budget, using executive discretion as to the reallocation of resources in response to changed conditions. A more detailed explanation of SCRRA's Budget Control and Reporting is found in Board Approved Finance Policy 1.2. This policy details the budget transfer process for both the operating and capital program, the budget amendment process and budget authorization/carryforward, as well as reporting.

The SCRRA Board delegates to the Chief Executive Officer SCRRA to approve budget transfers within the adopted Operating Budget that do not increase the Operating Support of any Member Agency. The Chief Executive Officer may delegate this authority to the Chief Financial Officer. The Adjusted Budget is defined as the Adopted Budget with the inclusion of budget transfers, as described above.

The SCRRA Board delegates to the Chief Executive Officer SCRRA to approve transfers within the adopted Capital Program which follow funding requirements and that do not increase the funding requirements of any Member Agency. As to the Capital Budget, the concurrence of the affected Member Agency(s) is also required.

SCRRA Board approval of a budget amendment is required in the case of the following scenarios:

- A change to the Budget that requires additional funding from one or more Member Agencies.

- A change to the Budget that requires additional funding provided by a Grant or Third-Party Agreement.
- A change to the Budget for specific expenditures with funding provided by carryover of the same unexpended budget (i.e. Fuel, Marketing, etc.).
- A change to the Budget with funding provided by carryforward of operating surplus.

The SCRRA Board, by approving a Budget Amendment, amends the Adopted Budget for the fiscal year. Budget Amendments that require an increase in a Member Agency's funding commitment requires the approval of that Member Agency.

Budget authorization for unexpended operating budget expires at the end of each fiscal year, June 30, unless approved by the SCRRA Board for carryforward. Budget authorization for capital projects is carried forward as part of the SCRRA Board's adoption of the annual budget.

The Adopted Budget, or subsequently Adjusted Adopted Budget, becomes the baseline for all comparisons to actual revenue and expenditures during a fiscal year. Operational Statements with accompanying reports, comparing adjusted budgets to actual for the year-to-date are presented to the SCRRA Board each quarter. To ensure SCRRA Board members are provided the most current financial information, a condensed Operational Statement is presented to the SCRRA Board monthly. Forecasts through the end of the current fiscal year are provided to the SCRRA Board with the reporting of actual operating results for the third quarter of each fiscal year. Internal monthly operating performance review, periodic forecasting and the year-end preparation of the Annual Comprehensive Financial Report (ACFR) also provide tools for managing and reporting SCRRA activities compared to the budget plan.

3.1.3 Accounting Methodology

SCRRA reports its financial position and activities as a special-purpose governmental entity engaged in business-type activities and presents financial statements required for enterprise funds. The modified accrual basis of accounting is utilized. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

SCRRA, as part of its implementation of Government Accounting Standards Board Pronouncement 34 (GASB-34), has elected to use the Modified Approach for the Metrolink Railroad Infrastructure. Under the Modified Approach, infrastructure assets that are part of a network, or subsystem of a network, are not required to be depreciated if two requirements are met:

1. The government manages the eligible infrastructure assets using a qualified asset management system.

2. The government documents that the eligible infrastructure assets are being preserved approximately at (or above) a condition level established and disclosed by the government.

3.1.4 Budget Assumptions / New for FY2022-23

- Assumptions
 - No fare increase
 - Budget Approach: The approach for budgeting was a zero base. Each item submitted for inclusion in the FY2022-23 Budget required specific justification.
 - Service Level Restored to 100% by October 2022
 - Additional Ventura County Weekend Service beginning April 2023
 - To achieve 2 round trips on Saturday & Sunday
 - Fuel Expense: The budget for fuel purchases has been calculated using an assumption of 8.6 million gallons of diesel fuel consumption, with fuel prices managed through a hedging program.
 - Annual Performance Merit Pool of 2.5%, Cost-of-Living Allowance (COLA) 2.5%.
- New for the FY2022-23 Budget
 - Arrow Service
 - Revenue Service to begin in October 2022
 - Reported separately (see Arrow Section of Budget Book)
 - All costs are the responsibility of San Bernardino County Transportation Authority (SBCTA).
 - Two new positions have been approved for the FY2022-23 Budget:
 - Inventory Control Operator I - Arrow Service only
 - Maintenance Technician I – Arrow Service only

3.2 Total Operating Budget

SCRRA's FY2022-23 budgeted Operating Expense totals \$296.3 million, an increase of \$37.7 million, or 14.6% more than the FY2021-22 Budget. Total Operating Revenues are projected to total \$66.5 million, \$6.1 million more than the FY2021-22 Budget, an increase of 10.1%. This increase is primarily the result of the anticipated recovery from COVID-19 pandemic impact on Metrolink ridership. Required operating funding for the FY2022-23 Budget is \$229.8 million, an increase of \$31.6 million, or 15.9% more than the FY2021-22 Budget. While some funding will be provided by Federal Relief funds, the majority of the support will be provided by our Member Agencies.

3.3 Operating Revenues and Support Funding

SCRRA's Operating Revenue is derived from three principal sources: Fares, Dispatching, and MOW. In order to minimize the impact to Member Agency Support requirements, SCRRA continues to pursue cost savings and other potential revenue enhancements.

Average weekday ridership is projected to total 23,829. Total ridership, including all weekend services, is expected to equal 7.2 million passenger trips.

Fare revenues are assigned to the operating line segment using Origin/Destination pairs, passenger, and train counts (shared stations and weekends). Farebox Revenue, including Special Trains, is projected to equal \$47.1 million, an increase of \$4.5 million or 10.5% more than the FY2021-22 Budget.

Farebox Subsidies total \$4.0 million and include support for fare discounts on the San Bernardino Line and Access Rider Support for Los Angeles County.

Freight railroads and Amtrak Intercity Services operating over territory owned by SCRRA's Member Agencies provide dispatching and MOW revenues, based upon existing agreements.

Dispatching Revenues are estimated to equal approximately \$2.8 million, an increase of 35.2% from the FY2021-22 Budget. A significant portion of this increase may be attributed to the restoration of Amtrak Surfliner service.

MOW revenues are estimated at \$11.9 million, an increase of 2.8% from the FY2021-22 Budget.

3.4 Operating Expenses

Total Operating Expenses include Train Operations, Maintenance of Member Agency-owned Rights-of-Way and Insurance. The FY2022-23 Budget includes a Train Operations budget of \$225.2 million, MOW budget of \$52.2 million, and Insurance budget of \$18.9 million. The total of \$296.3 million is an increase of \$37.7 million or 14.6% more than the FY2021-22 Budget.

3.5 Capital Program

SCRRA is responsible for the safety and performance of the railroad system and right-of-way, including the passengers and equipment utilizing the system. Capital projects are selected and prioritized based on keeping our assets in a State of Good Repair (SGR) to maximize safety and ensure customer service. For FY2022-23, SGR projects were evaluated and ranked based on this principle. The resulting list of potential projects was then prioritized according to project delivery capacity. The amount for new SGR projects in FY2022-23 totals \$94.4 million.

New Capital projects are reflective of increased infrastructure needs. The amount for New Capital projects in FY2022-23 totals \$114.6 million. The Member Agencies share of the New Capital request is \$17.4 million; with grants being sought to cover the funding for \$97.2 million.

Capital funding revenues consist of federal, state and local agency funds, as well as contributions from Third Party Agreements, in the form of direct grants and participation in specific projects. Funding for the Capital Program Budget is provided by the following sources:

Funding Sources for Estimated Capital Program Expenditures in Fiscal Year 2022-23 (\$000's)	
Federal Funds	2,918
State Funds	140
Member Agency Local Funds	2,536
Carryover from prior year	178,031
Other Funds	4,861
Total:	\$ 188,486

Numbers may not foot due to rounding.

3.6 Summary of the Total FY2022-23 Budget

The FY2022-23 Budget totals \$862.3 million and consists of an Operating Budget of \$296.3 million and a Capital Program of \$566.0 million.

The Operating Budget includes Train Operations of \$225.2 million, MOW budget of \$52.2 million, and \$18.9 million covering Insurance.

SCRRA's overall FY2022-23 Capital Program Budget request totals \$566.0 million. The Capital Program Budget contains a \$358.1 million State of Good Repair component, which includes \$94.4 million of New Authority and \$200.6 million of Member Agencies share for the State of Good Repair for projects approved and carried over from prior years (Carryover), and \$63.1 million of Other funding sources. The Capital Program contains a New Capital component of \$207.9 million, which includes the \$114.6 million in additional authority for New Capital, for which the Member Agency share is \$17.4 million, while Other funding is \$97.2 million, and the Member Agencies share for the New Capital Carryover is \$93.2 million. Section 8 of this budget document contains a detailed listing of the individual projects which these amounts represent.

3.7 Exhibits

Exhibits 3.1a – 3.1d: Summary of FY2020-21 to FY2022-23 Statistics by Line provides the actual operating statistics by line for FY2020-21, the budgeted operating statistics by line for FY2021-22 and FY2022-23, and the calculation of various performance ratios. Revenues and expenses are allocated to lines using formulas that incorporate rail operational statistics to achieve an equitable distribution. Detailed listings of allocation categories and the methodology of their use is displayed in Section 10 - General and Administrative Budget, Section 12 – Appendix and Exhibit 12.2.

Average weekday trip length for FY2022-23 is projected at 33.0 miles. Dependent on ridership and revenues received, individual line operating statistics vary considerably. The San Bernardino Line has the highest revenue recovery rate at 29.4%. The Orange County Line revenue recovery is estimated at 28.5%, the IEOC Line at 22.4%, the Antelope Valley Line at 20.8%, the 91/PV Line at 20.0%, the Riverside Line at 13.5% and the Ventura County Line at 13.2%. As a result of the COVID-19 pandemic, revenue recovery ratios that were typically in the 26% to 73% range, by FY2020-21 were cut to one-third of their original level and are estimated not see full recovery until FY2027-28.

Exhibits 3.2 – 3.5: Performance Data (FY2013-14 to FY2022-23) provides line charts of actual and projected annual operating performance data for 8 years of actuals from FY2013-14 through FY2020-2021, and budgeted amounts for FY2021-22 and FY2022-23. Exhibits 3.2 through 3.5 display this trend information in a graphic format to provide prospective.

- Exhibit 3.2: Operating Expense, Revenues and Operating Support
- Exhibit 3.3: Train Miles, Fares and Average Weekday Ridership
- Exhibit 3.4: Revenue Recovery, Farebox Recovery and Operating Expense per Train Mile
- Exhibit 3.5: Operating Expense per Passenger Mile, Operating Support per Rider and Operating Support per Passenger Mile

Exhibit 3.6: FY2018-19 to FY2022-23 Annual Operating Budget by Cost Component by Fiscal Year displays the line items that comprise the FY2022-23 Operating Budget and includes both revenues and expenses, with each line presenting a key component that are subsequently allocated among the Member Agencies based on a particular formula. This exhibit presents actual revenue and expense for fiscal years FY2018-19 through FY2020-21, FY2021-22 Budget and the FY2022-23 Budget and shows variances between the FY2021-22 Budget as compared with the FY2022-23 Budget. Operating Expenses include all costs required to operate the Metrolink system including Train Operations, maintenance of equipment, fuel, security, utilities, transfer payments to other transit operators, revenue collection, payments to freight railroads for dispatching, station maintenance, passenger services, MOW, general and administrative expenses, professional services and insurance.

Exhibit 3.7: FY2022-23 Annual Operating Budget by Cost Component by Member Agency and **Exhibit 3.8: FY2022-23 Annual Operating Budget by Cost Component by Line** with each line presenting a key component which is allocated among the Member Agencies based on a particular formula and as shown in the exhibit.

Expenses as shown in Exhibits 3.6 and 3.7, offset by revenue, determine the annual member support requirement. In FY2022-23 the majority of Operational funding will be provided by the Member Agencies. Although Federal relief funds may be used to an extent, this will be determined by the individual Member Agencies.

Operations Funding by Member Agency

(000's)	FY2021-22 BUDGET	FY2022-23 BUDGET	VARIANCE	% CHANGE
METRO	\$ 101,452	\$ 117,951	\$ 16,500	16.3%
OCTA	39,085	45,988	6,904	17.7%
RCTC	21,923	25,891	3,968	18.1%
SBCTA	23,181	25,225	2,044	8.8%
VCTC	12,568	14,746	2,178	17.3%
Total Member Subsidies	\$ 198,209	\$ 229,801	\$ 31,592	15.9%

Numbers may not foot due to rounding.

NOTE: Does not include expenses for San Clemente Emergency Track Work

Exhibit 3.9: FY2018-19 to FY2022-23 Revenue Sources Trend provides a summary of the actual FY2018-19 to FY2020-21 fund sources used to support expenditures. The exhibit also shows the FY2021-22 and FY2022-23 Budgeted Sources of Funds to provide funding for Operating Expenses of \$258.6 million in FY2021-22 and \$296.3 million in FY2022-23 and for the \$259.7 million and \$188.5 million of Capital Program authority which are forecast to be expended in FY2021-22 and FY2022-23, respectively. Operating Budget expenses represent only the single year of authorized expenditures, while the Capital Program expenditure

amounts include portions of the Capital Program authorized in both current year and approved authority carryover from prior years.

With respect to Operating Revenues:

The FY2022-23 budgeted farebox revenue is \$47.1 million, reflecting an increase of \$4.5 million or 10.5% more than the FY2021-22 Budget.

Dispatching Revenues include fees for dispatching freight and Amtrak Intercity Services.

MOW revenue rates were negotiated based on the historical expenditures on MOW by the freight railroads prior to the purchase of these rights-of-way by the Member Agencies.

With respect to Capital Revenues:

The amounts shown can be traced to the Cash Flows shown in Exhibit 8.8.8 of \$10.5 million added to the Carryover spending of \$178.0 million. Total dollars are divided into funding categories, including state and federal grants, freight railroad and local funds. The FY2022-23 Budget detailed allocations are compared to budgeted or actual funding sources for FY2018-19 through FY2021-22.

Exhibit 3.10: FY2022-23 Budget Revenue Sources and Use by Member Agency provides a summary by Member Agency of the FY2022-23 Budget Revenue Source and Use to cover Operating Expenses of \$296.3 million and expected expenditures on the Capital Program of \$188.5 million. Operating Budget expenses represent only FY2022-23 approved expenditures, while the Capital Program includes expenditures approved as new capital expense for the current fiscal year and carryover Board approved authority. Total dollars are separated into funding categories including state and federal grants, freight railroad participation and local funds.

Exhibit 3.1a Summary of FY2020-21 to FY2022-23 Statistics by Line

LINE	San Bernardino	Ventura County ⁽¹⁾	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Service Levels									
Weekday Train Trips - FY21 Actual	30	15	16	7	17	0	14	10	109
Weekend Train Trips - FY21 Actual	18	0	12	0	8	0	4	4	46
Total Train Trips - FY21 Actual	48	15	28	7	25	0	18	14	155
Weekday Train Trips - FY22 Budget	30	18	16	7	17	0	14	10	112
Weekend Train Trips - FY22 Budget	32	6	12	0	8	0	4	4	66
Total Train Trips - FY22 Budget	62	24	28	7	25	0	18	14	178
Weekday Train Trips - FY23 Budget	36	20	22	11	19	0	14	12	134
Weekend Train Trips - FY23 Budget	32	2	24	0	16	0	8	8	90
Total Train Trips - FY23 Budget	68	22	46	11	35	0	22	20	224
Passenger Boardings ⁽²⁾									
FY21 Actual	647,223	127,924	421,262	105,343	352,086	-	273,373	175,043	2,102,254
FY22 Budget	1,666,108	618,509	1,078,455	557,622	1,558,787	-	710,922	488,964	6,679,367
FY23 Budget	2,234,368	447,193	1,327,792	364,531	1,252,293	-	961,251	634,346	7,221,773
% Change-FY23 Budget to FY21 Actual	245.2%	249.6%	215.2%	246.0%	255.7%	0.0%	251.6%	262.4%	243.5%
% Change-FY23 Budget to FY22 Budget	34.1%	(27.7%)	23.1%	(34.6%)	(19.7%)	0.0%	35.2%	29.7%	8.1%
Service Train Miles									
FY21 Actual	539,722	182,235	376,724	125,315	418,601	2,080	306,913	215,441	2,167,030
FY22 Budget	572,609	214,546	459,387	142,930	406,093	-	305,311	252,752	2,353,628
FY23 Budget	656,984	298,355	568,345	189,180	510,990	-	334,860	273,699	2,832,414
% Change-FY23 Budget to FY21 Actual	21.7%	63.7%	50.9%	51.0%	22.1%	(100.0%)	9.1%	27.0%	30.7%
% Change-FY23 Budget to FY22 Budget	14.7%	39.1%	23.7%	32.4%	25.8%	0.0%	9.7%	8.3%	20.3%
Passenger Miles (000's) ⁽³⁾									
FY21 Actual	23,310	3,164	15,827	3,645	12,159	113	9,456	7,155	74,830
FY22 Budget	59,199	15,420	39,182	19,294	51,354	560	24,023	19,627	228,660
FY23 Budget	80,327	11,276	49,631	12,613	43,913	-	32,993	25,839	256,592
% Change-FY23 Budget to FY21 Actual	244.6%	256.4%	213.6%	246.0%	261.2%	(100.0%)	248.9%	261.1%	242.9%
% Change-FY23 Budget to FY22 Budget	35.7%	(26.9%)	26.7%	(34.6%)	(14.5%)	(100.0%)	37.3%	31.6%	12.2%
Average Weekday Ridership									
FY21 Actual	2,099	490	1,305	405	1,114	-	891	579	6,884
FY22 Budget	5,662	2,357	3,682	2,145	5,501	-	2,422	1,733	23,503
FY23 Budget	7,294	1,659	4,177	1,402	3,987	-	3,181	2,129	23,829
% Change-FY23 Budget to FY21 Actual	247.4%	238.6%	220.2%	246.0%	257.8%	0.0%	256.9%	267.4%	246.2%
% Change-FY23 Budget to FY22 Budget	28.8%	(29.6%)	13.4%	(34.6%)	(27.5%)	0.0%	31.3%	22.8%	1.4%
Average Weekday Trip Length (Miles) ⁽⁴⁾									
	34.1	24.8	34.7	34.6	32.3	N/A	31.4	39.2	33.0

Numbers may not foot due to rounding.

NOTES:

- (1) Includes LAUS - Burbank Bob Hope Airport Trains
- (2) Passenger Boardings are based on ticket sales and unlinked trips
- (3) Passenger is calculated based on ticket sales with origin and destination
- (4) Average trip length is calculated based on ticket sales

Exhibit 3.1b Summary of FY2020-21 to FY2022-23 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Operating Cost (w/ MOW) (000's) ⁽¹⁾									
FY21 Actual	53,575	28,083	47,009	17,982	31,427	4,813	28,346	22,787	234,023
FY22 Budget	58,651	31,817	52,056	20,790	34,341	4,443	30,102	26,425	258,625
FY23 Budget	66,439	37,379	59,156	23,718	44,677	-	35,279	29,676	296,324
% Change-FY23 Budget to FY21 Actual	24.0%	33.1%	25.8%	31.9%	42.2%	(100.0%)	24.5%	30.2%	26.6%
% Change-FY23 Budget to FY22 Budget	13.3%	17.5%	13.6%	14.1%	30.1%	(100.0%)	17.2%	12.3%	14.6%
Operating Cost (w/o MOW Extraordinary Maint) (000's) ⁽¹⁾									
FY21 Actual	53,444	27,992	46,914	17,899	31,326	4,813	28,266	22,770	233,424
FY22 Budget	58,498	31,712	51,945	20,694	34,223	4,443	30,008	26,405	257,928
FY23 Budget	66,209	37,221	58,990	23,573	44,500	-	35,138	29,646	295,277
% Change-FY23 Budget to FY21 Actual	23.9%	33.0%	25.7%	31.7%	42.1%	(100.0%)	24.3%	30.2%	26.5%
% Change-FY23 Budget to FY22 Budget	13.2%	17.4%	13.6%	13.9%	30.0%	(100.0%)	17.1%	12.3%	14.5%
Operating Cost (w/o MOW) (000's)									
FY21 Actual	41,209	21,104	36,838	16,817	25,264	4,788	23,666	19,982	189,667
FY22 Budget	44,497	23,966	40,879	19,485	27,799	4,291	24,994	22,984	208,894
FY23 Budget	51,334	29,086	47,219	22,468	37,507	-	30,466	26,029	244,109
% Change-FY23 Budget to FY21 Actual	24.6%	37.8%	28.2%	33.6%	48.5%	(100.0%)	28.7%	30.3%	28.7%
% Change-FY23 Budget to FY22 Budget	15.4%	21.4%	15.5%	15.3%	34.9%	(100.0%)	21.9%	13.2%	16.9%
Subsidy (w/MOW) (000's) ^(4 & 5)									
FY21 Actual	45,812	26,244	43,065	16,898	26,276	4,771	25,583	20,751	209,402
FY22 Budget	43,736	25,960	41,999	16,152	20,373	4,305	23,936	21,748	198,209
FY23 Budget	46,931	32,444	46,869	20,516	31,948	-	27,360	23,733	229,801
% Change-FY23 Budget to FY21 Actual	2.4%	23.6%	8.8%	21.4%	21.6%	(100.0%)	6.9%	14.4%	9.7%
% Change-FY23 Budget to FY22 Budget	7.3%	25.0%	11.6%	27.0%	56.8%	(100.0%)	14.3%	9.1%	15.9%
Farebox Revenue (000's) ⁽²⁾									
FY21 Actual	4,844	834	3,567	1,187	2,971	27	1,534	1,292	16,256
FY22 Budget	10,955	3,929	6,749	4,408	11,365	121	4,839	3,866	46,232
FY23 Budget	15,597	3,007	8,764	2,970	9,214	-	6,448	5,095	51,095
% Change-FY23 Budget to FY21 Actual	222.0%	260.3%	145.7%	150.2%	210.1%	(100.0%)	320.4%	294.2%	214.3%
% Change-FY23 Budget to FY22 Budget	42.4%	(23.5%)	29.9%	(32.6%)	(18.9%)	(100.0%)	33.2%	31.8%	10.5%
Other Revenues (000's) ⁽³⁾									
FY21 Actual	3,705	1,833	3,552	188	2,545	27	1,292	827	13,969
FY22 Budget	3,961	1,929	3,307	231	2,603	16	1,327	811	14,185
FY23 Budget	3,911	1,928	3,523	232	3,514	-	1,471	848	15,428
% Change-FY23 Budget to FY21 Actual	5.6%	5.2%	(0.8%)	23.5%	38.1%	(100.0%)	13.8%	2.6%	10.4%
% Change-FY23 Budget to FY22 Budget	(1.3%)	(0.0%)	6.5%	0.4%	35.0%	(100.0%)	10.9%	4.6%	8.8%

Numbers may not foot due to rounding.

NOTES:

- (1) Costs include all expenses for Metrolink and MOW on operating and non-operating lines
- (2) Includes fare reduction subsidies for Antelope Valley Line and San Bernardino Line (FY21, FY22, FY23)
- (3) Other revenues include dispatching fees and MOW revenues from freight and Amtrak due to individual member agencies
- (4) FY21 Subsidies includes contribution from Member Agencies and COVID Relief Funding
- (5) FY22 Subsidies includes contribution from Member Agencies and COVID Relief Funding

Exhibit 3.1c Summary of FY2020-21 to FY2022-23 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Average Fare/Passenger									
FY21 Actual	\$7.48	\$6.52	\$8.47	\$11.27	\$8.44	\$0.00	\$5.61	\$7.38	\$7.73
FY22 Budget	\$6.58	\$6.35	\$6.26	\$7.90	\$7.29	\$0.00	\$6.81	\$7.91	\$6.92
FY23 Budget	\$6.98	\$6.72	\$6.60	\$8.15	\$7.36	\$0.00	\$6.71	\$8.03	\$7.08
% Change-FY23 Budget to FY21 Actual	(6.7%)	3.1%	(22.0%)	(27.7%)	(12.8%)	\$0.00	19.6%	8.8%	(8.5%)
% Change-FY23 Budget to FY22 Budget	6.2%	5.8%	5.5%	3.1%	0.9%	\$0.00	(1.5%)	1.6%	2.2%
Op Cost/Passenger (w/o MOW Extraordinary Maint)									
FY21 Actual	\$82.57	\$218.82	\$111.36	\$169.91	\$88.97	N/A	\$103.40	\$130.08	\$111.03
FY22 Budget	\$35.11	\$51.27	\$48.17	\$37.11	\$21.96	N/A	\$42.21	\$54.00	\$38.62
FY23 Budget	\$29.63	\$83.23	\$44.43	\$64.67	\$35.54	N/A	\$36.55	\$46.73	\$40.89
% Change-FY23 Budget to FY21 Actual	(64.1%)	(62.0%)	(60.1%)	(61.9%)	(60.1%)	N/A	(64.6%)	(64.1%)	(63.2%)
% Change-FY23 Budget to FY22 Budget	(15.6%)	62.3%	(7.8%)	74.2%	61.9%	N/A	(13.4%)	(13.5%)	5.9%
Op Cost/Passenger Mile (w/o MOW Extraordinary Maint)									
FY21 Actual	\$2.29	\$8.85	\$2.96	\$4.91	\$2.58	N/A	\$2.99	\$3.18	\$3.12
FY22 Budget	\$0.99	\$2.06	\$1.33	\$1.07	\$0.67	N/A	\$1.25	\$1.35	\$1.13
FY23 Budget	\$0.82	\$3.30	\$1.19	\$1.87	\$1.01	N/A	\$1.07	\$1.15	\$1.15
% Change-FY23 Budget to FY21 Actual	(64.0%)	(62.7%)	(59.9%)	(61.9%)	(60.7%)	N/A	(64.4%)	(63.9%)	(63.1%)
% Change-FY23 Budget to FY22 Budget	(16.6%)	60.5%	(10.3%)	74.2%	52.1%	N/A	(14.7%)	(14.7%)	2.0%
Subsidy/Passenger ^(1 & 2)									
FY21 Actual	\$70.78	\$205.15	\$102.23	\$160.41	\$74.63	N/A	\$93.58	\$118.55	\$99.61
FY22 Budget	\$26.25	\$41.97	\$38.94	\$28.97	\$13.07	N/A	\$33.67	\$44.48	\$29.67
FY23 Budget	\$21.00	\$72.55	\$35.30	\$56.28	\$25.51	N/A	\$28.46	\$37.41	\$31.82
% Change-FY23 Budget to FY21 Actual	(70.3%)	(64.6%)	(65.5%)	(64.9%)	(65.8%)	N/A	(69.6%)	(68.4%)	(68.1%)
% Change-FY23 Budget to FY22 Budget	(20.0%)	72.9%	(9.4%)	94.3%	95.2%	N/A	(15.5%)	(15.9%)	7.2%
Subsidy/Passenger Mile ^(1 & 2)									
FY21 Actual	\$1.97	\$8.30	\$2.72	\$4.64	\$2.16	N/A	\$2.71	\$2.90	\$2.80
FY22 Budget	\$0.74	\$1.68	\$1.07	\$0.84	\$0.40	N/A	\$1.00	\$1.11	\$0.87
FY23 Budget	\$0.58	\$2.88	\$0.94	\$1.63	\$0.73	N/A	\$0.83	\$0.92	\$0.90
% Change-FY23 Budget to FY21 Actual	(70.3%)	(65.3%)	(65.3%)	(64.9%)	(66.3%)	N/A	(69.3%)	(68.3%)	(68.0%)
% Change-FY23 Budget to FY22 Budget	(20.9%)	70.9%	(11.9%)	94.3%	83.4%	N/A	(16.8%)	(17.1%)	3.3%
Op Cost/Service Train Mile (w/o MOW Extraordinary Maint)									
FY21 Actual	\$99.02	\$153.61	\$124.53	\$142.83	\$74.84	N/A	\$92.10	\$105.69	\$107.72
FY22 Budget	\$102.16	\$147.81	\$113.07	\$144.78	\$84.27	N/A	\$98.29	\$104.47	\$109.59
FY23 Budget	\$100.78	\$124.75	\$103.79	\$124.60	\$87.09	N/A	\$104.93	\$108.31	\$104.25
% Change-FY23 Budget to FY21 Actual	1.8%	(18.8%)	(16.7%)	(12.8%)	16.4%	(100.0%)	13.9%	2.5%	(3.2%)
% Change-FY23 Budget to FY22 Budget	(1.4%)	(15.6%)	(8.2%)	(13.9%)	3.3%	0.0%	6.8%	3.7%	(4.9%)

Numbers may not foot due to rounding.

NOTES:

- (1) FY22 Subsidies included contribution from Member Agencies and COVID Relief Funding
- (2) FY23 Subsidies included contribution from Member Agencies and COVID Relief Funding

Exhibit 3.1d Summary of FY2020-21 to FY2022-23 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Operating Cost/Service Train Mile (w/o MOW)									
FY21 Actual	\$76.35	\$115.81	\$97.78	\$134.19	\$60.35	\$2,301.95	\$77.11	\$92.75	\$87.52
FY22 Budget	\$77.71	\$111.70	\$88.99	\$136.32	\$68.45	\$0.00	\$81.86	\$90.94	\$88.75
FY23 Budget	\$78.14	\$97.49	\$83.08	\$118.77	\$73.40	\$0.00	\$90.98	\$95.10	\$86.18
% Change-FY23 Budget to FY21 Actual	2.3%	(15.8%)	(15.0%)	(11.5%)	21.6%	(100.0%)	18.0%	2.5%	(1.5%)
% Change-FY23 Budget to FY22 Budget	0.5%	(12.7%)	(6.6%)	(12.9%)	7.2%	0.0%	11.1%	4.6%	(2.9%)
Farebox Recovery ⁽¹⁾									
FY21 Actual	9.0%	3.0%	7.6%	6.6%	9.5%	0.6%	5.4%	5.7%	7.0%
FY22 Budget	18.9%	12.5%	13.2%	21.2%	33.2%	2.8%	16.1%	14.8%	18.1%
FY23 Budget	23.5%	8.0%	14.8%	12.5%	20.6%	0.0%	18.3%	17.2%	17.2%
% Change-FY23 Budget to FY21 Actual	159.4%	170.4%	95.1%	89.3%	117.9%	(100.0%)	237.4%	202.6%	148.0%
% Change-FY23 Budget to FY22 Budget	24.2%	(35.9%)	12.4%	(41.0%)	(37.9%)	(100.0%)	13.2%	16.3%	(4.5%)
Revenue Recovery ⁽²⁾									
FY21 Actual	16.0%	9.5%	15.2%	7.7%	17.6%	1.1%	10.0%	9.3%	12.9%
FY22 Budget	25.7%	18.7%	19.6%	22.3%	40.8%	3.2%	20.6%	17.9%	23.6%
FY23 Budget	29.4%	13.2%	20.8%	13.5%	28.5%	0.0%	22.4%	20.0%	22.4%
% Change-FY23 Budget to FY21 Actual	83.8%	38.8%	37.0%	76.2%	62.1%	(100.0%)	124.9%	115.3%	73.6%
% Change-FY23 Budget to FY22 Budget	14.1%	(29.4%)	5.8%	(39.5%)	(30.2%)	(100.0%)	9.1%	12.1%	(4.9%)

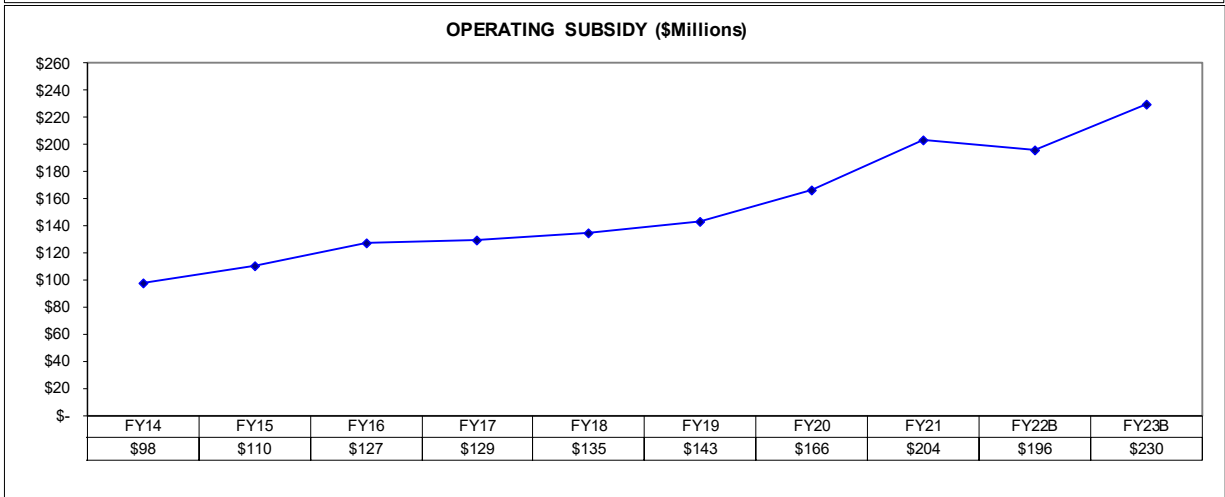
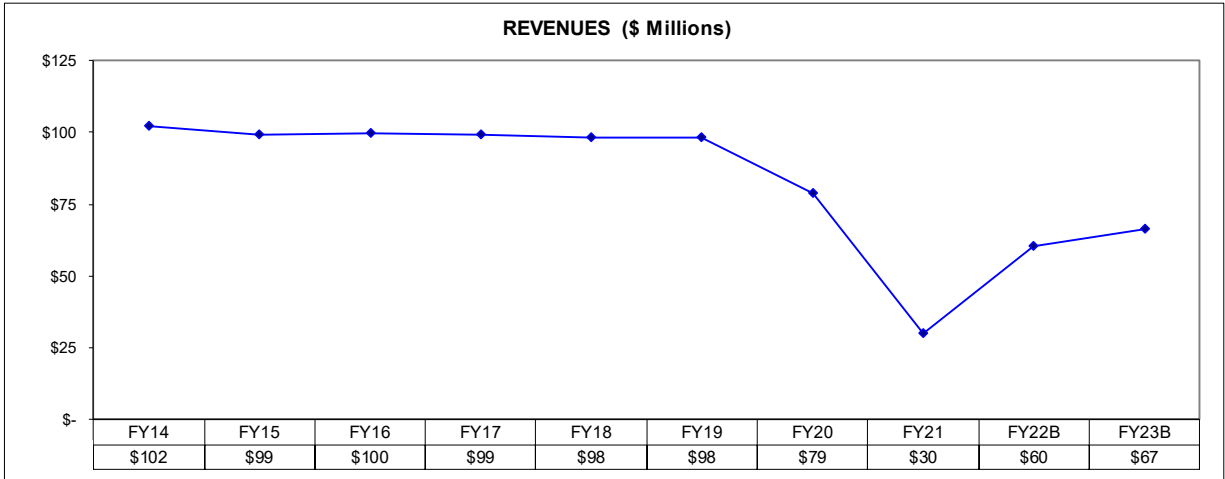
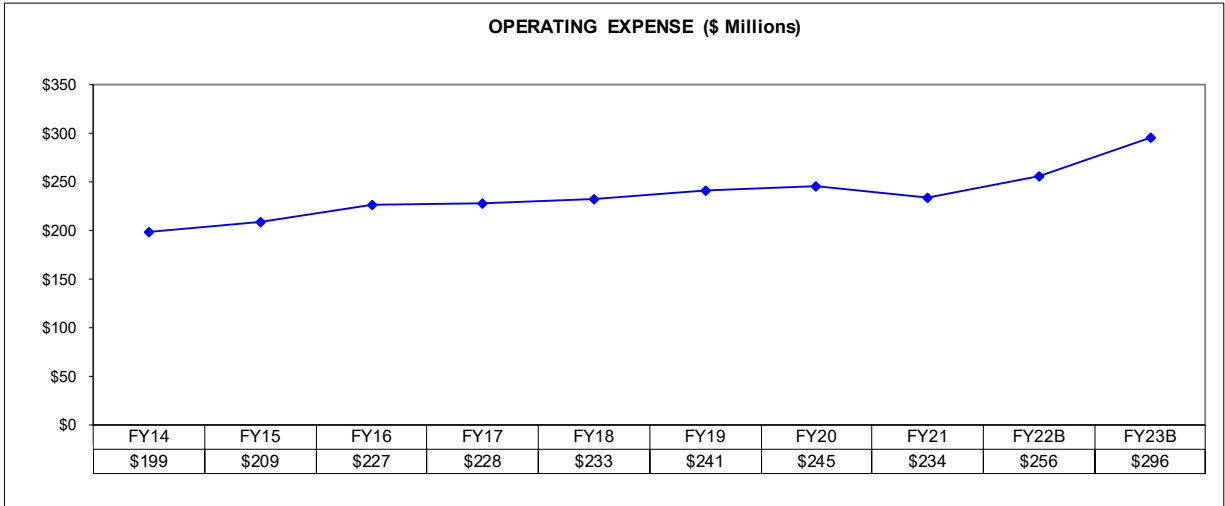
Numbers may not foot due to rounding.

NOTES:

(1) Farebox recovery is the ratio of farebox revenue to total expenses net of operating category "Rolling Stock Lease"

(2) Revenue recovery is the ratio of operating revenues to operating expenses net of operating category "Rolling Stock Lease"

Exhibit 3.2 Operating Expense, Revenues and Operating Support



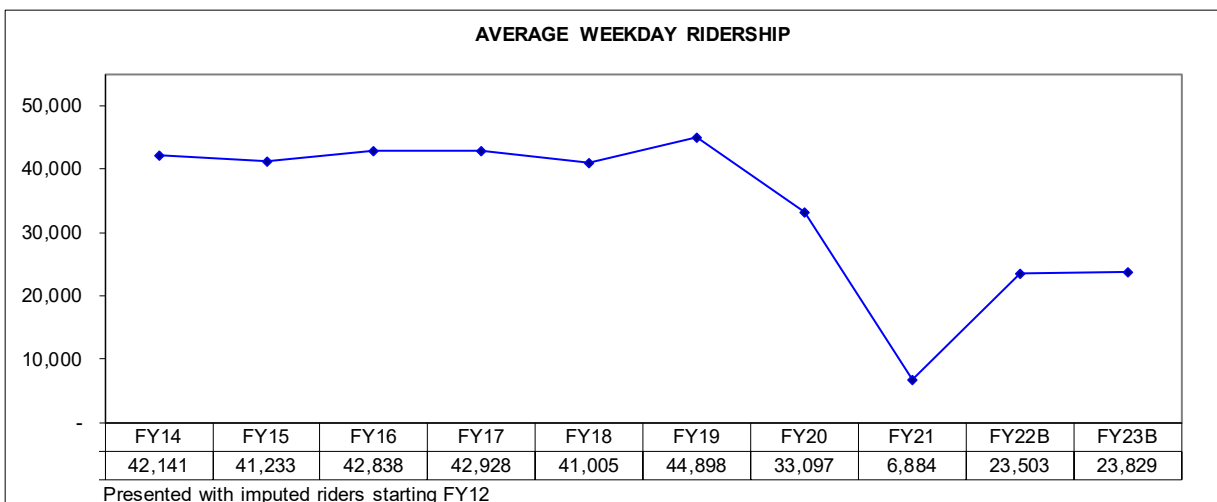
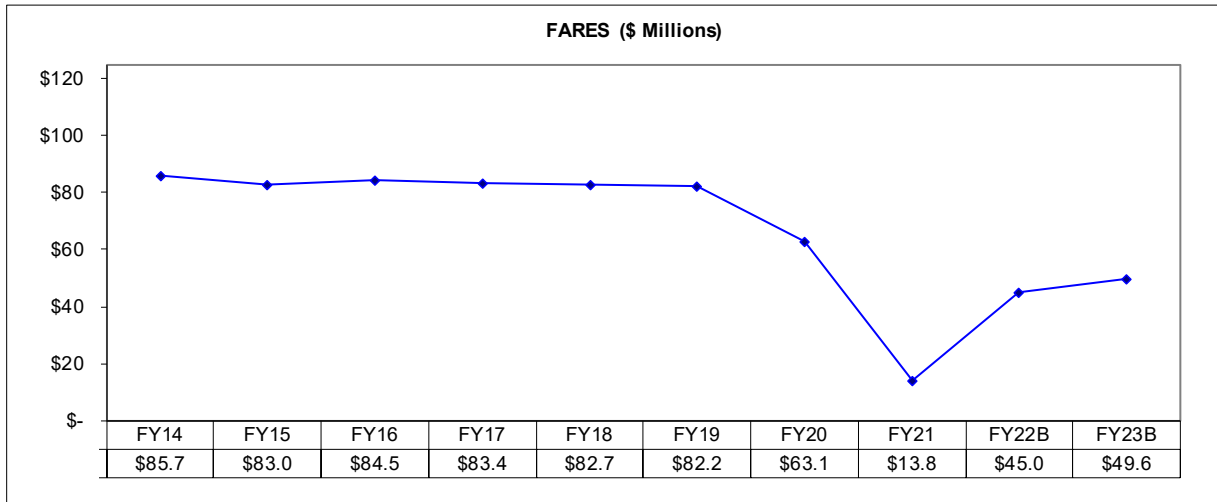
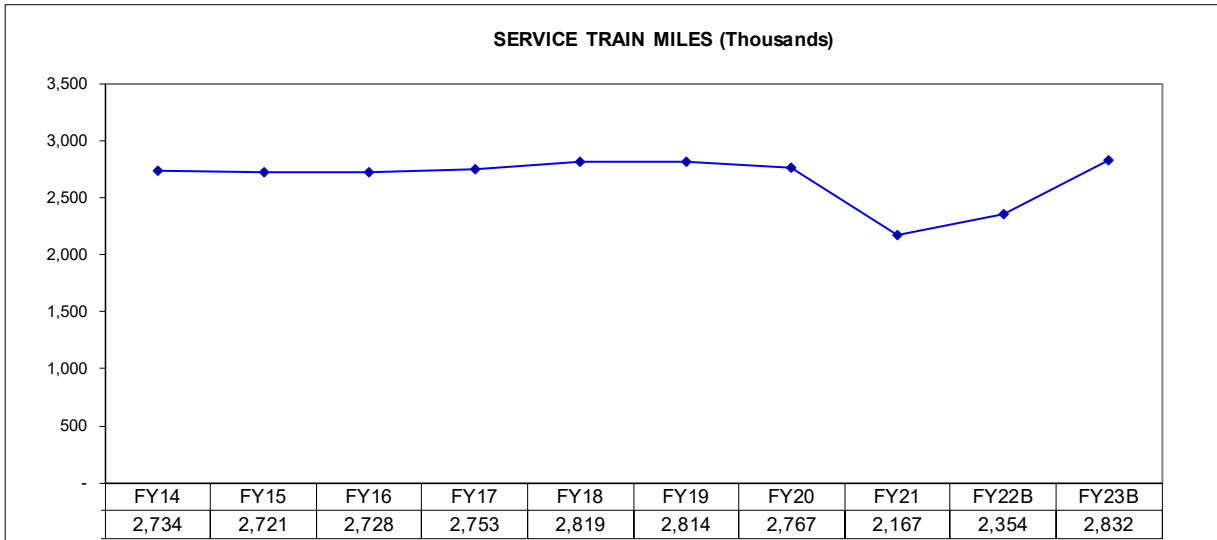
NOTES:

Actuals through FY21, Amended Budget for FY22 and FY23

FY16 and FY17 Actuals include BNSF Lease Locomotives costs

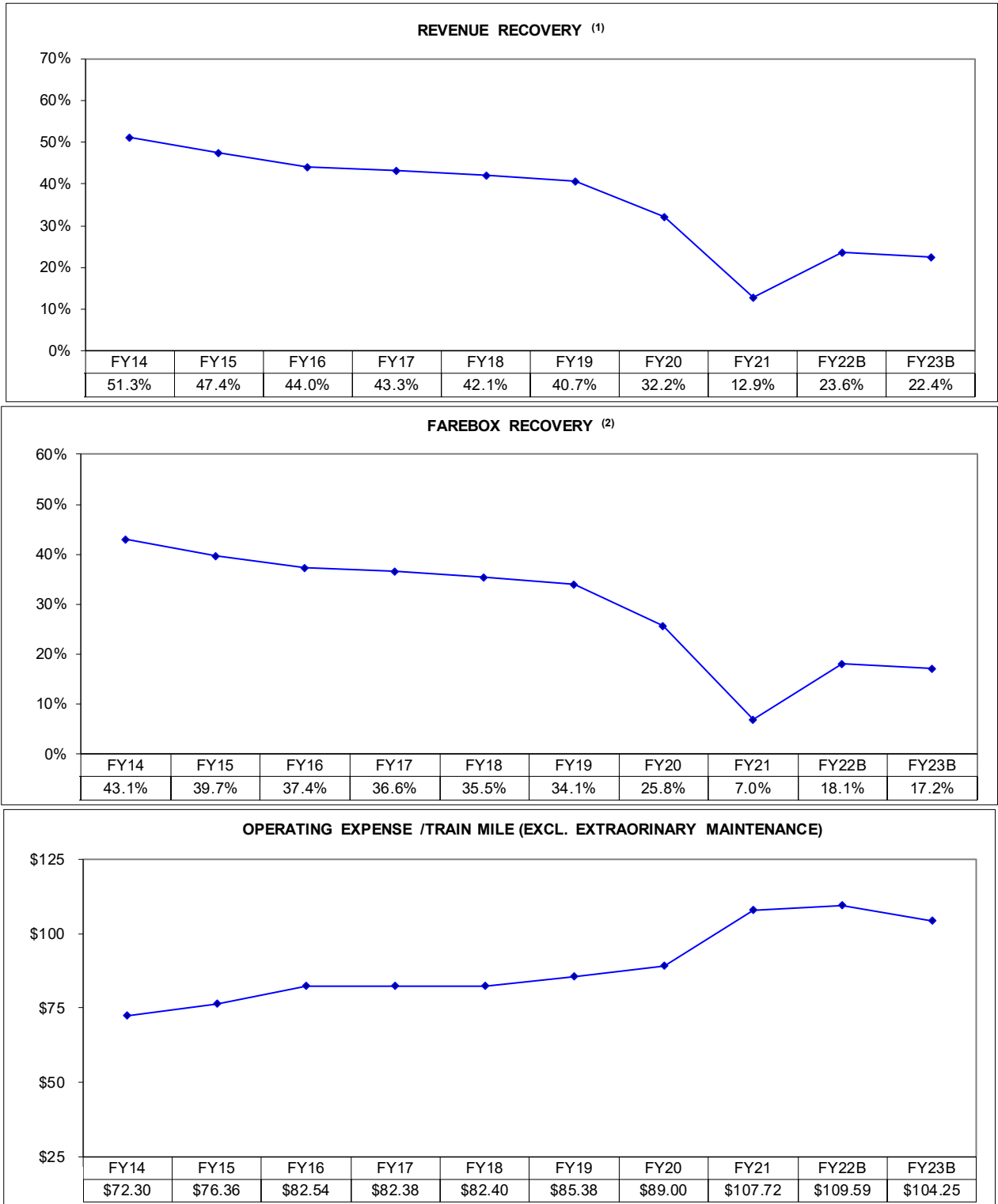
FY22 Actual Subsidies include contribution from Member Agencies and COVID Relief Funding

Exhibit 3.3 Train Miles, Fares and Average Weekday Ridership



NOTES:
Actuals through FY21, Amended Budget for FY22 and FY23

Exhibit 3.4 Revenue Recovery, Farebox Recovery and Operating Expense per Train Miles

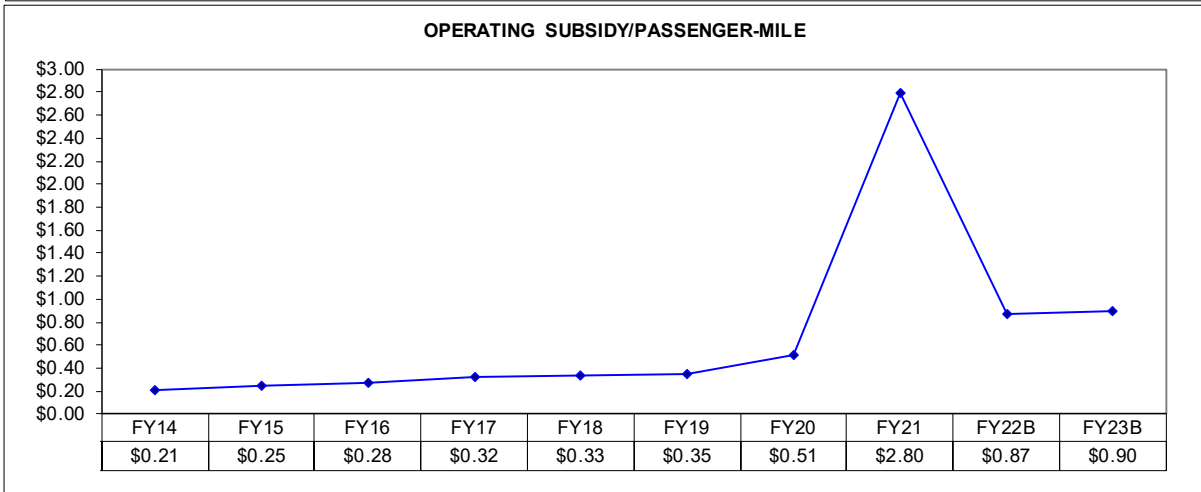
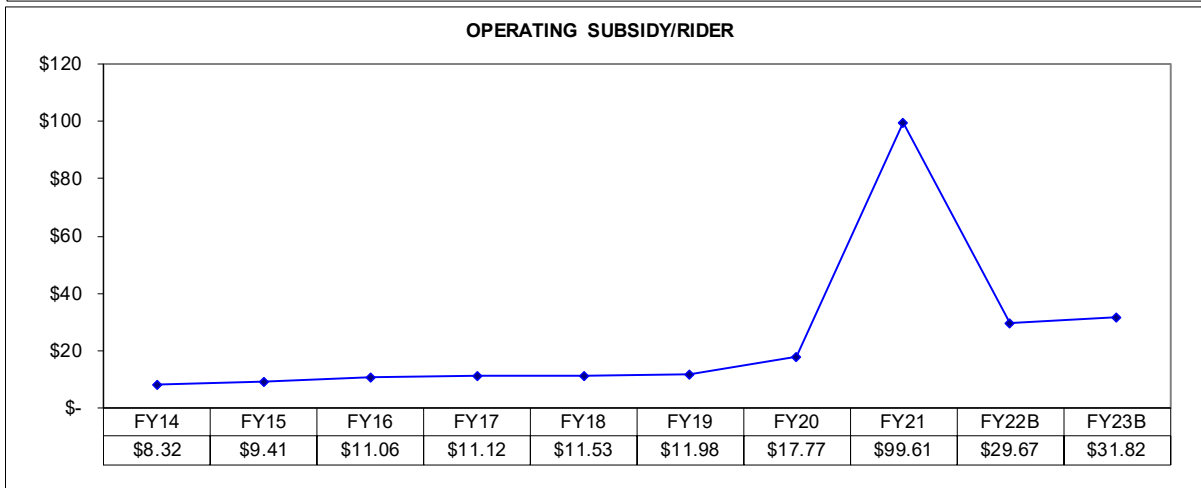
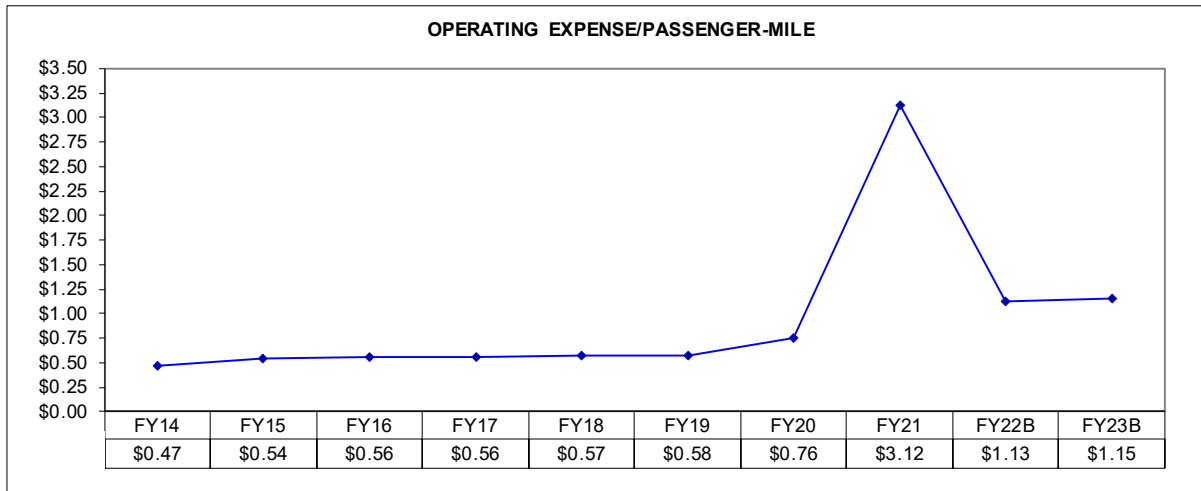


NOTES:

(1) Revenue Recovery = Operating Revenues/Operating Expenses Net of Rolling Stock Lease Payments

(2) Farebox Recovery = Farebox Revenue/Operating Expenses Net of Rolling Stock Lease Payments

Exhibit 3.5 Operating Expense per Passenger Mile, Operating Support per Rider and Operating Support per Passenger Mile



NOTES:

Actuals through FY21, Amended Budget for FY22 and FY23

FY16 and FY17 Actuals include BNSF Lease Locomotives costs

FY22 Actual Subsidies include contribution from Member Agencies and COVID Relief Funding

Exhibit 3.6 FY2018-19 to FY2022-23 Annual Operating Budget by Cost Component by Fiscal Year

(000's)	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2022-23 BUDGET VS. FY2021-22 BUDGET	
	ACTUAL	ACTUAL	ACTUAL	AMENDED BUDGET	AMENDED BUDGET	VARIANCE	%
Operating Revenue							
Farebox Revenue	\$ 79,007	\$ 61,843	13,811	\$ 42,604	\$ 47,085	4,480	10.5%
Fare Reduction Subsidy	3,147	1,090	164	1,126	1,511	385	34.2%
A/V Line Discount	-	-	(25)	-	-	-	-
Other Train Subsidies	-	-	2,306	\$ 2,352	2,500	148	6.3%
Special Trains	-	171	-	150	-	(150)	(100.0%)
Subtotal-Pro Forma FareBox	82,154	63,104	16,256	46,232	51,095	4,864	10.5%
Dispatching	2,136	2,300	2,079	2,054	2,777	723	35.2%
Other Revenues	790	254	345	575	773	198	34.3%
MOW Revenues	13,017	13,301	11,545	11,556	11,879	323	2.8%
Subtotal Operating Revenue	98,097	78,958	30,225	60,416	66,523	6,107	10.1%
Operating Expenses							
Operations & Services							
Train Operations	43,093	45,701	42,885	46,202	51,345	5,143	11.1%
Equipment Maintenance	36,642	36,861	37,041	37,594	41,054	3,460	9.2%
Fuel	23,582	21,150	18,640	20,686	32,716	12,030	58.2%
Non-Scheduled Rolling Stock Repairs	87	92	112	100	100	-	0.0%
Operating Facilities Maintenance	1,683	1,569	2,130	1,654	2,218	564	34.1%
Other Operating Train Services	1,069	863	945	916	934	18	1.9%
Rolling Stock Lease	230	231	230	-	-	-	-
Security	8,715	9,367	13,597	13,533	15,738	2,205	16.3%
Public Safety Program	209	55	64	102	103	1	1.1%
Passenger Relations	1,769	1,786	1,787	1,870	1,911	41	2.2%
TVM Maintenance/Revenue Collection	7,871	7,594	3,503	4,614	5,365	752	16.3%
Marketing	4,304	1,359	2,092	2,868	3,097	230	8.0%
Media & External Communications	348	410	219	362	372	10	2.9%
Utilities/Leases	2,775	2,762	2,899	2,965	3,914	949	32.0%
Transfers to Other Operators	5,608	5,394	662	3,276	3,276	-	-
Amtrak Transfers	1,497	1,166	41	824	824	-	-
Station Maintenance	1,847	1,980	1,960	2,065	2,185	120	5.8%
Rail Agreements	5,696	5,159	4,812	4,218	5,305	1,087	25.8%
Holiday Trains	-	57	-	265	-	(265)	(100.0%)
Special Trains	-	524	-	92	500	408	443.5%
Subtotal Operations & Services	147,026	144,081	133,621	144,206	170,958	26,752	18.6%
Maintenance-of-Way							
MoW - Line Segments	43,112	43,375	43,756	49,034	51,167	2,134	4.4%
MoW - Extraordinary Maintenance	801	864	599	697	1,048	350	50.2%
Subtotal Maintenance-of-Way	43,913	44,239	44,355	49,731	52,215	2,484	5.0%
Administration & Services							
Ops Salaries & Fringe Benefits	13,484	15,497	15,578	16,817	17,903	1,087	6.5%
Ops Non-Labor Expenses	6,725	7,645	7,334	8,654	11,983	3,329	38.5%
Indirect Administrative Expenses	16,151	18,254	17,695	19,889	21,546	1,656	8.3%
Ops Professional Services	2,423	3,019	2,311	2,398	2,685	287	12.0%
Subtotal Admin & Services	38,784	44,415	42,917	47,758	54,117	6,359	13.3%
Contingency (Non-Train Ops)	-	11	-	90	90	-	0.0%
Total Operating Expenses	229,723	232,745	220,893	241,785	277,380	35,595	14.7%
Insurance Expense/(Revenue)							
Liability/Property/Auto	9,429	9,870	12,447	14,677	16,088	1,411	9.6%
Claims / SI	1,212	2,303	1	990	1,000	10	1.0%
Claims Administration	682	367	682	1,172	1,856	684	58.3%
Net Insurance and Legal	11,324	12,540	13,129	16,840	18,944	2,104	12.5%
Total Expense (before non-recurring)	241,046	245,285	234,023	258,625	296,324	37,699	14.6%
Non-Recurring Settlement Expense 1			3,234	-	-	-	
Non-Recurring Settlement Expense 2			2,370	-	-	-	
San Clemente Track				5,000		(5,000)	N/A
TOTAL ALL EXPENSE	241,046	245,285	239,627	263,625	296,324	32,699	12.4%
Loss (Support Required)	(142,949)	(166,327)	(209,402)	(203,209)	(229,801)	(26,592)	13.1%
Member Subsidies							
Total Member Subsidies	150,550	156,578	57,916	203,209	229,801	26,592	13.1%
Surplus / (Deficit)	7,600	(9,748)	(151,486)	-	-	151,486	N/A
COVID Relief Funding	N/A	9,748	151,486	*	*	N/A	N/A

Numbers may not foot due to rounding.

NOTE:

*Funding utilizing Member Agency subsidies vs Federal COVID Relief determined by Member Agencies

Exhibit 3.7 FY2022-23 Annual Operating Budget by Cost Component by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 22,318	\$ 11,943	\$ 5,057	\$ 6,723	\$ 1,043	\$ 47,085
Fare Reduction Subsidy	904	-	-	607	-	1,511
Other Train Subsidies	2,500	-	-	-	-	2,500
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	25,722	11,943	5,057	7,330	1,043	51,095
Dispatching	1,318	1,040	15	99	304	2,777
Other Revenues	395	171	72	111	24	773
MOW Revenues	6,206	3,041	729	1,473	430	11,879
Total Operating Revenue	33,640	16,196	5,872	9,014	1,801	66,523
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	28,120	10,443	4,960	5,670	2,151	51,345
Equipment Maintenance	19,494	9,898	4,751	5,040	1,871	41,054
Fuel	17,538	7,125	3,143	3,642	1,268	32,716
Non-Scheduled Rolling Stock Repairs	49	25	10	12	3	100
Operating Facilities Maintenance	1,082	559	232	270	75	2,218
Other Operating Train Services	464	128	111	156	74	934
Security	8,043	3,382	1,703	1,828	782	15,738
Public Safety Program	49	18	15	11	10	103
Passenger Relations	965	464	168	271	44	1,911
TVM Maintenance/Revenue Collection	2,300	1,170	887	686	323	5,365
Marketing	1,603	694	278	447	75	3,097
Media & External Communications	177	64	55	39	37	372
Utilities/Leases	1,857	674	582	411	389	3,914
Transfers to Other Operators	1,819	756	235	398	69	3,276
Amtrak Transfers	272	509	-	-	43	824
Station Maintenance	1,349	317	130	289	100	2,185
Rail Agreements	1,894	1,042	1,350	345	674	5,305
Holiday Trains	-	-	-	-	-	-
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	87,311	37,366	18,667	19,588	8,025	170,958
<u>Maintenance-of-Way</u>						
MoW - Line Segments	28,344	10,144	3,325	6,471	2,884	51,167
MoW - Extraordinary Maintenance	614	150	100	112	73	1,048
Subtotal Maintenance-of-Way	28,957	10,294	3,424	6,583	2,957	52,215
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,493	3,098	2,656	1,882	1,775	17,903
Ops Non-Labor Expenses	6,048	2,461	1,414	1,326	733	11,983
Indirect Administrative Expenses	10,221	3,712	3,206	2,262	2,144	21,546
Ops Professional Services	1,274	463	400	282	267	2,685
Subtotal Admin & Services	26,036	9,734	7,675	5,752	4,919	54,117
<u>Contingency</u>	43	16	13	9	9	90
Total Operating Expenses	142,348	57,410	29,780	31,933	15,910	277,380
Insurance and Legal						
Liability/Property/Auto	7,850	4,054	1,684	1,958	541	16,088
Net Claims / SI	488	252	105	122	34	1,000
Claims Administration	906	468	194	226	62	1,856
Total Net Insurance and Legal	9,244	4,774	1,983	2,306	637	18,944
Total Expense	151,592	62,184	31,763	34,238	16,547	296,324
Loss/Member Support Required	(117,951)	(45,988)	(25,891)	(25,225)	(14,746)	(229,801)

Numbers may not foot due to rounding.

Exhibit 3.8 FY2022-23 Annual Operating Budget by Line

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	\$ 13,289	\$ 2,908	\$ 7,795	\$ 2,652	\$ 9,020	\$ 6,448	\$ 4,972	\$ 47,085
Fare Reduction Subsidy	1,511	-	-	-	-	-	-	1,511
Other Train Subsidies	798	99	969	318	194	-	123	2,500
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	15,597	3,007	8,764	2,970	9,214	6,448	5,095	51,095
Dispatching	336	587	341	2	1,485	6	21	2,777
Other Revenues	228	57	150	47	130	101	60	773
MOW Revenues	3,348	1,285	3,032	183	1,900	1,364	767	11,879
Total Operating Revenue	19,509	4,935	12,287	3,202	12,729	7,919	5,943	66,523
Operating Expenses								
<u>Operations & Services</u>								
Train Operations	11,982	6,037	11,825	3,516	7,578	5,795	4,613	51,345
Equipment Maintenance	9,638	4,267	7,083	2,639	7,359	5,641	4,427	41,054
Fuel	7,330	3,568	7,090	2,349	5,415	4,106	2,858	32,716
Non-Scheduled Rolling Stock Repairs	25	8	17	6	19	14	10	100
Operating Facilities Maintenance	552	186	386	128	431	314	220	2,218
Other Operating Train Services	298	124	135	112	71	91	104	934
Security	3,461	1,545	3,465	1,247	2,389	2,074	1,556	15,738
Public Safety Program	15	17	19	15	10	13	14	103
Passenger Relations	575	108	391	88	334	270	145	1,911
TVM Maintenance/Revenue Collection	1,015	753	874	518	713	813	679	5,365
Marketing	954	189	621	155	519	403	258	3,097
Media & External Communications	54	62	67	56	35	46	52	372
Utilities/Leases	571	650	707	586	372	479	548	3,914
Transfers to Other Operators	866	198	757	173	816	166	301	3,276
Amtrak Transfers	-	123	-	-	700	-	-	824
Station Maintenance	620	355	465	170	378	14	182	2,185
Rail Agreements	-	674	-	2,044	811	878	898	5,305
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	38,066	18,941	33,981	13,871	28,035	21,185	16,880	170,958
<u>Maintenance-of-Way</u>								
MoW - Line Segments	14,875	8,135	11,771	1,105	6,993	4,672	3,616	51,167
MoW - Extraordinary Maintenance	230	158	167	145	177	141	31	1,048
Subtotal Maintenance-of-Way	15,105	8,293	11,937	1,249	7,170	4,813	3,647	52,215
<u>Administration & Services</u>								
Ops Salaries & Fringe Benefits	2,622	2,964	3,241	2,672	1,716	2,189	2,499	17,903
Ops Non-Labor Expenses	2,379	1,545	2,311	1,186	1,765	1,435	1,360	11,983
Indirect Administrative Expenses	3,144	3,581	3,891	3,228	2,049	2,635	3,019	21,546
Ops Professional Services	392	446	485	402	255	328	376	2,685
Subtotal Admin & Services	8,537	8,537	9,929	7,488	5,785	6,588	7,253	54,117
<u>Contingency</u>	13	15	16	13	9	11	13	90
Total Operating Expenses	61,721	35,786	55,863	22,622	40,999	32,596	27,793	277,380
Insurance and Legal								
Liability/Property/Auto	4,007	1,353	2,797	930	3,123	2,278	1,599	16,088
Net Claims/SI	249	84	174	58	194	142	99	1,000
Claims Administration	462	156	323	107	360	263	185	1,856
Total Net Insurance and Legal	4,718	1,593	3,293	1,095	3,678	2,683	1,883	18,944
Total Expense	66,439	37,379	59,156	23,718	44,677	35,279	29,676	296,324
Net Loss / Total Funding Required	\$ 46,931	\$ 32,444	\$ 46,869	\$ 20,516	\$ 31,948	\$ 27,360	\$ 23,733	\$229,801

Numbers may not foot due to rounding.

Exhibit 3.9 FY2018-19 to FY2022-23 Revenue Sources Trend

(000's)	FY2018-19 ACTUAL	FY2019-20 ACTUAL	FY2020-21 ACTUAL	FY2021-22 BUDGET	FY2022-23 BUDGET	CHANGE FROM FY2021-22 BUDGET
Operating Revenues						
Farebox	\$ 82,154	\$ 63,104	\$ 16,256	\$ 46,232	\$ 51,095	10.5%
Dispatching Agreements	2,136	2,300	2,079	2,054	2,777	35.2%
Other Operating ⁽¹⁾	790	254	345	575	773	34.3%
Maintenance-of-Way	13,017	13,301	11,545	11,556	11,879	2.8%
Funds for Operating ⁽²⁾⁽⁵⁾	142,949	166,327	209,402	198,209	229,801	15.9%
Subtotal Operating Revenues	\$ 241,046	\$ 245,285	\$ 239,627	\$ 258,625	\$ 296,324	14.6%
Percent of Total Revenues	57.5%	54.3%	59.8%	49.9%	61.1%	N/A
Capital Revenues ⁽³⁾						
State	\$ 2,748	\$ 176	\$ 236	\$ 137	\$ 140	1.6%
Federal	4,428	1,353	1,486	1,442	\$ 2,918	102.4%
Union Pacific Railroad/BNSF	26	-	-	-	-	
Other Non-Member (includes insurance recoveries)	-	35	42	1,706	\$ 4,861	185.0%
Local Funds for Capital	2,365	1,640	953	1,667	\$ 2,536	52.1%
Carryover from prior year ⁽⁴⁾	168,878	203,190	158,440	254,759	\$ 178,031	(30.1%)
Subtotal Capital Revenues	\$ 178,445	\$ 206,393	\$ 161,156	\$ 259,711	\$ 188,486	(27.4%)
Percent of Total Revenues	42.5%	45.7%	40.2%	50.1%	38.9%	N/A
Total Revenues	\$ 419,491	\$ 451,678	\$ 400,783	\$ 518,336	\$ 484,810	(6.5%)
Revenues as a Percent of Total	34.6%	37.2%	52.5%	38.6%	47.9%	N/A

Numbers may not foot due to rounding.

NOTES:

(1) Other Revenues include one-time and other non-recurring sources.

(2) In FY2017-18, FY2018-19, FY2019-20, FY2020-21, FY2021-22, and FY2022-2023 a portion of local funds will be reimbursed by a Federal Preventive Maintenance grant.

(3) Each year includes only that amount expended within that year.

(4) Carryover amounts are included in specific categories in years which are actual. Carryover amounts for budgeted years reflect expected expenditures as calculated at the time of the Budget Adoption.

NOTE: Does not include San Clemente Emergency Track Work

Exhibit 3.10 FY2022-23 Budget Revenue Sources and Use by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total FY2022-23	% of Total
Operating Budget								
Funds For Operating	117,951	45,988	25,891	25,225	14,746	-	229,801	77.6%
Operations	95,200	38,736	23,195	20,115	12,219	-	189,464	63.9%
Maintenance-of-Way	22,752	7,252	2,696	5,110	2,527	-	40,336	13.6%
Other Operating Revenues	33,640	16,196	5,872	9,014	1,801	-	66,523	22.4%
Farebox Revenue	25,722	11,943	5,057	7,330	1,043	-	51,095	17.2%
Non-Fare Operating Revenue	1,713	1,212	87	210	328	-	3,549	1.2%
MOW Revenues	6,206	3,041	729	1,473	430	-	11,879	4.0%
Total Funding Sources For Operating	151,592	62,184	31,763	34,238	16,547	-	296,324	100.0%

Total Operating Expenditures	151,592	62,184	31,763	34,238	16,547	-	296,324	100.0%
Operating Expenditures (Excludes MOW)	122,634	51,891	28,339	27,655	13,590	-	244,109	82.4%
Maintenance-of-Way	28,957	10,294	3,424	6,583	2,957	-	52,215	17.6%

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total FY2022-23	% of Total
Capital Program Expenditure in FY2022-23								
Local Funds For Capital	2,536	-	-	-	-	-	2,536	1.3%
New Capital	414	-	-	-	-	-	414	0.2%
Rehabilitation/Renovation	2,123	-	-	-	-	-	2,123	1.1%
Other Capital Revenues	-	1,534	517	670	335	4,861	7,917	4.2%
State Funds	-	-	-	140	-	-	140	0.1%
Federal Funds	-	1,534	517	531	335	-	2,917	1.5%
Other Funds	-	-	-	-	-	4,861	4,861	2.6%
Carryover Expenditures in FY23	47,781	25,243	9,179	16,499	17,755	61,575	178,031	94.5%
Total Funding Sources For Capital Program	50,318	26,777	9,695	17,169	18,091	66,435	188,485	100.0%

Total Capital Program Expenditures in FY23	50,318	26,777	9,695	17,169	18,091	66,435	188,485	100.0%
New Capital	414	172	97	125	63	4,861	5,731	3.0%
Rehabilitation/Renovation	2,123	1,362	420	545	273	-	4,722	2.5%
Carryover from prior year	47,781	25,243	9,179	16,499	17,755	61,575	178,031	94.5%

Total Proposed Expenditures	201,910	88,961	41,458	51,407	34,638	66,435	484,809	N/A
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Numbers may not foot due to rounding.

ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION FOUR
OPERATING REVENUES

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 4: Operating Revenues

4.1 Introduction

SCRRA's funding requirement for the FY2022-23 Operating Budget is \$296.3 million. Funding for the Operating Budget is provided by a combination of SCRRA operating revenues and support from the five Member Agencies. SCRRA operating revenues include Farebox, Dispatching, Maintenance-of-Way (MOW), and miscellaneous revenue sources. The FY2022-23 net requirement for funding is \$229.8 million, an increase of \$31.6 million from the FY2021-22 Budget.

SCRRA estimated FY2022-23 Revenues are \$66.5 million, an increase of \$6.1 million from the FY2021-22 Budget. This increase is a result of the moderate ridership recovery following the impact of the COVID-19 pandemic on farebox revenues. In FY2021-22 and FY2022-23, total funding is budgeted as follows:

	FY 2021-22	FY 2022-23	CHANGE FROM FY 2021-22 BUDGET	
	BUDGET	BUDGET	\$ VARIANCE	% VARIANCE
Farebox	\$ 46,232	\$ 51,095	\$ 4,864	10.5%
Dispatching	2,054	2,777	723	35.2%
Other Revenues	575	773	198	34.3%
MOW Revenues	11,556	11,879	323	2.8%
Subtotal	60,416	66,523	6,107	10.1%
Member Agencies	198,209	229,801	31,592	15.9%
Federal Relief Funding	*	*	N/A	N/A
Subtotal	198,209	229,801		
Total Funding Required	\$ 258,625	\$ 296,324	\$ 37,699	14.6%

Numbers may not foot due to rounding.

NOTE:

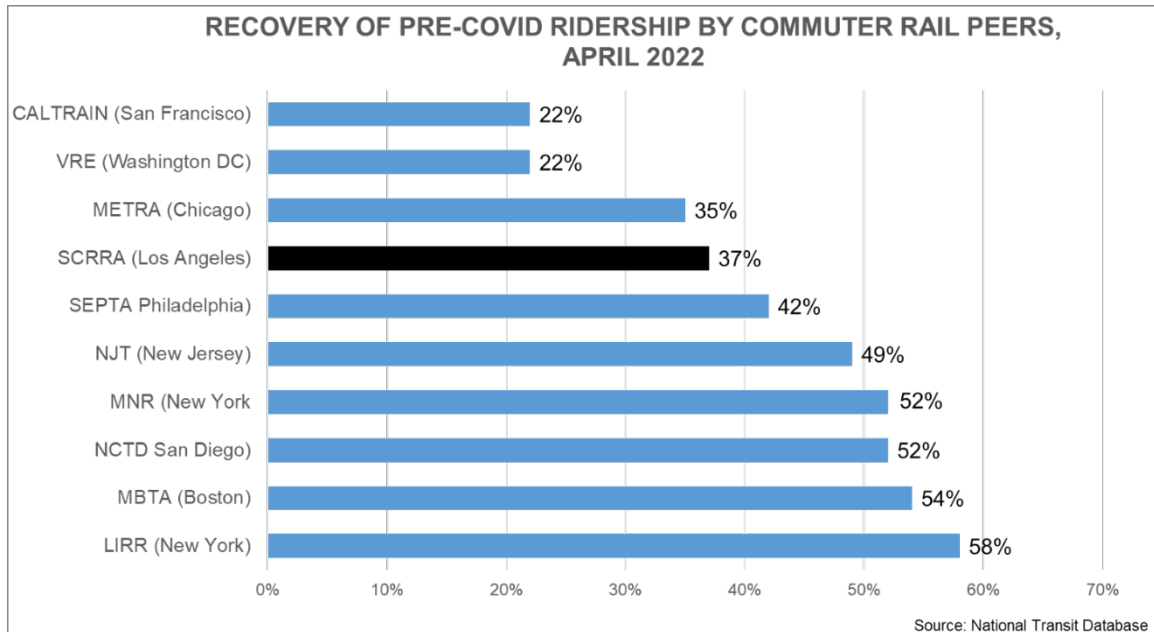
*Funding utilizing Member Agency subsidies vs COVID Relief to be determined by Member Agencies

4.2 Farebox Revenues – Marketing

The COVID-19 pandemic greatly impacted Metrolink's ridership. When the stay-at-home order was issued in March 2020, ridership fell from record highs in February 2020 down to 10% of pre-pandemic levels in April 2020. With the drop in ridership came a shift in ridership demographics. As the traditional commuter base continued to work from home and customers grappled with rising health & safety concerns, Metrolink customer surveys conducted in 2020, 2021 and 2022 found fundamental changes in ridership travel patterns.

By spring 2022, Metrolink’s ridership base was older, lower income and more ethnically diverse. Thirty-eight percent of riders were participating in fare reduction programs, such as senior, disabled or student fares, up from 30% before the pandemic. Most significantly, non-commuter trips represented nearly half of total ridership, compared to a 20% share pre-pandemic.

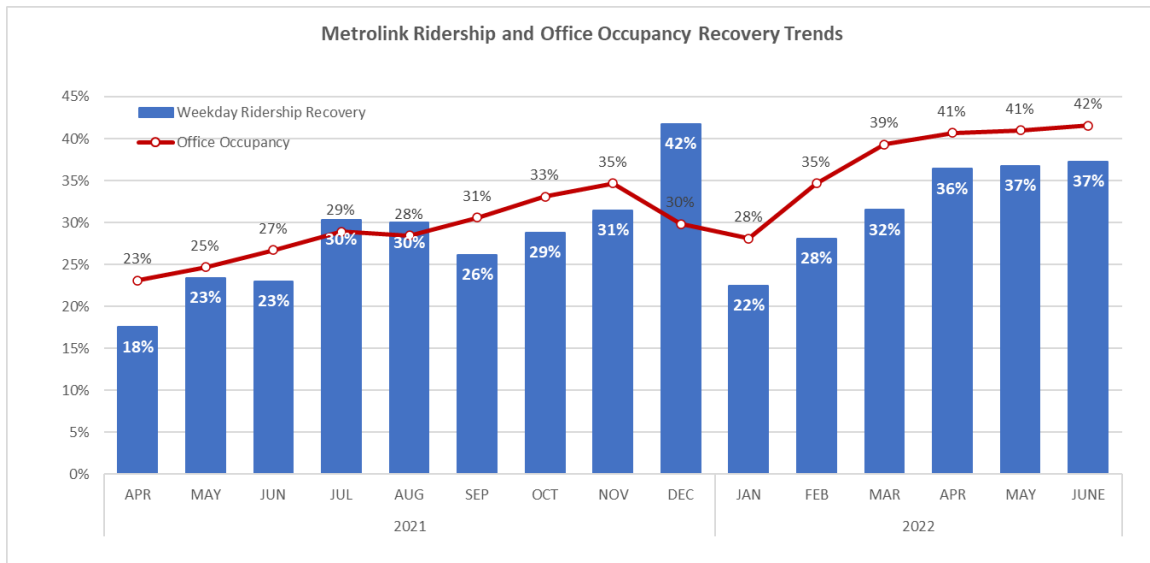
Commuter rail ridership recovery around the country was steady but dampened by various surges of the coronavirus. By the end of FY22 Metrolink had recovered nearly 40% of pre-pandemic ridership levels, comparable to that of some commuter rail peers.



The New Normal

In FY23, Metrolink anticipates ridership to grow approximately 10% over FY22. In FY22, weekday ridership grew faster than weekend ridership as offices reopened and Metrolink restored suspended train service. Nearly three years after the beginning of the pandemic, hybrid work schedules and working-from-home have become the new normal for most commuters. Office occupancy rates in the Los Angeles-Orange County Metropolitan Area have flattened at around 42%.

In spring of 2022, Metrolink launched new ticket types in response to customer feedback: a 10-Day Flex Pass was added to the existing 5-Day Flex Pass, both of which target hybrid workers who work from home several days per week. A new \$15 Summer Day Pass pilot was launched to encourage new riders to try Metrolink for leisure travel during the summer months.



Marketing Communications Objectives

Our marketing communications objectives are as follows:

- Grow and retain Metrolink ridership:
 - Increase usage among current riders to include leisure and weekend trips.
 - Win back lapsed riders who haven't used Metrolink since March 2020 due to COVID-19.
 - Introduce Metrolink to new riders targeting audiences such as Millennials, Gen Zers, employers, students, families and seniors.
- Position Metrolink as essential to the mobility of Southern California, serving a diverse customer base across multiple communities and supporting local businesses.
- Continue to build trust among stakeholders and the community to drive advocacy and financial support.

Metrolink will strive to achieve these objectives by:

- Aligning with the new normal lifestyle from flexible work patterns and school hours to leisure travel routines.
- Using offers and incentives to drive trial and future purchase intent, and measure effectiveness of the campaigns.
- Leveraging new and existing partnerships with businesses and influencers to create unique experiences and broaden awareness of Metrolink among target audiences.
- Continuing to highlight Metrolink's expansive health & safety protocols to provide emotional security and comfort around COVID-specific safety concerns.

- Appealing to new eco-conscience riders to show how Metrolink aligns with their interests and is a viable, environmentally friendly transportation alternative.

4.3 MOW Revenues

Freight railroads and Amtrak Intercity Services operating over territory owned by Member Agencies provide MOW revenues, based upon existing agreements. MOW revenue is projected at \$11.9 million, or 2.8% more than the FY22 Adopted Budget. The details of MOW payments and their source are as shown in Exhibit 4.2.

4.4 Dispatching Revenues

Freight railroads and Amtrak Intercity Services operating over territory owned by Member Agencies provide dispatching revenues, based upon existing agreements. Dispatching Revenues in FY2022-23 are projected at \$2.8 million, which is a 35.2% increase from the FY2021-22 Budget. The increase is the result of the anticipated restoration of Amtrak service.

4.5 Exhibits

Exhibit 4.1: FY2018-19 to FY2022-23 Fare Revenue and Ridership provides average daily ridership, total fare revenue and revenue per rider for weekend and weekdays. Data is provided for each operating line with comparisons to prior year.

Exhibit 4.2: FY2018-19 to FY2022-23 MOW Revenue Trends details various MOW revenue agreements by territory and source with annual actual revenues for FY2018-19, FY2019-20 and FY2020-21, and budgeted revenues for FY2021-22 and FY2022-23.

Exhibit 4.3: FY2018-19 to FY2022-23 Dispatching Revenue Trends lists various dispatching revenue agreements by territory with annual actual revenues for FY2018-19, FY2019-20 and FY2020-21, and budgeted revenues for FY2021-22 and FY2022-23.

Exhibit 4.4: FY2018-19 to FY2022-23 Other Operating Revenue Trends lists various revenue sources such as Marketing Revenues with annual actual revenues for FY2018-19, FY2019-20 and FY2020-21 and budgeted revenues for FY2021-22 and FY2022-23.

Exhibit 4.1 FY2018-19 to FY2022-23 Fare Revenue and Ridership

Operating Line	AVERAGE DAILY RIDERSHIP						REVENUE/RIDER (\$'s)					FARE REVENUE (\$000's)						
	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	% CHANGE	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	% CHANGE	
	ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET	FROM FY2021 22 BUDGET	ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET	ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET (1)	FROM FY2021-22 BUDGET	
San Bernardino																		
Weekday	9,962	8,219	2,099	5,662	7,294	169.7%	5.96	5.96	6.31	6.20	7.06	15,448	12,743	3,444	9,133	13,394	165.2%	
Weekend	3,352	2,449	975	1,865	3,249	91.3%	5.88	5.92	6.56	5.53	2.61	2,051	1,508	665	1,072	2,203	61.2%	
Ventura County																		
Weekday	4,220	3,290	490	2,357	1,659	380.9%	5.45	5.43	5.82	6.20	6.76	5,985	4,648	742	3,799	2,916	411.9%	
Weekend			2	22	61				45.96	16.08	5.76			1	37	91	3,030.0%	
Antelope Valley																		
Weekday	6,309	5,108	1,305	3,682	4,177	182.2%	8.07	6.17	6.15	5.38	6.70	13,237	8,188	2,087	5,151	7,274	146.8%	
Weekend	2,155	1,657	789	1,164	2,324	47.4%	6.74	6.36	7.14	5.68	2.47	1,511	1,096	586	687	1,490	17.3%	
Riverside																		
Weekday	3,698	2,835	405	2,145	1,402	429.3%	8.55	8.81	8.49	7.37	8.15	8,226	6,493	894	4,108	2,970	359.6%	
Orange County																		
Weekday	9,615	7,481	1,088	5,375	3,987	393.8%	8.21	7.96	8.32	5.52	7.44	20,534	15,486	2,353	10,509	7,711	227.7%	
Weekend	2,184	1,570	600	1,235	2,074	105.7%	7.08	7.08	7.46	11.71	2.79	1,609	1,156	465	794	1,503	222.9%	
OC MSEP																		
Weekday	530	194	26	127	-	-	2.56	3.77	0.00	0.00	-	352	190				-	
IEOC																		
Weekday	4,463	3,489	891	2,422	3,181	171.7%	6.12	6.14	6.11	6.98	6.83	7,098	5,567	1,416	4,398	5,650	210.6%	
Weekend	1,494	1,046	400	781	1,290	95.1%	2.23	2.39	2.83	5.43	2.38	346	260	118	441	798	274.1%	
91/Perris Valley																		
Weekday	3,151	2,482	579	1,733	2,129	199.1%	6.60	6.57	7.11	7.84	8.21	5,408	4,241	1,071	3,532	4,544	229.9%	
Weekend	710	538	235	369	778	57.3%	4.75	4.75	4.44	5.69	2.72	351	266	108	219	551	101.4%	
Totals																		
Weekday	41,948	33,097	6,884	23,503	23,829	241.4%	6.99	6.69	6.71	6.65	7.18	76,287	57,556	12,007	40,630	44,460	238.4%	
Weekend	9,894	7,261	3,001	5,435	9,776	81.1%	5.70	5.68	6.23	5.75	2.61	5,867	4,287	1,943	3,250	6,635	67.2%	
Total	51,841	40,358	9,886	28,938	33,605	192.7%	6.88	6.61	6.64	6.57	5.85	82,154	61,843	13,951	43,880	51,095	214.5%	

Exhibit 4.2 FY2018-19 to FY2022-23 Maintenance-of-Way (MOW) Revenue Trends

(000's)	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	CHANGE FROM
Agreement/Territory	ACTUALS	ACTUALS	ACTUAL	BUDGET	BUDGET	FY2021-22 BUDGET
Amtrak Intercity Services	\$ 941	\$ 1,049	\$ 873	\$ 858	\$ 1,330	55.0%
LAUS Rail Yard Operations & Maintenance (Amtrak)	769	910	702	485	505	4.0%
Azusa Branch Shared Use (UPRR/SPTC)	142	135	154	149	152	2.5%
Baldwin Park Branch Shared Use (UPRR/SPTC)	229	210	256	240	246	2.6%
Coast & Saugus Shared Use (UPRR/SPTC)	4,391	4,391	3,645	3,473	3,363	(3.2%)
East Bank Joint Facility (UPRR/SPTC)	860	951	184	562	538	(4.2%)
Mission Tower (UPRR/SPTC)	193	55	70	88	92	4.0%
San Diego & Olive Subdivision Shared Use (BNSF)	1,775	1,818	1,828	1,856	1,915	3.2%
Pasadena Subdivision Shared Use (BNSF)	2,306	2,361	2,375	2,411	2,487	3.2%
State Grade Crossing (CPUC)	367	336	341	335	355	6.0%
PVL/San Jacinto Subdivision Shared Use (BNSF)	675	727	731	706	729	3.2%
Redlands Subdivision Shared Use (BNSF)	224	230	231	234	-	(100.0%)
Crossing Maintenance Fees	143	123	155	158	168	6.0%
Total	\$ 13,017	\$ 13,301	\$ 11,545	\$ 11,556	\$ 11,879	2.8%

Numbers may not foot due to rounding.

Exhibit 4.3 FY2018-19 to FY2022-23 Dispatching Revenue Trends

(000's)	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	CHANGE FROM
Agreement/Territory	ACTUALS	ACTUALS	ACTUAL	BUDGET	BUDGET	FY2021-22 BUDGET
Amtrak Intercity Services	\$ 1,464	\$ 1,816	\$ 1,359	\$ 1,522	\$ 2,258	48.4%
Coast & Saugus Shared Use (UPRR/SPTC)	257	257	257	257	257	0.0%
East Bank Joint Facility (UPRR/SPTC)	92	91	88	93	73	(16.3%)
Mission Tower (UPRR/SPTC)	183	-	196	-	-	(100.0%)
San Diego & Olive Subdivision Shared Use (BNSF)	59	57	61	63	65	3.3%
Pasadena Subdivision Shared Use (BNSF)	70	68	106	105	109	3.2%
San Jacinto Subdivision	11	11	14	14	15	3.2%
Total	\$ 2,136	\$ 2,300	\$ 2,079	\$ 2,054	\$ 2,777	35.2%

Numbers may not foot due to rounding.

Exhibit 4.4 FY2018-19 to FY2022-23 Other Operating Revenue Trends

(000's) Revenue Source	FY2018-19 ACTUALS	FY2019-20 ACTUALS	FY2020-21 ACTUALS	FY2021-22 BUDGET	FY2022-23 BUDGET	CHANGE FROM FY2021-22 BUDGET
Marketing Revenues	\$ 18	\$ 6	\$ 344	\$ 500	\$ 650	30.0%
Amtrak TVM Revenues	-	-	-	-	-	0.0%
Insurance Recoveries	-	-	1	-	-	0.0%
Miscellaneous Revenues	360	248	-	15	86	473.3%
TPA Earnings	-	-	-	-	-	0.0%
Gain On Disposal Of Asset	-	-	-	50	30	(40.0%)
Scrap and Salvage Sales	363	-	-	10	7	(35.0%)
Total	\$ 742	\$ 254	\$ 345	\$ 575	\$ 773	124.0%

Numbers may not foot due to rounding.

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ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION FIVE
OPERATING EXPENSES

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 5: Operating Expenses

5.1 Introduction

SCRRA's Operating Expenses for FY2022-23 are projected at \$296.3 million. This cost as presented in the Operating Statement, includes four key budgetary components: Train Operations, Maintenance-of-Way (MOW), Administration and Services related to Train Operations and Insurance Expense. Note that the categories of Train Operations, Administration & Services and Contingency are herein combined and referred to as "Train Operations." Train Operations costs are \$225.2 million, or 76.0% of the total Operating Budget. MOW costs are \$52.2 million, or 17.6% of the total Operating Budget. Insurance expenses are \$18.9 million, or 6.4% of the total Operating Budget.

A zero-based approach was used for budgeting. Each item submitted for inclusion in the FY2022-23 Budget required specific justification. Justification for cost submissions were reviewed, cost center by cost center, line-by-line. Controls were instituted to ensure conformance to established guidelines. Meetings were held with Staff to reach agreement on expenses in the current environment. Special attention was dedicated to the "Big Four" vendors (Amtrak, Alstom, Sheriff, Herzog) as they comprise more than 40% of the Operating Expenses.

Review processes are in place to ensure staff are provided monthly budget vs actual information in their respective departments, to facilitate compliance with budgeted expense.

Meetings are held each month with every Chief to compare actual expenses to budget for each item in each of their respective cost centers.

As an additional control, the Oracle system is configured to reject expense beyond budgeted levels.

All information related to Arrow Service is presented in the Arrow Service section of this Budget Book.

5.2 Operating Budget Assumptions

5.2.1 Service Levels

Service Restoration at 90% as of July 1, 2022, 100% as of October 2022. The only added new service is Ventura Line weekend, beginning April 2023.

5.2.2 Cost Allocations

Operations expenses are distributed to the operating lines, and subsequently to Member Agencies, based on the formulas approved by the Member Agencies and the SCRRA Board of Directors. Multiple allocation categories are used to apply SCRRA operating costs to the various line segments and Member Agencies. Key formula types include train miles, train miles lagged, ridership, route miles, track miles and unduplicated stations.

These allocation categories are applied to specific budget line-item components as outlined in Member Agency agreements. Examples include current budget year train miles used to allocate Train Operations, fuel and operating contingency funds. More complex allocations are applied directly to line segments or territories, and are used for rail agreements, MOW, transfer payments and Amtrak passenger transfers. Items such as direct Train Operations expenses and fuel are distributed based on train miles, while payments to freight railroads are charged directly to operating lines associated with the specific freight lines. These allocation formulae are described in Section 12 – Appendix.

5.3 Train Operations

Train Operations expenses of \$225.2 million have increased \$33.1 million, or 17.2%, from the FY2021-22 Budget. These costs include multiple functional sub-components, which are segmented to permit allocation to operating lines and to Member Agencies.

This portion of the Operating Budget includes expenses required to operate the Metrolink system, including rail operations, maintenance of equipment, fuel, security, marketing, utilities, transfer payments to other transit operators and revenue collection. Payments to freight railroads for dispatching services, station maintenance, passenger services, general and administrative expenses and professional services add to Train Operation expenses.

5.3.1 Train Operations Components

There are several key groupings of costs associated with Train Operations. These groupings are then allocated to Member Agencies.

At the beginning of the COVID-19 pandemic, in response to steeply declining ridership, Metrolink cut approximately 30% of train service. The explanations below will show that in FY2022-23 many costs which vary directly with train service are significantly increased as a result of restoration of train service in 2022 following the easing of the COVID-19 pandemic.

Train Operations - Crews

Cost in FY2022-23 is \$45.5 million, an increase of \$4.8 million or 11.8% from the FY2021-22 Budget. This is the result of service restoration, in combination with contractually mandated increases with the vendor.

Train Operations - Dispatching

The budgeted cost of SCRRA-provided dispatching services over the right-of-way territories owned by the SCRRA Member Agencies in FY2022-23 is \$5.8 million, an increase of \$0.3 million or 5.4% from the FY2021-22 Budget.

Equipment Maintenance

The Equipment Maintenance budget for FY2022-23 totals \$41.1 million, an increase of \$3.5 million, or 9.3% from the FY2021-22 Budget. This is comprised of three types of expense items:

- Outsourced mechanical services – Eastern Maintenance Facility & Stuart Mesa (primarily Alstom) totals \$30.8 million and includes continuing cleaning services introduced during the COVID-19 pandemic.
- Materials issued from inventory to effect repairs totals \$9.8 million.
- Other Mechanical Services totals \$0.5 million.

Fuel

The budget assumes an annual consumption of 8.6 million gallons of fuel for train operations. Fuel prices in the last year have risen significantly, with no assurance of a reversal of that trend. FY2022-23 fuel prices will continue to be managed through a Fuel Purchase Program. The Fuel Purchase Program is intended to lower fuel budget risk and fuel cost volatility and allow for better planning and forecasting of fuel costs. The fuel budget of \$32.7 million is a \$12.0 million or 58.0% increase from the FY2021-22 Budget, resulting from both fuel cost increases and restoration of service.

Non-Scheduled Rolling Stock Repairs/Modifications

Repairs to accommodate unforeseen medium-scale damage to rolling stock or rolling stock modifications is budgeted at \$0.1 million, with no increase from the FY2021-22 Budget.

Operating Facilities Maintenance

This category includes janitorial services; maintenance and hazardous materials compliance at the Central Maintenance Facility (CMF) and other SCRRA facilities; repair, fueling and maintenance of SCRAA-owned rubber tire vehicles and facilities equipment (forklifts, cranes, etc.); maintenance of equipment which enables the routine repair of rolling stock. In FY23 overdue refurbishing and upgrades occurred for this area. The total budget for this category for FY2022-23 is \$2.2 million, an increase of \$0.5 million, a 29.4% increase from the FY2021-22 Budget.

Other Operating Train Services

This category involves items directly related to operating the rail system, including; weather data forecast and emergency reporting services, publications, printing of required manuals and the largest line item, emergency bus services. The projected expenditures of \$0.9 million are no increase to the amount of the FY2021-22 Budget.

Security – Sheriff

Our contract with the Los Angeles County Sheriff's Department at \$10.3 million for FY2022-23 and is \$1.7 million, or 19.8%, higher than the FY2021-22 Budget. We have experienced double digit increases in rates for the past two years.

Security – Guards

The \$5.0 million FY2022-23 cost for Security Guards is \$0.5 million or 10% more than prior year, as it includes additional guards for the Perris Valley Line, as well as increased contract rates.

Supplemental Additional Security

This program is funded through an increment on fare revenues originally implemented in FY2002-03 calculated at 0.75% of fare revenues. These funds provide for specific non-recurring security-related expenses, such as improvements to station cameras, fences, lighting and other expenses related to security.

Public Safety Program

Public Safety is a subset of the System Safety Department created to handle OSHA training; public safety posters, materials and activities; employee Drug and Alcohol random testing as mandated by the Federal Railroad Administration (FRA); and Operation Lifesaver participation. The FY2022-23 Public Safety Budget is \$0.1 million, or flat with the FY2021-22 Budget.

Passenger Relations

The Passenger Relations budget furnishes funds primarily for the Metrolink Call Center which provides multiple types of information to passengers seven days a week. The \$1.9 million budget is a 2.2% increase from the FY2021-22 Budget.

Ticket Vending Device (TVD) Maintenance/Revenue Collection

This category includes maintenance of TVD's, validators and all software related to mobile ticketing, revenue collection, ticket stock, fare change programming and merchant fees for credit and debit card usage. The total for this line item in the FY2022-23 Budget is \$5.4 million, a \$0.8 million or 17.3% increase from the FY2021-22 Budget. Although new ticket vending devices have reduced repair costs and a more favorable maintenance contract has been negotiated, returning ridership means more ticket stock, more bank charges, and a higher commission cost on Mobile Application purchases.

Marketing

The Marketing category totaling \$3.1 million is comprised of the Marketing and Partnership Department's budget of \$2.8 million and Customer Experience market research budget of \$0.3 million. For FY2022-23, the overall budget for Marketing increased by \$0.2 million from the FY2021-22 Budget. The Marketing Department's budget includes advertising, Metrolink's weekend/destination programs, Corporate Partner Program (CPP), new resident direct mail campaign and customer outreach onboard trains and at stations, and Title VI expenditures.

Media/External Communications

The Media/External Communications category includes media, public and community relations, website content development and the production of printed timetable schedules and Ride Guides. At \$0.4 million, this line item is unchanged from the FY2021-22 Budget.

Utilities/Leases

Utility and lease budgets are estimated at current monthly average costs, and/or rates included in negotiated leases. They include the electrical costs associated with the several hundred crossing gates and warning devices on the Metrolink system. The total amount in FY2022-23 Budget is \$3.9 million, a budget increase of \$0.9 million, or 30.4%, from the FY2021-22 Budget. One cause of increase was the change to using electricity to idle locomotives instead of more expensive diesel fuel.

Transfers to Other Operators

This line item is the amount SCRRA pays to other Transit Operators to allow Metrolink ticket holders to transfer to other systems without additional cost. The estimated cost for these payments is budgeted at \$3.3 million for FY2022-23, no change from the FY2021-22 Budget.

Amtrak Transfers

These funds represent costs to SCRRA for the Rail2Rail program. Under this program, SCRRA, Amtrak, and Caltrans agreed to collaborate in allowing reciprocal service to monthly pass holders on the Ventura and Orange County lines. The amount budgeted for FY2022-23 is \$0.8 million, no change from the FY2021-22 Budget.

Station Maintenance

For FY2022-23, Station Maintenance is budgeted at \$2.2 million. The largest portion of this item represents the maintenance of Union Station common area totaling \$1.8 million. The balance of the amount covers costs to maintain station equipment, including station displays, and the Union Station platforms. This category increased by \$0.4 million and is 2.2% more than the FY2021-22 Budget.

Rail Agreements

This item represents payments to Union Pacific Railroad and Burlington Northern Santa Fe (BNSF) freight railroads, for dispatching and MOW services for Metrolink trains traveling over property owned by these railroads. The amount budgeted is \$5.3 million, reflecting a budgeted increase of \$1.1 million or 26.2% from the FY2021-22 Budget. The increase is primarily the result of service restoration.

Holiday Trains

No Holiday train was included in the FY23 Budget.

Special Trains

Special Trains expense is being included at a level of \$0.5 million as a placeholder in the Operating Budget as a contingency for special trains.

Operations Salaries and Fringe Benefits

Salaries and fringe benefits are projected based on the actual salary rate of each approved position charged to Train Operations with an assumed fringe benefit additive. A 2.5% COLA and 2.5% Merit pool increase is included in the FY2022-23 budget. The total salary and fringe benefit budget for Train Operations is \$17.9 million for FY2022-23, an increase of \$1.1 million, or 6.5% from the FY2021-22 Budget.

Operations Direct Non-Labor Costs

This category totals \$12.0 million for FY2022-23, an increase of \$3.3 million, or 37.9% from the FY2021-22 Budget. A total of \$7.3 million of this category, or 60.8%, is PTC software, maintenance agreements, technology support and utility costs which have increased \$0.5 million from the FY2021-22 Budget. This category also includes \$3.8 million in Information Technology costs, which have increased \$3.0 million from the FY2021-22 Budget. This Technology cost increase is primarily driven by the \$1.8 million new Mobile Ticketing Application Project. The balance of this category consists of travel and lodging expenses for employee training and conferences, operations memberships, gasoline, maintenance and repairs for operating department vehicles, and miscellaneous expenses. The combination of these final items have decreased by \$0.2 million

Indirect Administrative Expenses

The Indirect Administrative Expense category represents the Train Operations sector's share of SCRRA's General and Administrative (G&A) budgeted costs. The Indirect expense allocation totals \$21.5 million for FY2022-23, an increase of \$1.7 million, or 8.3%, from the FY2021-22 Budget.

Operations Professional Services

This category consists of consultants and other outside professional services utilized by Train Operations. In FY2022-23, the total budget is \$2.7 million which is an increase of \$0.3 million from the FY2021-22 Budget. Planning and Development studies comprise \$1.1 million, or 40.7%, of the costs in this category. These studies include Burbank Airport Connectivity Analysis, Service Design and Rail Operations Simulation. An additional \$0.7 million covers the cost of DBE consultants.

Contingency

This line item is budgeted for use under authority of the Chief Executive Officer. This helps to cover any unanticipated increase in expenses, avoiding subsequent increases to Member Agency support, in the event short-term negative expense impacts are realized during the fiscal year. This year, we have again kept that contingency to \$0.1 million, representing less than 0.1% of the Operating Budget for FY2022-23.

5.3.2 Train Operations Note

FY2022-23 cost components by line-item expenditure for Train Operations, see Exhibit 3.6 FY2022-23 Annual Operating Budget by Cost Component by Fiscal Year and Exhibit 3.7 FY2022-23 Annual Operating Budget by Cost Component by Member Agency.

5.4 Maintenance-of-Way (MOW)

This portion of the Operating Budget represents ordinary maintenance of the rights-of-way owned by Member Agencies and includes routine maintenance, inspection and repairs of track, structures, right-of-way, signal, communication and the train control systems. On July 1, 2021, SCRRA implemented a newly negotiated agreement with a single contractor to provide Track, Structure and Signals maintenance over the Metrolink system; this maintenance had previously been performed by two separate contractors.

The SCRRA budget for MOW expense is intended to prevent any degradation of service quality or safety performance. The levels of maintenance required on the individual subdivisions are dependent upon the condition of the infrastructure, levels of commuter and freight train traffic, the number of road crossings and curves, and weather conditions. The condition of the infrastructure is also highly dependent on the historical level of funding available for State of Good Repair in the Capital Program of the Budget, which is under the supervision of the Program Delivery department.

5.4.1 Assumptions

MOW contractors are responsible for a continuous cycle of inspections and reports on the condition of track, signals, grade crossings and bridges, and the performance of adjustments and/or repairs of any exceptions found during the

inspections. The Federal Railroad Administration (FRA) has requirements for minimum inspection schedules, standards for track, signal and grade crossing conditions, and documentation requirements for all inspections.

5.4.2 Conditions and Trends in the MOW Budget

MOW budgets are developed annually to maintain the track and signal infrastructure in a safe and compliant manner. They are based on assessing the actual quantities of infrastructure components, regulatory testing and inspection requirements, the number of contracted and maintenance personnel needed to perform the inspections and repairs, including amounts for material purchases, vehicles, supplies, and support activities. Labor costs of contracted service providers are the largest component of the MOW budget. The labor rates are based on rates obtained through a competitively bid procurement process for the MOW contract. These rates are further verified to be compliant with the California Department of Labor Statistics Prevailing Wages Determinations for Railroad Maintenance Operations. These contracts are negotiated to include an annual rate adjustment.

Labor is budgeted with a percentage for overtime to support system failures, and emergency repair of wayside systems caused by unforeseen events or outside circumstances, including vandalism, weather events, wildfires, earthquakes, etc. Due to the number of commuters and freight trains that operate 24/7 throughout the week, the MOW budget accounts for work being performed at any time of the day or night as well as weekends and holidays. Work and training will be prioritized to be performed during straight time shift rates if possible but depending on regulatory requirements, safety implications and severity of events, work may be performed during overtime hours. The MOW labor budget includes two-shift coverage of track or signal maintenance to assure that ordinary operations are accomplished with minimal disruption to peak-period commuter rail operations.

Many factors impact costs, therefore, the actual operating costs per line vary. For example, the Orange County, San Bernardino, and Ventura County lines have high density passenger train traffic and road crossings. Conversely, the River Corridor segment of tracks (both sides of the Los Angeles River from Redondo Junction on the south to CP (Control Point) Taylor on the north), carries heavy freight in addition to the passenger train traffic (including all SCRRA non-revenue movements in and out of the CMF). The Antelope Valley Line is a high curve and grade territory, which equates to an increased requirement for maintenance and inspection. The Ventura County line has light to moderate curves and grades, but older signal and grade crossing warning systems requiring an increase level of maintenance and repairs.

5.4.3 MOW Expenditure Components

The MOW category includes six primary cost areas. Totals by area and line segments are shown on Exhibit 5.4 and Exhibit 5.5.

Track includes MOW contractor costs of labor, equipment and some of the materials required to perform inspections mandated by the FRA, as well as additional special inspections and routine maintenance of the track.

Signal & Communications and Train Control Systems includes Signal and Communications contractor costs of labor, required to perform FRA-mandated inspections, routine maintenance of signal and communications systems, and special inspections due to equipment damage or failures resulting from outside sources.

Structures includes MOW contractor costs of labor, equipment and some of the materials required to perform FRA mandated inspections, as well as additional special inspections and routine maintenance of SCRRA bridges, tunnels, and other structures.

Procurement includes the cost of items utilized in repair of track, signals, grade crossing warning and communication systems, or structures.

Agency Costs which provide benefit to the entire MOW system are charged to a collector pool and are subsequently allocated to specific line segments.

Other Costs include PTC elements, vegetation control, vehicle and equipment expense, rail flaw detection and engineering, which are also allocated to segments and counties based on track miles.

5.4.4 MOW Net Revenue, Expenditure and Member Agency Funding

Total FY2022-23 MOW expenditures are projected at \$52.2 million and are funded by SCRRA generated MOW revenue and Member Agency support. These costs and revenues are allocated over operating lines and Member Agencies. Exhibit 5.3 FY2022-23 Maintenance-of-Way Expenditures and Revenue Offsets shows the Operating and Non-Operating line allocation.

5.4.5 MOW Projections by Line Segment

The FY2022-23 MOW Line Segment Budget of \$52.2 million is allocated across the various line segments of SCRRA. These include the following segments:

- Los Angeles – San Bernardino
- Los Angeles – Ventura (Burbank Junction to Moorpark)
- Los Angeles – Lancaster
- Fullerton – San Diego County Line

- Olive Subdivision
- Riverside – Layover Facility
- River Corridor
- Perris Valley
- Short Way

Non-Operating line segments include

- Irwindale – Claremont (Pasadena Subdivision)
- Rialto Sub (San Bernardino County)
- Short Way Subdivision

Maintenance-of-Way

(000's)	FY2022-23
Operating Lines - MOW	\$ 47,898
Non-Operating Lines	3,270
Total Line Segments	51,167
Extraordinary Maintenance	1,048
MOW Budgeted Expenses	\$ 52,215

Numbers may not foot due to rounding.

NOTES:

Includes both MOW - Line Segments and Extraordinary MOW

Exhibit 5.4 FY2022-23 Maintenance-of-Way Expenditures by Line Segment / Territory – Operating Lines and Extraordinary and Exhibit 5.5 FY2022-23 Maintenance-of-Way Expenditures by Line Segment / Territory – Non-Operating Lines and Total show the allocation for MOW expenditures by line segment and Member Agency.

5.4.6 Extraordinary MOW

Extraordinary MOW covers damages from vandalism, theft, crossing gate knockdowns, accidents, derailments, fires, storm damage, and other expenses related to restoration following accidents or disasters. Short-term repairs are typically followed by permanent repairs. Repairs to restore the location and system to industry standards and compliance with current engineering standards and design criteria (i.e., a wooden bridge would be replaced with a steel/concrete bridge). Thus, funds are not used to rebuild obsolete infrastructure. Repair is complete when the replacement structure material matches the existing material

(i.e., if the surrounding track has concrete ties, then the repair would not be complete until replacement concrete ties are installed).

Repairs to the signal and grade crossing warning and communications systems are made to be compliant with current FRA/CPUC regulatory requirements in addition to engineering and safety standards. Thus, maintaining system safety and reliability and enhancing the operational flexibility to achieve consistent system operations. State of Good Repair of signal, grade crossing warning and communications equipment and systems are made with consideration to current technologies, standards, and industry best practices.

Reimbursement for expenditures is sought from a responsible party (e.g., derailment caused by freight railroad or damage caused by a motorist covered with insurance). SCRRRA will also look to emergency funding (e.g., FEMA) when appropriate. After deductibles, SCRRRA insurance coverage may reimburse SCRRRA for expenditure costs.

5.5 Insurance and Legal Expense

This category includes insurance premiums for Property, Liability, and Auto, in addition to claims, self-insurance costs and claims administration. In FY2022-23, Insurance and Legal total expenses of \$18.9 million are an increase of \$2.1 million from the FY2021-22 Budget. This increase is due almost entirely to higher Insurance Premiums, which increased \$1.4 million or 9.6%. Similar increases are being experienced by all rail operators.

5.6 Exhibits

Exhibit 5.1: FY2022-23 Service Assumptions details the operating service assumptions for weekday, Saturday and Sunday trains by operating line. FY2022-23 includes 134 weekday trains and 96 weekend trains.

Exhibit 5.2: FY 2019-20 to FY2022-23 Service Train Miles provides revenue train miles by operating line with annual actuals for FY2019-20, FY2020-21, and budget costs for FY2021-22 and FY2022-23.

Exhibit 5.3: FY2022-23 MOW Expenditures and Revenue Offsets provides projections of MOW expenditures and funding sources. The revenues and expenditures are allocated by territory and Member Agency.

Exhibit 5.4: FY2019-20 to FY2022-23 MOW Expenditures by Line Segment / Territory – Operating Lines provides the cost of MOW for operating lines allocated across operating lines and Member Agencies with annual actuals for FY2019-20, FY2020-21, and budget costs for FY2021-22 and FY2022-23.

Exhibit 5.5: FY2019-20 to FY2022-23 MOW Expenditures by Line Segment / Territory – Non-Operating Lines and Total including Extraordinary provides the cost of MOW for non-operating lines and the total costs including Extraordinary allocated across operating lines and Member Agencies with annual actuals for FY2019-20, FY2020-21, and budget costs for FY2021-22 and FY2022-23.

Exhibit 5.1 FY2022-23 Service Assumptions

	Number of Trains		
	Weekday	Saturday	Sunday
San Bernardino Line			
San Bernardino Downtown - LAUS	34	16	16
San Bernardino Depot - LAUS	2		
Ventura County Line			
Moorpark - LAUS	8		
Van Nuys - LAUS	6		
East Ventura - LAUS	6	4	4
Antelope Valley Line			
Lancaster - LAUS	18	12	12
Via Princessa - LAUS	4		
Riverside Line			
Riverside - LAUS	11		
91/Perris Valley Line			
Riverside - LAUS	2		
South Perris - LAUS	10	4	4
Orange County Line			
Irvine - LAUS	3		
Laguna Niguel - LAUS	6		
Oceanside - LAUS	10	8	8
IEOC Line			
San Bernardino Downtown - Irvine	1		
San Bernardino Downtown - Laguna Niguel	4		
San Bernardino Downtown - Oceanside	3	4	4
Riverside - Laguna Niguel	5		
Riverside - Oceanside	1		
Total	134	48	48

Exhibit 5.2 FY2019-20 to FY2022-23 Service Train Miles

Line	FY2019-20 ACTUALS	FY2020-21 ACTUALS	FY2021-22 BUDGET	FY2022-23 BUDGET	VARIANCE FY2022-23 VS. FY2021-22	
					MILES	%
San Bernardino Line	649,206	539,722	572,609	656,984	84,375	14.7%
Ventura County Line	227,992	182,235	214,546	298,355	83,809	39.1%
Antelope Valley Line	570,244	376,724	463,235	568,345	105,110	22.7%
Riverside Line	180,980	125,315	151,682	189,180	37,498	24.7%
91/Perris Valley Line	294,590	215,441	236,736	273,699	36,963	15.6%
Orange County Line (incl MSEP)	510,419	420,681	423,102	510,990	87,889	20.8%
Inland Empire/Orange County Line	333,728	306,913	312,544	334,860	22,316	7.1%
Total Service Train Miles	2,767,159	2,167,030	2,374,454	2,832,414	457,960	19.3%

Numbers may not foot due to rounding.

Exhibit 5.3 FY2022-23 MOW Expenditures and Revenue Offsets

Revenue Forecast Allocation (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2022-23 BUDGET
Operating Lines	\$ 5,063	\$ 3,041	\$ 729	\$ 1,437	\$ 430	\$ 10,699
LA - San Bernardino	441	-	-	1,437	-	1,878
LA - Ventura (Burbank Jct to Moorpark)	655	-	-	-	430	1,085
LA - Lancaster	2,821	-	-	-	-	2,821
Fullerton - San Diego County Line	-	2,835	-	-	-	2,835
Olive Subdivision	-	206	-	-	-	206
River Corridor	1,145	-	-	-	-	1,145
Perris Valley	-	-	729	-	-	729
Non-Operating Lines	1,143	-	-	36	-	1,179
Sierra Madre - Claremont (Pasadena Sub)	1,143	-	-	-	-	1,143
Redlands Sub MP1+	-	-	-	-	-	-
Total	\$ 6,206	\$ 3,041	\$ 729	\$ 1,473	\$ 430	\$ 11,879

Net Subsidy Allocation (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2022-23 BUDGET
Operating Lines	\$ 21,623	\$ 7,054	\$ 2,599	\$ 4,443	\$ 2,527	\$ 38,246
LA - San Bernardino ⁽¹⁾	4,741	-	-	3,350	-	8,091
LA - Ventura (Burbank Jct to Moorpark) ⁽²⁾	3,852	-	-	-	2,071	5,924
LA - Lancaster	7,763	-	-	-	-	7,763
Fullerton - San Diego County Line	1,181	4,655	863	162	-	6,861
Olive Subdivision	-	321	156	29	-	506
Riverside Layover Facility ⁽³⁾	58	24	51	12	-	145
River Corridor ⁽⁴⁾	2,524	1,052	590	765	383	5,314
Perris Valley	890	852	841	13	-	2,596
Extraordinary Maintenance ⁽⁵⁾ (Storm Damage, Vandalism, Gate Knockdowns)	614	150	100	112	73	1,048
Non-Operating Lines	1,129	199	96	666	-	2,090
Sierra Madre - Claremont (Pasadena Sub)	917	-	-	-	-	917
Rialto Sub (San Bernardino Co.)	-	-	-	290	-	290
Shortway Sub	212	199	96	168	-	674
Redlands 1st Mile	-	-	-	208	-	208
Total	\$ 22,752	\$ 7,252	\$ 2,696	\$ 5,110	\$ 2,527	\$ 40,336

Total Expenditure Forecast (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2022-23 BUDGET
Operating Lines	\$ 26,685	\$ 10,095	\$ 3,328	\$ 5,880	\$ 2,957	\$ 48,945
LA - San Bernardino	5,182	-	-	4,787	-	9,969
LA - Ventura (Burbank Jct to Moorpark)	4,507	-	-	-	2,501	7,008
LA - Lancaster	10,584	-	-	-	-	10,584
Fullerton - San Diego County Line	1,181	7,491	863	162	-	9,696
Olive Subdivision	-	527	156	29	-	712
Riverside Layover Facility	58	24	51	12	-	145
River Corridor	3,669	1,052	590	765	383	6,459
Perris Valley ⁽⁶⁾	890	852	1,569	13	-	3,325
Extraordinary Maintenance (Storm Damage, Vandalism, Gate Knockdowns)	614	150	100	112	73	1,048
Non-Operating Lines	2,272	199	96	703	-	3,270
Sierra Madre - Claremont (Pasadena Sub)	2,060	-	-	-	-	2,060
Rialto Sub (San Bernardino Co.)	-	-	-	327	-	327
Shortway	212	199	96	168	-	674
Redlands 1st Mile	-	-	-	208	-	208
Redlands Sub MP1+	-	-	-	1	-	1
Total	\$ 28,957	\$ 10,294	\$ 3,424	\$ 6,583	\$ 2,957	\$ 52,215

Numbers may not foot due to rounding.

NOTES:

- (1) MOW net subsidy split by route miles (58.60% METRO and 41.40% SBCTA)
- (2) MOW net subsidy split by train miles (58.36% METRO and 41.64% VCTC)
- (3) Net subsidy split by train miles of trains using the Riverside Layover, excluding San Diego County (39.76% METRO, 16.49% OCTA, 35.26% RCTC, and 8.50% SBCTA)
- (4) Split is assumed All Share (47.5% METRO, 19.8% OCTA, 11.1% RCTC, 14.4% SBCTA, and 7.2% VCTC of cost in excess of revenues.
- (5) Allocation based on percent of route miles owned (58.58% METRO, 14.30% OCTA, 9.53% RCTC, 10.66% SBCTA, and 6.93% VCTC)
- (6) Allocation based on train miles of 91 line (26.84% METRO, 25.67% OCTA, 47.08% RCTC, 0.40% SBCTA)

Exhibit 5.4 FY2019-20 to FY2022-23 MOW Expenditures by Line Segment/Territory – Operating Lines and Extraordinary

(000's)	FY2019-20	FY20-21	FY2021-22	FY2022-23	FY2021-22 VS. FY2022-23	
Line Segment/Territory	ACTUALS	ACTUALS	BUDGET	BUDGET	\$	%
Operating Lines	\$ 42,173	\$ 42,138	\$ 47,129	\$ 47,898	\$ 769	1.6%
LA - San Bernardino	8,339	8,427	8,962	9,969	1,007	11.2%
Track	1,017	1,375	1,304	1,640	336	25.8%
Signal & Communications	3,368	3,275	3,584	1,903	(1,681)	(46.9%)
Structures	246	206	285	24	(261)	(91.6%)
Procurement	753	669	755	578	(177)	(23.4%)
Other	1,154	1,092	1,168	3,536	2,368	202.7%
Agency Costs	1,799	1,809	1,866	2,288	422	22.6%
LA - Ventura (Burbank Jct to Moorpark)	5,691	5,793	6,041	7,008	968	16.0%
Track	1,158	1,174	1,340	1,303	(37)	(2.8%)
Signal & Communications	1,832	1,999	1,917	1,221	(695)	(36.3%)
Structures	186	203	212	17	(194)	(91.9%)
Procurement	327	335	315	265	(50)	(15.9%)
Other	879	778	886	2,552	1,666	188.1%
Agency Costs	1,308	1,305	1,372	1,650	278	20.3%
LA - Lancaster	8,218	8,923	8,954	10,584	1,630	18.2%
Track	1,266	2,011	1,850	1,438	(412)	(22.3%)
Signal & Communications	2,494	2,701	2,731	1,339	(1,392)	(51.0%)
Structures	213	252	300	31	(269)	(89.7%)
Procurement	626	519	452	471	19	4.1%
Other	1,345	1,285	1,378	4,589	3,211	233.1%
Agency Costs	2,274	2,154	2,243	2,717	474	21.1%
CRI-BURBANK JCT	-	-	-	-	-	N/A
Agency Costs	-	-	-	-	-	N/A
Fullerton - San Diego County Line	8,355	8,637	8,865	9,696	831	9.4%
Track	1,119	1,338	1,462	1,110	(352)	(24.1%)
Signal & Communications	3,524	3,442	3,661	2,037	(1,624)	(44.4%)
Structures	189	239	244	25	(219)	(89.8%)
Procurement	640	672	594	554	(41)	(6.9%)
Other	1,036	1,173	1,059	3,732	2,673	252.5%
Agency Costs	1,847	1,774	1,845	2,239	394	21.4%
Olive Subdivision	931	828	991	712	(280)	(28.2%)
Track	170	132	177	66	(111)	(62.9%)
Signal & Communications	501	438	533	149	(384)	(72.1%)
Structures	4	16	9	2	(7)	(79.6%)
Procurement	16	5	9	13	4	38.5%
Other	90	79	94	282	188	200.9%
Agency Costs	151	158	169	200	31	18.5%
Riverside Layover Facility	133	158	161	145	(16)	(10.1%)
Track	78	82	85	71	(14)	(16.5%)
Signal & Communications	6	6	6	1	(5)	(82.1%)
Structures	-	-	1	-	(1)	(81.5%)
Procurement	1	24	17	12	(5)	(31.3%)
Other	30	24	32	33	1	4.2%
Agency Costs	18	22	19	27	8	40.6%
River Corridor	6,904	6,278	6,955	6,459	(496)	(7.1%)
Track	1,410	1,136	1,584	1,260	(323)	(20.4%)
Signal & Communications	3,497	3,459	3,571	2,263	(1,308)	(36.6%)
Structures	39	40	61	11	(50)	(81.5%)
Procurement	378	296	290	305	15	5.3%
Other	705	573	695	1,686	991	142.5%
Agency Costs	875	774	754	933	179	23.8%
Perris Valley	2,737	2,495	2,864	3,325	461	16.1%
Track	559	513	650	885	235	36.1%
Signal & Communications	1,029	946	1,058	596	(462)	(43.7%)
Structures	53	41	65	7	(58)	(89.4%)
Procurement	161	121	121	184	62	51.2%
Other	416	374	429	1,021	592	137.8%
Agency Costs	520	500	540	\$ 632	\$ 92	17.1%
Mobilization	-	-	\$ 2,638	\$ -	\$ (2,638)	(100.0%)
Extraordinary Maintenance	\$ 864	\$ 599	\$ 697	\$ 1,048	\$ 350	50.2%
(Derailments, Storm Damage, Gate Knockdowns, Vandalism)						
Numbers may not foot due to rounding.						
Excludes Non-Operating Lines						

**Exhibit 5.5 FY2019-20 to FY2022-23 MOW Expenditures by Line
Segment/Territory – Non-Operating Lines and Total including
Extraordinary**

(000's)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2021-22 VS. FY2022-23	
Line Segment/Territory	ACTUALS	ACTUAL	BUDGET	BUDGET	\$	%
Non-Operating Lines	\$ 2,066	\$ 2,364	\$ 2,602	\$ 3,270	\$ 667	25.6%
Sierra Madre - Claremont (Pasa. Sub.)	1,095	1,231	1,599	2,060	462	28.9%
Track	105	130	507	893	385	75.9%
Signal & Communications	443	441	597	121	(476)	(79.7%)
Structures	9	7	4	4		4.0%
Procurement	45	68	56	33	(23)	(40.5%)
Other	171	222	126	659	533	424.2%
Agency Costs	322	363	308	350	41	13.3%
Rialto Subdivision (San Bernardino Co.)	344	452	353	327	(27)	(7.6%)
Track	115	160	132	88	(44)	(33.5%)
Signal & Communications	87	108	90	42	(47)	(52.8%)
Structures		3	2	1	(1)	(66.0%)
Procurement	24	31	15	21	6	39.7%
Other	63	76	62	113	51	83.3%
Agency Costs	55	74	52	61	9	17.1%
Shortway Sub	381	397	395	674	280	70.9%
Track	68	65	85	173	88	104.5%
Signal & Communications	87	83	92	46	(46)	(50.2%)
Structures	3	12	5	2	(3)	(64.5%)
Procurement	14	3	7	8	1	11.5%
Other	71	86	71	281	210	297.4%
Agency Costs	137	149	135	165	30	22.4%
Redlands 1st Mile	112	126	117	205	88	75.6%
Track	(1)	-	6		(6)	(98.9%)
Signal & Communications	21	19	24	4	(19)	(82.1%)
Structures	-	5	1	1	0	3.1%
Procurement	5	1	3	-	(3)	(100.0%)
Other	27	32	27	129	102	380.6%
Agency Costs	61	69	57	71	15	25.5%
Redlands Sub MP1+	134	159	139	1	(138)	(99.4%)
Track	(2)	-	7	-	(7)	(100.0%)
Signal & Communications	25	23	28	-	(28)	(100.0%)
Structures	-	-	1	-	(1)	(100.0%)
Procurement	8	14	5	1	(4)	(83.6%)
Other	29	39	29	-	(29)	(100.0%)
Agency Costs	\$ 74	\$ 84	\$ 68	-	\$ (68)	(100.0%)
Mobilization	-	-	\$ 2,638	-	\$ (2,638)	(100.0%)
	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2021-22 VS. FY2022-23	
Line Segment/Territory	ACTUALS	ACTUAL	BUDGET	BUDGET	\$	%
Total Maintenance-of-Way	\$ 44,239	\$ 47,662	\$ 49,731	\$ 52,215	\$ 2,484	5.0%
Track	7,062	8,325	9,190	8,927	(263)	(2.9%)
Signal & Communications	16,913	16,668	17,893	9,724	(8,169)	(45.7%)
Structures	944	1,181	1,190	125	(1,065)	(89.5%)
Procurement	3,000	1,892	2,639	2,445	(194)	(7.4%)
Other	6,017	7,797	6,055	18,613	12,559	207.4%
Mobilization	-	-	2,638	-	(2,638)	(100.0%)
Extraordinary Maintenance	864	1,050	697	1,048	350	50.2%
Agency Costs	\$ 9,440	\$ 10,748	\$ 9,429	\$ 11,333	\$ 1,905	20.2%

Numbers may not foot due to rounding.

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ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION SIX
**MEMBER AGENCY
SUPPORT**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 6: Member Agency Support

6.1 Member Agency Funding

For FY2022-23, Metrolink will require \$229.8 million in total support funding. This represents an increase of \$34.2 million, or 17.5% from the FY2021-22 Budget. Member Agencies will provide the major source of funding in FY2022-23.

(000's)	FY2018-19 <u>ACTUALS</u>	FY2019-20 <u>ACTUALS</u>	FY2020-21 <u>ACTUALS</u>	FY2021-22 <u>BUDGET</u>	FY2022-23 <u>BUDGET</u>
Member Agency Support	\$ 142,949	\$ 149,079	\$ 57,916	\$ 198,209	\$ 229,801
COVID Relief funding & Metro local for COVID Relief	-	\$ 17,248	151,486	*	*
Total Funding Required	\$ 142,949	\$ 166,327	\$ 209,402	\$ 198,209	\$ 229,801
% Change from prior year	6.0%	16.4%	25.9%	(5.3%)	15.9%

Numbers may not foot due to rounding.

NOTE:

*Funding utilizing Member Agency Support vs COVID Relief to be determined by Member Agencies

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ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION SEVEN
ARROW SERVICE

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 7: Arrow Service

7.1 Introduction to Arrow

Metrolink launched Arrow Service in San Bernardino on October 24th, 2022. A project conceived by the San Bernardino County Transit Authority (SBCTA), this innovative nine-mile regional rail project brings additional daily service to support the region's population and employment growth by providing a safe, convenient and cost-effective travel alternative. The line will serve local and regional communities, including San Bernardino, Loma Linda, and Redlands. Arrow marks the debut of diesel multiple units (DMUs) to Metrolink's fleet and expands Metrolink's current service offering on the San Bernardino line. This new service will include an additional nine track miles and four new stations – Tippecanoe, Esri, Downtown Redlands, and Redlands University.

7.1.2 Arrow Overview

The Arrow service connects San Bernardino with Redlands and provides a new option for travel to a variety of work, leisure, education, healthcare and other destinations. It conveniently integrates with other modes of transportation, including auto, bus and bicycle. In addition to local commuter service, a Metrolink locomotive-hauled coach train will also provide round-trip express service from the Redlands-Downtown Station to Los Angeles Union Station each morning.

Station Locations

- **San Bernardino – Downtown Station** (*existing Metrolink station*) located at 140 S. E Street San Bernardino CA 92401
- **San Bernardino – Tippecanoe Station** located at 1498 S. Tippecanoe Avenue San Bernardino CA 92408
- **Redlands – Esri Station**, located at 601 New York Street Redlands CA 92373
- **Redlands – Downtown Station** located at 351 North Orange Street Redlands CA 92374
- **Redlands – University Station** at the University of Redlands, located at 1100 East Park Avenue Redlands CA 92374

Arrow Frequency of Service and Connections

- During morning and afternoon peak commute hours, trains will operate every 30 minutes.
- During non-commute or off-peak hours, trains will operate every 60 minutes.
- Weekday and weekend service starts at 5 a.m. until 10 p.m.
- Easy connections to L.A. Union Station 7 days a week
- Weekday Express Train between Downtown Redlands and Los Angeles

Arrow Equipment

Arrow service utilizes diesel multiple units (DMU). DMUs are powered by an on-board, low-emission, clean diesel engine. These are smaller, quieter, more efficient, and cheaper to operate than standard locomotives seen on other Metrolink lines. DMUs are interoperable and run on the same track as Metrolink and freight train services. This allows all three train services to use the same track in the existing corridor.

7.1.3 Arrow Financial Information

The final portion of the Arrow Operating Budget was adopted by the SCRRA Board of Directors on October 28, 2022. This budget was structured in close cooperation with SBCTA.

The Arrow Operating Budget totals \$0.9 million in Revenue, \$14.8 million of Expense, and \$13.9 million in support provided entirely by SBCTA.

The Train Operations section of the Budget totals \$13.0 million, MOW \$1.6 million, and Insurance and Legal \$0.2 million

The amendment to the Redlands Passenger Rail Project Capital Budget, also approved on October 28, 2022, added \$0.8M for the RPRP project.

Accounting Method

It has been determined that Arrow Service will be treated as a separate entity. All financial information related to Arrow Service will be segregated and presented discretely.

Exhibit 7.1 FY2022-23 Annual Operating Budget - Arrow Service

(000's)	TOTAL
Operating Revenue	
Farebox Revenue	\$ 895
Total Operating Revenue	895
Operating Expenses	
<u>Operations & Services</u>	
Train Operations	4,057
Equipment Maintenance	3,624
Fuel	573
Non-Scheduled Rolling Stock Repairs	-
Operating Facilities Maintenance	247
Other Operating Train Services	40
Rolling Stock Lease	-
Security	1,460
Public Safety Program	-
Passenger Relations	46
TVM Maintenance/Revenue Collection	180
Marketing	225
Media & External Communications	15
Utilities/Leases	276
Transfers to Other Operators	-
Amtrak Transfers	-
Station Maintenance	-
Rail Agreements	-
Holiday Trains	-
Special Trains	-
Subtotal Operations & Services	10,743
<u>Maintenance-of-Way</u>	
MoW - Line Segments	1,587
MoW - Extraordinary Maintenance	-
Subtotal Maintenance-of-Way	1,587
<u>Administration & Services</u>	
Ops Salaries & Fringe Benefits	1,317
Ops Non-Labor Expenses	5
Indirect Administrative Expenses	903
Ops Professional Services	-
Subtotal Admin & Services	2,225
<u>Contingency</u>	-
Total Operating Expenses	14,555
Insurance and Legal	
Liability/Property/Auto	229
Net Claims / SI	10
Claims Administration	6
Total Net Insurance and Legal	244
Total Expense	14,799
Loss/Member Support Required	(13,905)

Numbers may not foot due to rounding.

SECTION EIGHT
**CAPITAL PROGRAM
BUDGET**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 8: Capital Program Budget

8.1 Introduction

The purpose of the Capital Program is to ensure safe and reliable train operations, maintain a State of Good Repair (SGR) and provide continued investment in our backlog of Deferred Maintenance as identified in the Metrolink Rehabilitation Plan (MRP) as described in section 8.2.1.

The Capital Program Budget consists of two major components totaling \$566.0 million: the State of Good Repair program and New Capital program. These budgets total \$358.1 million and \$207.9 million, respectively. Both the State of Good Repair and New Capital budgets include projects authorized in prior years but are still in process as of the end of a fiscal year (Carryover Projects), as well as new projects for which new authority is requested in FY2022-23. The State of Good Repair component includes \$94.4 million of New Authority and \$263.7 million projects approved and carried over from prior years (Carryover). The New Capital Program component includes the \$114.6 million in additional authority for New Capital, and New Capital Carryover of \$93.3 million. Detailed listings of these projects are shown in exhibits 8.2 through 8.7.

State of Good Repair projects were prioritized and selected based on keeping our assets in a State of Good Repair (SGR) to maximize safety and ensure customer service reliability. In the event where unexpected high priority needs arise that will compromise safety and reliability due to changed conditions, SCRRA will submit a recommendation to the Board to reprogram and reallocate the funds approved for other rehabilitation projects considered to be of lesser priority to fund the high priority need.

	FY2022-23
CARRYOVER	
<u>State of Good Repair (SGR)</u>	
Member Agency Rehabilitation	\$ 200,581
Other Funding Sources	\$ 63,080
Subtotal State of Good Repair Carryover	<u>\$ 263,661</u>
<u>New Capital</u>	
Member Agency New Capital	\$ 34,721
Other Funding Sources	\$ 58,527
Subtotal New Capital Carryover	<u>\$ 93,248</u>
Total FY2021-22 Capital Program Carryover	<u>\$ 356,909</u>
NEW AUTHORITY	
<u>SGR</u>	
Member Agency SGR	\$ 94,445
Other Funding Sources	\$ -
Subtotal Rehabilitation New Authority	<u>\$ 94,445</u>
<u>New Capital</u>	
Member Agency New Capital	\$ 17,411
Other Funding Sources	\$ 97,211
Subtotal New Capital New Authority	<u>\$ 114,622</u>
Total FY2022-23 Capital Program New Authority	<u>\$ 209,067</u>
Grand Total FY2022-23 Capital Program	<u>\$ 565,976</u>

Numbers may not foot due to rounding.

In addition to the daily management of our core business of mass transit at the most efficient level, including State of Good Repair and New Capital Projects as described, Metrolink provides services to complete projects or provide consulting assistance to Third Parties. The largest of these projects are frequently performed for our Member Agencies. Third-Party projects completed and closed in FY2020-21 are detailed in Exhibit 8.1, in the total amount of \$17.7 million.

Various Third-Party projects were underway in FY2021-22. The exact amount is not available at this time as the fiscal year end has not yet been completed. However, based on historical data, we plan to complete approximately \$15 million in Third-Party Projects each year.

8.2 State of Good Repair Program

State of Good Repair projects are those that extend the useful life of existing capital assets through activities such as the replacement of worn ties and rail, worn or outdated signal system components, tunnels, bridges and culverts, rolling stock components, and midlife overhaul of rail cars and locomotives.

State of Good Repair projects may also replace worn-out, functionally obsolete, and commercially non-viable assets. These assets are replaced, repaired or otherwise modified with new assets that preserve and extend the useful life of these capital assets.

In 2012, Congress enacted a federal transportation program known as *Moving Ahead for Progress in the 21st Century* (MAP-21). MAP-21 contains Transit Asset Management (TAM) provisions requiring transit agencies that receive federal transportation funds to develop and implement TAM Plans. Since MAP-21, successive omnibus bills including Fixing Americas Surface Transportation (FAST) Act and Bipartisan Infrastructure Law (BIL) have replaced TAM requirements. A TAM Plan was adopted by the SCRRA Board in December 2016 which is compliant with MAP-21.

8.2.1 Metrolink State of Good Repair (SGR)

The FY2022-23 Capital Program State of Good Repair Budget was developed based on the following steps and in conjunction with the Metrolink Rehabilitation Plan (MRP).

The MRP was created in fulfillment of the Transit Asset Management (TAM) requirement for a State of Good Repair Plan, and addresses requests by the Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of SCRRA's SGR needs so that Member Agencies, SCRRA, and others could develop long range financial programming to address critical SGR needs.

The MRP achieves this by addressing two critical elements:

- Backlog - Total cost of renovating SCRRA assets to achieve a current State of Good Repair
- Annual SGR - Annual cost of addressing high-priority SCRRA assets, so as to not add to the Backlog

8.2.2 Budget Development

As in previous years, early drafts of the FY2022-23 State of Good Repair Rehabilitation budget utilized the MRP and backlog drawdown strategy to identify priority projects for inclusion in the budget. After meetings with the Member Agencies, the list of projects was revised to reflect the current funding capacity of the Member Agencies. At a future date, a revised and updated MRP will be shared

that reassess the condition of SCRRA's assets and quantifies the operational budget impacts of carrying a large backlog of State of Good Repair projects.

8.2.3 Programmatic Approach

Programmatic Methodology

Each asset owner identified the most critical, highest priority projects and provided descriptions and estimated costs.

Programmatic Benefits

The MRP addresses funding State of Good Repair programs rather than individual projects.

The benefits of this programmatic approach in budget development allows Metrolink to:

- Take advantage of economies of scale for procurement purposes and project scope.
- Construct multiple components of the work under one contract.
- Improve project delivery.
- Effectively maximize the capital investments made by Member Agencies.

The benefits of the programmatic approach in project delivery allow Metrolink staff to:

- Make changes to individual projects based on funding constraints.
- Adapt to changing field conditions, be more sheltered from price escalation, and be able to provide more efficient and cost-effective project delivery.

The benefits of the programmatic approach in fiscal planning include the ability to better:

- Project future investments needed for the SGR at a macro level.
- Estimate cash flow information at a macro level to assist with multi-year forward planning and fiscal forecast.

To ensure SCRRA gains the full benefits outlined above, the Programmatic Approach to budget development will be strictly adhered to in future budget cycles to develop both the annual budget and forecast projections.

8.2.4 Railroad State of Good Repair Cycles

Railroad infrastructure deteriorates due to traffic, time, environmental conditions (weather) and wear. Railroad infrastructure, especially hardware and software systems, with time can become functionally obsolete or unsupported. At minimum, a State of Good Repair program is required to overcome this deterioration and obsolescence to maintain a SGR. A State of Good Repair program typically incorporates state-of-the-art or state-of-the-industry components to support

service levels and replace older designs, resulting in reduced maintenance expense, improved operations, or improved reliability.

State of Good Repair is performed when the infrastructure has worn or deteriorated to a level that does not yet impair serviceability but are approaching end of life. Utilization of 100% of the assets' service life is dangerous and highly inefficient. It would mean replacement would be performed the first day of asset failure. This would create multiple disruptions to train service, intensive labor to replace assets, and the potential for a fatally hazardous environment. Instead, the railroad industry adopted a "cycle" of State of Good Repair where groups of assets are replaced when they are nearing the end of usefulness.

8.2.5 State of Good Repair Elements

A. Rails

Rails are subject to head and gauge face wear, and metal fatigue due to traffic loadings, and expansion and contraction of metal resulting from changes in temperatures and corrosion. State of Good Repair and renovation of rails consists of periodic grinding to restore the original contour, replacement of welds, replacement of insulated joints, transposing rail on curves, and replacement of the entire rail when limits of wear or fatigue are reached.

B. Crossties

The rail is supported on crossties of either wood or concrete. Wood ties have steel tie plates beneath the rail to spread the weight of the rail. Concrete ties have elastomeric pads to separate the steel rail from the ties. Both ties have fasteners to hold the track together, either cut or screw spikes on the wood ties, and proprietary spring steel clip on concrete ties. There are 3,250 wood ties per mile, spaced at 19½ inches, and concrete ties are spaced at 24 inches, for 2,640 per mile.

1. Wood Ties

Creosote treated wood ties have a service life of between 30 and 35 years. Wood ties deteriorate by organic decay and by mechanical abrasion and crushing from the spikes and the tie plates supporting the rail. Wood ties also deteriorate faster in curves because the centrifugal force of turning trains pushes the rail and spikes. Weak ties in curves are a serious safety consideration. They are usually maintained in a cycle method whereby 25-35% (800 – 1,000 per mile) of the wood ties are replaced every 7 to 10 years, depending upon specific local conditions.

2. Concrete Ties

Concrete crossties are more resistant to wear and decay; however, they can be affected by fouled ballast. Severely fouled ballast creates an abrasive paste of rock particles, which grind away the concrete surface, which exposes the reinforcing strands and can cause the tie to break. Though concrete ties last longer than wood ties, the elastic clips and the bearing pads require changing

when rail is replaced on about 10 to 12 years intervals. Concrete ties are expected to last at least 50 years.

C. Ballast

The crushed rock ballast that supports the track deteriorates through weathering and abrasion. The fine particles eroded from the stone, plus fine soil particles that are blown or washed into the track, or migrate upward from underlying soil, cause the ballast to retain water, which has two adverse effects. The moisture degrades the ties and softens the subgrade, leading to settlement of the whole track structure.

D. Special Track Work

Two areas of the track structure, turnouts and road crossings, have higher levels of stress and require additional investment.

1. Turnouts and Crossing Diamonds

Turnouts (switches) are the special track work which diverts trains from one track to another. They consist of a set of movable “point” rails to divert the wheels, a “frog” to cross the rails, and special braces, supports, tie plates, guard rails, gauge plates, and long timber ties to support these components. Due to the impacts of wheels being steered to diverging routes by the points and of crossing the open flange way at the frog, these components require special attention. Even with careful maintenance they wear out in about one quarter of the time of the general track structure.

2. Road Crossings

Road Crossings have precast concrete or rubber blocks set on top of the crossties to permit roadway vehicles to cross the rails. Because the deflection of the rails under passing trains and large trucks, there is movement in the crossing structure. This motion can cause the adjoining roadway surface to become broken or cause the track profile to become irregular and require repair. State of Good Repair of road crossings is difficult because they require detour routes for highway traffic, and halt train traffic while the crossing is under repair. State of Good Repair includes a periodic removal of the crossing surface to raise and tamp the track (at about 6-year intervals) and a complete renewal of the crossing, track, and subgrade (at about 20-year intervals).

E. Bridges

Railroad bridges have steel, concrete, and timber elements, all of which have differing, and generally very long-life cycles. The critical elements are the timber parts: the decks and stringers. Timber elements in railroad bridges typically last 50-60 years. Since the 1980s, they have generally been replaced with concrete or steel elements.

F. Signal, Communication, Train Traffic Control, Electrical Systems

Railroad signal, communication, train traffic control (dispatch), and electrical systems termed here as Systems generally experience wear of moving parts in

equipment such as switch machines and grade crossing gate mechanisms, exposure to the environment, and have electronic and power supply components with specific lifespans. These Systems also become obsolete due to changes in Federal regulations or in the state-of-the-art of the industry. Virtually all Systems are microprocessor, computer, or server-based and are subject to hardware and software obsolescence due to changes in technology or changes in commercial arrangements that lead to loss of support. State of Good Repair of these Systems consists of unit exchange replacement of components to avoid service disruptions or regulatory infractions, and includes replacement of outdated, or unsupported hardware and software with current industry standard hardware and software. Some components can be returned to manufacturing plants for rebuilding and reuse on a cyclical basis of maintenance.

G. Embankment

The embankment supporting the railroad erodes under the action of rain. In cut sections, this deposits mud and silt near or in the track structure, causing water to be blocked from draining away from the track. This results in saturation of the track bed, deterioration of the ties (both wood and concrete ties are adversely affected by muddy embankments), and settlement of the track into a rough profile.

H. Rolling Stock

The Metrolink rolling stock fleet consists of 55 diesel locomotives, 55 Cab Cars and 204 coach cars. Rolling stock directly affects the passenger experience and must be maintained in a SGR to ensure safety, reliability and comfort. Rolling stock goes through regular preventative maintenance on a cyclical basis as part of normal operations. Additional State of Good Repair is performed on key rail car subsystems such as the heating, ventilation, air conditioning (HVAC) system, door control systems, lighting systems and battery systems.

For depreciation purposes, SCRRRA established a useful life of 30 years for revenue rolling stock. Initial locomotive and rail car purchases occurred in 1992-1993, making the vehicles 29-30 years old. To date, these vehicles have not undergone comprehensive midlife overhauls, and vehicle replacement or rebuild is necessary to prevent service degradation. Forty Tier 4 F125 units have been deployed, the remaining 15 legacy locomotives will need to begin midlife overhauls in FY2023-24. Funding will be necessary for this important effort.

I. Facilities

SCRRRA office space, warehouses, maintenance shops and rail yards are used to operate and maintain the system. The Central Maintenance Facility (CMF) is Metrolink's largest facility and contains specialized machinery such as a wheel true machine, drop table, overhead cranes, and train wash to service and repair rolling stock. Yard equipment such as ground power stations, locomotive sanders, and fuel and urea dispensing systems are also critical for service. All equipment must be maintained in a SGR to ensure safe and efficient operation.

8.2.6 Consequences of Deferred State of Good Repair

There are five consequences of deferred maintenance:

- Potential accidents and loss of mission capability
- Reduced train speeds and headways
- Reduced operational reliability
- Higher cost of ordinary maintenance
- Regulatory fines and sanctions

The track structure has a considerable amount of redundancy. Weakness in specific elements can be carried by the stronger elements. Thus a few decayed or split wood ties, if scattered throughout the length of the track, do not cause any of these problems. However, if there are many weak ties at one location, then the track overall is weak, and the above consequences become inevitable.

State of Good Repair projects are summarized in Exhibits 8.2 and 8.3. A number of the projects will not be completed in FY2022-23 and will be carried forward into the FY2023-24. They amount to \$263.7 million and are described in the FY2022-23 Rehabilitation Carryover Projects Summary section. The new projects seeking new authority in FY2022-23 amount to \$94.4 million and are discussed in the New Rehabilitation Projects section below.

8.3 FY2022-23 State of Good Repair Carryover Projects

Ongoing projects authorized in FY2021-22 or earlier that we estimate will not be completed by June 30, 2022 are shown on Exhibits 8.2 and 8.6 in summary and detail respectively. The exhibit represents staff's estimate of the outstanding authorized balance on each project as of the adoption of the FY2022-23 fiscal year budget. These estimations in no way alter the actual project authority as approved by the SCRRRA Board. State of Good Repair Carryover Projects total \$263.7 million. Member Agencies share is \$200.6, and the amount covered by Other funding sources is \$63.1 million.

8.4 FY2022-23 New State of Good Repair Projects

New Rehabilitation projects in FY2022-23 are shown in Exhibits 8.3 and 8.7 and total \$94.4 million.

8.5 FY2022-23 New Capital Carryover Projects

New Capital Carryover projects authorized in FY2021-22 or earlier that are not anticipated to be completed prior to June 30, 2022 are depicted on Exhibit 8.4. The New Capital Carryover amount totals \$93.2 million, Member Agencies share is \$34.7 million, and the amount covered by Other funding sources is \$58.5 million.

8.6 FY2022-23 New Capital New Authority Projects

New Capital projects in FY2022-23 are shown in Exhibit 8.5 and total \$114.6 million. Member Agencies share for New Capital request is \$17.4 million and the amount covered by Other funding sources is \$97.2 million.

8.7 Exhibits

Exhibit 8.1: FY2020-21 Third-Party Projects Summary lists completed projects for Third Parties.

Exhibit 8.2: FY2022-23 State of Good Repair Carryover Projects Summary lists State of Good Repair carryover authority by subdivision, project category and funding source.

Exhibit 8.3: FY2022-23 State of Good Repair New Authority Projects Summary by Subdivision lists State of Good Repair for New Authority by subdivision, project category and funding source.

Exhibit 8.4: FY2022-23 New Capital Carryover Projects Detail lists New Capital carryover authority by subdivision, project category and funding source.

Exhibit 8.5: FY2022-23 New Capital New Authority Projects Detail lists New Capital authority by project and funding source.

Exhibit 8.6: FY2022-23 State of Good Repair Carryover Projects Detail provides a detailed listing of Rehabilitation carryover authority by project.

Exhibit 8.7: FY2022-23 State of Good Repair New Authority Projects Detail provides a detailed listing of the State of Good Repair projects for New Authority by project.

Exhibit 8.8.1: Capital Program Summary and Cash Flow Detail – All Member Agencies provides a capital summary and cash flow estimate for Carryover from prior years, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.8.2: Capital Program Summary and Cash Flow Detail – METRO provides a capital summary and cash flow estimate for Carryover from prior years, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.8.3: Capital Program Summary and Cash Flow Detail – OCTA provides a capital summary and cash flow estimate for Carryover from prior years, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.8.4: Capital Program Summary and Cash Flow Detail – RCTC provides a capital summary and cash flow estimate for Carryover from prior years, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.8.5: Capital Program Summary and Cash Flow Detail – SBCTA provides a capital summary and cash flow estimate for Carryover from prior years, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.8.6: Capital Program Summary and Cash Flow Detail – VCTC provides a capital summary and cash flow estimate for Carryover from prior years, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.8.7: Capital Program Summary and Cash Flow Detail – Other Funding Sources provides a capital summary and cash flow estimate for Carryover from prior year, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.8.8: Capital Program Summary and Cash Flow Detail – All Member Agencies and Other Funding Sources provides a capital summary and cash flow estimate for Carryover from prior year, New Authority State of Good Repair and New Capital projects for FY2022-23.

Exhibit 8.1 FY2020-21 Third Party Projects

PROJECT DESCRIPTION	TOTAL
ANTELOPE VALLEY FARE ENFRAGMENT	8,288,622
AT GRADE XING AT HELLMAN AVE	2,044,372
CALTRANS-PROVIDENCIA O/H WIDNG	1,434,662
REDLANDS DESIGN SERVICES	1,348,860
SPEED INCREASE@ CP SOLEDAD-DES	955,593
SAN JUAN CAPISTRANO SIDING-DES	853,191
ANAHEIM CANYON MTRLNK STN	497,847
2018 FESTIVAL OF LIGHTS	186,830
PERFM REVIEW BNSF PRIVATE XING	149,331
2018 LA RAMS	126,920
SECURITY FENCE INSTALL.	121,582
110 FWY BRDIGE(s) MAINT PROJ	119,906
MT VERNON AVE VIADUCT RPL	97,297
PLACENTIA AVE OVERPASS WIDEN	86,733
LAUS CAM Cost Alloc Study	85,109
OCTA CER FOR OC AREA	83,623
OCTA C-1-2945 \$300K	73,508
GRADE XING+RAIL CORRIDOR STUDY	65,246
2018 FOL (SCRRA)	63,912
I-5 WIDENING BTW SR55 TO SR57	62,325
SAN CLEMENTE RIP RAP-PHASE I	61,129
2018 LA COUNTY FAIR	59,330
TORO ENT PLAN REV INTRSTE 5	56,830
I-5 WIDENING IN OC	47,372
LA PAZ OVERHEAD WIDENING	44,883
2019 ANGELS EXPRESS	44,172
2018 WOMEN'S MARCH	39,211
2019 AUTO SPEEDWAY	33,645
SAN JUAN CREEK BRIDGE UP	27,738
NCTD-WHEEL SETS IN CMF	27,045
STATE ST OH WIDE & SEISMIC	25,879
INST. UNDGRD FOC S.G & RIALTO	25,565
SBCTA SCHEDULE UPDATE	25,000
SANTA CLARITA-LANDSCAPING	24,388
REMOVAL OF GLENDORA SIDING	21,959

Exhibit 8.1 FY2020-21 Third Party Projects (continued)

PROJECT DESCRIPTION	TOTAL
SCE FILE #RR203637550	4,328
SERVICE WORK CAPISTRANO BEACH	4,235
COUNTY LA PALMDALE	4,224
SDGE: REPLACE POLE #Z227146	4,034
PLAN REVIEW AVENUE 19	3,884
VAPOR SAMPLE COLLECTION	3,861
CARLISIS-FIRST ST/ERRINGER RD	3,753
2019 LUNAR NEW YEAR	3,641
INSPECT MANHOLE, 8TH & HYSSOP	3,029
SITE/PLN REV FOR JADE GRP	2,973
FORMWORK REMOVAL FORBES RD	2,869
SCG-RELOCATE PIPE IN VERNON	2,781
TRAFFIC STRIPING MAINT.	2,652
SCE-POWER POLE @RIALTO AVE	2,590
SCE-INSTLL OH/FO IN SIMIVLLEY	2,548
NEW CREATION PLATFORM LIGHTING	2,518
SCE RR203603836SHOOFLY	2,344
CARDNO POTHOLING LA VERNE	2,340
POWER POLE RELOCA RANCHO CUCA	2,253
EMERGENCY BLOWOFF VALVES	2,232
OH FOC LA PAZ	2,140
RCTC-PECHAPPA OVERHEAD RTE91	2,020
NEW OH CABLE CHATSWORTH	1,999
SCE-REPLACE POLE IN FONTANA	1,911
SCE REPLACE POLE 1404955E	1,800
SHORING PLAN REVIEW	1,770
OH FOC INSTALL MP 188.10	1,723
SCE POMONA	1,705
SCE-SUPPORT FOR POLE REPLACMNT	1,681
CALI BORING TRAINING CLASS	1,472
EDISON-SUNFLOWER/COVINA	1,440
OH FOC INSTALL MP 445.17	1,362
UG FOC INSTALL MP 8.23	1,339
WIDENING PROJECT CHURCH ST.	1,210
UG FOC INSTALL MP 9.27	1,185

Exhibit 8.1 FY2020-21 Third Party Projects (continued)

PROJECT DESCRIPTION	TOTAL
WARNER BROS SOUTHLAND EPISODE	1,185
SCE EMERGENCY WRK ANAHEIM	1,151
PAALP INSPECT.REPAIR 1305	1,046
PAALP INSPECT.REPAIR 182ND ST	1,046
SDGE: REPLACE POLE #Z221244	1,006
BLDG OF INDUSTRI BLDG	985
3RD PARTY TRAINING 010319	939
CABLE/SIGNAL MARKING-SANTA ANA	924
LEAD BASED ABATE ON CHAPMAN U	808
OH FOC 38744 6TH ST PALMDALE	640
OH FOC RANCHO CUCAMONGA	538
OH FOC 37167 SIERRA HW PLMDALE	535
OH FOC INSTAL N L CYN BLVD	527
TMC HOLLIS PLAN REV SHOOFLY	461
K&B-OH COMM IN RACHO CUCAMONGA	393
OH FOC & LASH INSTALL 3737	392
OH FOC FRANCISQUITO & PADDY	389
OH CONDUCTOR UPGRADE	387
OH FOC & LASH INSTALL 24270	329
COLA-VISUAL INSPECT BR-53C0555	266
GAS LINE MAINT. M.P. 190.30	264
OH FOC INSTALL, SAN BERN.	264
SC EDISON RR203547149	250
OH FOC REPLT NR #1027 RVSD	244
SANTA MONICA VIADUCT & CATWALK	230
LA RIVER BRIDGE PAINTING	230
SCE REPLACE POLE SANTA ANA	225
SYNERGY NEW O/H LINE BURBANK	168
POLE REPLACEMENT IN SYLMAR	111
ANAHEIM SAFETY TRAINING	105
Grand Total:	\$ 17,737,923

Exhibit 8.2 FY2022-23 State of Good Repair Carryover Projects Summary

(000's)

SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
	Structures	-	68	-	-	-	-	68
	Train Control	-	317	-	-	-	-	317
Olive Total		-	385	-	-	-	-	385
	Communications	-	862	-	-	-	-	862
	Information Technolc	-	3	-	-	-	-	3
	Signal	-	4,390	-	-	-	-	4,390
	Structures	-	7,358	-	81	-	-	7,439
	Track	-	7,701	-	-	-	-	7,701
	Train Control	-	1,254	-	-	-	-	1,254
Orange Total		-	21,568	-	81	-	-	21,649
	Communications	-	1	-	-	-	-	1
	Track	-	435	-	-	-	-	435
Orange & Olive Total		-	436	-	-	-	-	436
	Communications	-	-	207	-	-	-	207
	Signal	-	-	770	-	-	-	770
	Structures	-	-	3,612	-	-	-	3,612
	Track	-	-	872	-	-	-	872
Perris Valley Total		-	-	5,461	-	-	-	5,461
	Communications	77	32	26	23	12	10	180
	Signal	353	147	83	107	54	-	744
	Track	2,081	867	486	631	315	27,200	31,581
	Train Control	180	75	35	55	27	829	1,200
River Total		2,691	1,122	629	816	408	28,039	33,704
	Signal	82	34	19	25	12	494	666
	Track	72	30	17	22	11	338	490
	Train Control	9	4	2	3	1	44	64
River-East Bank Total		164	68	38	50	25	876	1,220
	Communications	53	22	12	16	8	-	112
	Signal	1,009	421	236	306	153	-	2,124
	Track	1,206	503	282	-	183	365	2,538
River-West Bank Total		2,268	945	530	322	344	365	4,774
	Communications	438	-	-	292	-	-	730
	Signal	6,940	-	-	4,627	-	-	11,567
	Structures	3,711	-	-	2,213	-	154	6,079
	Track	8,804	-	-	5,380	-	-	14,184
San Gabriel Total		19,894	-	-	12,512	-	154	32,560

Numbers may not foot due to rounding.

Exhibit 8.2 FY2022-23 State of Good Repair Carryover Projects Summary (continued)

(000's)

SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
	Facilities	221	92	52	67	-	-	432
	Signal	253	104	58	76	-	-	492
	Track	188	109	61	37	-	114	509
Shortway Total		662	305	171	180	-	114	1,432
	Business Systems	888	370	207		135	269	1,869
	Communications	85	39	22	29	14	-	189
	Facilities	4,338	1,816	1,010	1,212	664	106	9,146
	Information Technolc	788	338	191	246	123	16	1,703
	Rolling Stock	21,362	8,273	4,700	6,004	3,008	7,021	50,369
	Signal	358	149	84	109	54	-	755
	Structures	347	145	81	105	53	-	731
	Track	4,812	1,968	1,124	1,465	758	1	10,128
	Train Control	4,557	1,899	1,065	1,381	691	-	9,593
	Vehicle	4,576	1,907	1,069	1,387	689	-	9,629
Systemwide Total		42,111	16,906	9,555	11,938	6,188	7,413	94,112
	Communications	634	-	-	-	-	-	634
	Facilities	1,946	-	-	-	-	-	1,946
	Signal	5,874	-	-	-	-	-	5,874
	Structures	3,180	-	-	-	-	-	3,180
	Track	9,302	-	-	-	-	-	9,302
Valley Total		20,936	-	-	-	-	-	20,936
	Communications	281	-	-	-	-	-	281
	Signal	1,387	-	-	-	-	-	1,387
	Track	663	-	-	-	-	3,000	3,663
Ventura - LA County Total		2,331	-	-	-	-	3,000	5,331
	Structures	-	-	-	-	-	6,400	6,400
	Track	-	-	-	-	-	14,390	14,390
Ventura - LAVC County Total		-	-	-	-	-	20,790	20,790
	Communications	-	-	-	-	841	-	841
	Facilities	-	-	-	-	1,379	-	1,379
	Information Technolc	-	-	-	-	-	17	17
	Signal	-	-	-	-	4,705	-	4,705
	Structures	-	-	-	-	6,767	2,313	9,080
	Track	-	-	-	-	3,849	-	3,849
	Train Control	-	-	-	-	1,000	-	1,000
Ventura - VC County Total		-	-	-	-	18,542	2,329	20,871
Grand Total		91,056	41,736	16,384	25,899	25,506	63,080	263,661

Exhibit 8.3 FY2022-23 State of Good Repair Projects New Authority Projects

(000's)

SUBDIVISION	CATEGORY	METRO ⁽¹⁾	OCTA ⁽²⁾	RCTC ⁽³⁾	SBCTA ⁽⁴⁾	VCTC ⁽⁵⁾	OTHER ⁽⁶⁾	TOTAL
	Structures	-	2,220	-	-	-	-	2,220
	Track	-	6,700	-	-	-	-	6,700
	Train Control	-	3,330	-	-	-	-	3,330
Orange Total		-	12,250	-	-	-	-	12,250
	Structures	3,278	1,366	766	994	497	-	6,900
River Sub - West Bank Total		3,278	1,366	766	994	497	-	6,900
	Track	4,000	-	-	-	-	-	4,000
	Train Control	2,500	-	-	-	-	-	2,500
Valley Total		6,500	-	-	-	-	-	6,500
	Facilities	2,470	1,030	577	749	374	-	5,200
	Information Technology	230	96	54	70	35	-	485
	Non-Revenue Fleet	1,667	695	390	505	253	-	3,510
	Rolling Stock	23,560	9,821	5,506	7,142	3,571	-	49,600
	Track	2,375	990	555	720	360	-	5,000
	Train Control	2,375	990	555	720	360	-	5,000
Systemwide Total		32,678	13,621	7,636	9,906	4,953	-	68,795
FY22-23 State of Good Repair New Authority Projects		42,455	27,238	8,402	10,900	5,450	-	94,445
Total Carryover from Prior Years		91,056	41,736	16,384	25,899	25,506	63,080	263,661
Total SGR Projects Including Carryover		133,511	68,974	24,786	36,799	30,956	63,080	358,106

Numbers may not foot due to rounding.

Exhibit 8.4 FY2022-23 New Capital Carryover Projects Detail

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Track	419005	-	3,565	-	-	-	-	3,565
Orange	Structure	419004	-	17,578	-	-	-	20,684	38,262
River	Signal	420001	138	-	195	65	-	-	398
River	Track	418005	166	69	39	50	-	25	350
Riverside	Structure	419003	-	-	57	-	-	-	57
San Gabriel	Communications	418004	-	-	-	3,681	-	-	3,681
Systemwide	Communications	420002	-	-	-	-	-	942	942
Systemwide	Communications	450120	-	-	-	-	-	50	50
Systemwide	Communications	450121	-	-	-	-	-	2,100	2,100
Systemwide	Communications	450122	-	-	-	-	-	831	831
Systemwide	Communications	450123	-	-	-	-	-	4,534	4,534
Systemwide	Communications	450124	-	-	-	-	-	118	118
Systemwide	Communications	450130	-	-	-	-	-	3,149	3,149
Systemwide	Facilities	620002	-	33	20	32	13	1,484	1,583
Systemwide	Facilities	620003	521	217	122	158	79	-	1,096
Systemwide	Information Technology	450110	-	-	-	-	-	107	107
Systemwide	Information Technology	492000	-	-	-	-	-	616	616
Systemwide	Information Technology	618001	1,985	-	1,377	1,200	2,326	-	6,887
Systemwide	Rolling Stock	613001	-	-	-	-	-	75	75
Systemwide	Rolling Stock	613003	367	-	-	-	-	277	645
Systemwide	Rolling Stock	613005	-	-	-	-	-	4,230	4,230
Systemwide	Rolling Stock	613015	-	-	-	-	-	1,500	1,500
Systemwide	Rolling Stock	616002	-	-	-	-	-	1,123	1,123
Systemwide	Rolling Stock	616003	-	-	-	-	-	1,068	1,068
Systemwide	Rolling Stock	616004	-	-	-	-	-	786	786
Systemwide	Security	422080	-	-	-	-	-	1,682	1,682
Systemwide	Signal	620001	32	14	7	10	5	-	68
Systemwide	Vehicle	TBD	285	119	67	86	43	-	600
Valley	Signal	421001	-	-	-	-	-	1,637	1,637
Valley	Signal	421002	-	-	-	-	-	993	993
Valley	Signal	421003	-	-	-	-	-	906	906
Valley	Signal	421004	-	-	-	-	-	1,569	1,569
Ventura-LA	Grade Crossing	TBD	-	-	-	-	-	8,000	8,000
Ventura-LA	Track	421110	-	-	-	-	-	42	42
Grand Total			3,495	21,595	1,884	5,282	2,466	58,527	93,248

Numbers may not foot due to rounding.

Exhibit 8.5 FY2022-23 New Capital New Authority Projects

(000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
*MP36 LOCOMOTIVE REPLACEMENT - 10 OUT OF 15 LOCOMOTIVES - SUBJECT TO GRANT PURSUIT	Systemwide	Rolling Stock	2,767	1,154	647	839	419	-	102,522
AGENCYWIDE CYBERSECURITY IMPLEMENTATION	Systemwide	Information Technology	209	87	49	63	32	-	439
CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION EARLY ACTION TO ADDRESS COMMUNITY CONCERNS	Systemwide	Facilities	-	-	-	-	-	515	515
CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION PHASE I DESIGN & ENVIRONMENTAL	Systemwide	Facilities	1,767	737	413	536	268	-	3,721
ENTERPRISE ASSET MANAGEMENT (EAM) IMPROVEMENT PROJECT - PHASE II	Systemwide	Business Systems	808	337	189	245	122	-	1,700
PMIS PURCHASE AND CONFIGURATION	Systemwide	Business Systems	2,719	1,134	635	824	412	-	5,725
FY22-23 New Capital New Authority Projects			8,270	3,447	1,933	2,507	1,254	515	114,622
Total Carryover from Prior Years			3,495	21,595	1,884	5,282	2,466	58,527	93,248
Total New Capital Projects Including Carryover			11,765	25,042	3,816	7,790	3,720	59,042	207,870

Numbers may not foot due to rounding.

Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Structures	521520	-	68	-	-	-	-	68
Olive	Train Control	521530	-	317	-	-	-	-	317
Orange	Communications	519640	-	-	-	-	-	-	-
Orange	Communications	520640	-	322	-	-	-	-	322
Orange	Communications	522640	-	540	-	-	-	-	540
Orange	Information Technology	572003	-	3	-	-	-	-	3
Orange	Signal	519630	-	1,222	-	-	-	-	1,222
Orange	Signal	522630	-	2,460	-	-	-	-	2,460
Orange	Signal	572002	-	708	-	-	-	-	708
Orange	Structures	515105	-	134	-	17	-	-	151
Orange	Structures	516621	-	1,126	-	-	-	-	1,126
Orange	Structures	517620	-	28	-	-	-	-	28
Orange	Structures	518620	-	57	-	64	-	-	121
Orange	Structures	519621	-	511	-	-	-	-	511
Orange	Structures	520620	-	2,060	-	-	-	-	2,060
Orange	Structures	521620	-	1,202	-	-	-	-	1,202
Orange	Structures	522620	-	2,240	-	-	-	-	2,240
Orange	Track	518630	-	136	-	-	-	-	136
Orange	Track	521610	-	1,105	-	-	-	-	1,105
Orange	Track	522610	-	6,460	-	-	-	-	6,460
Orange	Train Control	521630	-	1,254	-	-	-	-	1,254
Orange & Olive	Communications	518640	-	1	-	-	-	-	1
Orange & Olive	Communications	572001	-	-	-	-	-	-	-
Orange & Olive	Track	519510	-	77	-	-	-	-	77

**Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail
(continued)**

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Orange & Olive	Track	519520	-	24	-	-	-	-	24
Orange & Olive	Track	520610	-	334	-	-	-	-	334
Perris Valley	Communications	517940	-	-	6	-	-	-	6
Perris Valley	Communications	519940	-	-	32	-	-	-	32
Perris Valley	Communications	520940	-	-	170	-	-	-	170
Perris Valley	Signal	522930	-	-	400	-	-	-	400
Perris Valley	Signal	522940	-	-	370	-	-	-	370
Perris Valley	Structures	519911	-	-	43	-	-	-	43
Perris Valley	Structures	521920	-	-	1,989	-	-	-	1,989
Perris Valley	Structures	522910	-	-	1,580	-	-	-	1,580
Perris Valley	Track	519910	-	-	507	-	-	-	507
Perris Valley	Track	521910	-	-	365	-	-	-	365
River	Communications	520740	77	32	18	23	12	-	163
River	Communications	521740	-	-	7	-	-	10	17
River	Signal	517730	7	3	2	2	1	-	14
River	Signal	519730	347	144	81	105	53	-	730
River	Track	572004	616	257	144	187	93	1,695	2,992
River	Track	572005	208	87	49	63	32	2,011	2,449
River	Track	572006	-	-	-	-	-	2,004	2,004
River	Track	572007	-	-	-	-	-	6,506	6,506
River	Track	572008	-	-	-	-	-	789	789
River	Track	572009	1,256	524	294	381	190	8,618	11,263
River	Track	572010	-	-	-	-	-	1,634	1,634
River	Track	572012	-	-	-	-	-	-	-

**Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail
(continued)**

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
River	Track	591806	-	-	-	-	-	3,944	3,944
River	Train Control	521730	180	75	35	55	27	829	1,200
River-East Bank	Signal	517731	5	2	1	1	1	22	33
River-East Bank	Signal	519731	74	31	17	23	11	347	503
River-East Bank	Signal	519733	2742	1143	641	1		125	131
River-East Bank	Track	517712	72	30	17	22	11	338	490
River-East Bank	Train Control	519741	9	4	2	3	1	44	64
River-West Bank	Communications	519740	53	22	12	16	8	-	112
River-West Bank	Signal	519732	1,009	421	236	306	153	-	2,124
River-West Bank	Track	521710	1,091	455	255	-	165	331	2,296
River-West Bank	Track	521720	115	48	27	-	17	35	242
San Gabriel	Communications	519440	-	-	-	-	-	-	-
San Gabriel	Communications	520440	36	-	-	24	-	-	60
San Gabriel	Communications	522440	402	-	-	268	-	-	670
San Gabriel	Signal	519430	1,645	-	-	1,097	-	-	2,741
San Gabriel	Signal	520430	3,298	-	-	2,198	-	-	5,496
San Gabriel	Signal	522430	1,998	-	-	1,332	-	-	3,330
San Gabriel	Structures	519420	200	-	-	133	-	-	333
San Gabriel	Structures	520420	1,222	-	-	708	-	-	1,930
San Gabriel	Structures	521420	469	-	-	159	-	154	782
San Gabriel	Structures	522420	1,657	-	-	1,105	-	-	2,762
San Gabriel	Structures	592420	163	-	-	109	-	-	272
San Gabriel	Track	519410	166	-	-	111	-	-	277
San Gabriel	Track	519411	202	-	-	131	-	-	333

**Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail
(continued)**

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
San Gabriel	Track	520410	3,242	-	-	1,676	-	-	4,918
San Gabriel	Track	521411	1,983	-	-	1,322	-	-	3,306
San Gabriel	Track	522410	3,210	-	-	2,140	-	-	5,350
Shortway	Facilities	519034	221	92	52	67	-	-	432
Shortway	Signal	519033	253	104	58	76	-	-	492
Shortway	Track	521410	65	58	32	-	-	114	269
Shortway	Track	522411	123	51	29	37241	-	-	240
Systemwide	Business Systems	521070	474	198	111	-	72	144	999
Systemwide	Business Systems	521071	413	172	97	-	63	125	870
Systemwide	Communications	519040	81	34	19	25	12	-	171
Systemwide	Communications	519070	3	5	3	4	2	-	18
Systemwide	Facilities	517052	35	15	8	11	5	-	74
Systemwide	Facilities	519060	269	112	63	81	41	-	565
Systemwide	Facilities	519062	416	174	97	126	63	-	877
Systemwide	Facilities	519064	118	57	24	38	24	-	260
Systemwide	Facilities	520060	1,011	421	236	306	153	-	2,128
Systemwide	Facilities	520061	472	197	110	143	72	-	993
Systemwide	Facilities	520063	-	-	-	-	-	-	-
Systemwide	Facilities	521060	1,543	643	361	362	234	106	3,248
Systemwide	Facilities	522060	475	198	111	144	72	-	1,000
Systemwide	Information Technolog	514046	14	16	10	11	6	16	73
Systemwide	Information Technolog	519091	57	24	13	17	9	-	120
Systemwide	Information Technolog	519092	36	15	8	11	5	-	76
Systemwide	Information Technolog	519093	681	284	159	206	103	-	1,434

**Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail
(continued)**

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Rolling Stock	518050	1,501	-	62	-	-	6,885	8,448
Systemwide	Rolling Stock	519050	9,619	4,010	2,248	2,916	1,458	-	20,250
Systemwide	Rolling Stock	519051	447	186	104	135	68	-	940
Systemwide	Rolling Stock	519052	264	110	62	80	40	-	555
Systemwide	Rolling Stock	519053	278	116	65	84	42	-	586
Systemwide	Rolling Stock	519054	309	124	69	77	45	-	624
Systemwide	Rolling Stock	519055	1,857	774	434	563	282	136	4,047
Systemwide	Rolling Stock	520050	398	165	93	120	60	-	836
Systemwide	Rolling Stock	520051	236	99	55	72	36	-	498
Systemwide	Rolling Stock	520052	93	39	22	28	14	-	196
Systemwide	Rolling Stock	520053	15	6	3	4	2	-	31
Systemwide	Rolling Stock	521050	2,646	1,103	618	802	401	-	5,570
Systemwide	Rolling Stock	521051	1,800	750	421	546	273	-	3,789
Systemwide	Rolling Stock	521052	475	198	111	144	72	-	1,000
Systemwide	Rolling Stock	522050	1,425	594	333	432	216	-	3,000
Systemwide	Signal	519001	172	72	40	52	26	-	362
Systemwide	Signal	519002						-	1
Systemwide	Signal	519003	186	78	44	56	28	-	392
Systemwide	Structures	519020	347	145	81	105	53	-	731
Systemwide	Track	519010	1					-	2
Systemwide	Track	519011	57	24	13	17	9	-	121
Systemwide	Track	519012	20	8	5	6	3	-	42
Systemwide	Track	520010	132	55	31	40	20	-	278
Systemwide	Track	520011	490	204	114	149	74	-	1,031

**Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail
(continued)**

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Track	521010	34	6	8	17	5	1	70
Systemwide	Track	521011	997	387	233	302	180	-	2,099
Systemwide	Track	521012	705	294	165	214	107	-	1,485
Systemwide	Track	522010	1,663	693	389	504	252	-	3,500
Systemwide	Track	522011	713	297	167	216	108	-	1,500
Systemwide	Train Control	521040	1,090	454	255	330	165	-	2,294
Systemwide	Train Control	521041	1,092	455	255	331	166	-	2,299
Systemwide	Train Control	522040	1,188	495	278	360	180	-	2,500
Systemwide	Train Control	522041	1,188	495	278	360	180	-	2,500
Systemwide	Vehicle	519063	16	7	4	5	2	-	34
Systemwide	Vehicle	520062	789	329	184	239	115	-	1,656
Systemwide	Vehicle	521090	2,512	1,047	587	762	381	-	5,289
Systemwide	Vehicle	522090	1,259	525	294	382	191	-	2,650
Valley	Communications	519340	6	-	-	-	-	-	6
Valley	Communications	520340	78	-	-	-	-	-	78
Valley	Communications	522340	550	-	-	-	-	-	550
Valley	Facilities	522360	1,946	-	-	-	-	-	1,946
Valley	Signal	519330	169	-	-	-	-	-	169
Valley	Signal	520330	1,518	-	-	-	-	-	1,518
Valley	Signal	520331	1,487	-	-	-	-	-	1,487
Valley	Signal	522330	2,700	-	-	-	-	-	2,700
Valley	Structures	522320	3,180	-	-	-	-	-	3,180
Valley	Track	519310	430	-	-	-	-	-	430
Valley	Track	519320	65	-	-	-	-	-	65
Valley	Track	520310	771	-	-	-	-	-	771
Valley	Track	522310	8,000	-	-	-	-	-	8,000

**Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail
(continued)**

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Valley	Track	572014	36	-	-	-	-	-	36
Ventura - LA County	Communications	520240	171	-	-	-	-	-	171
Ventura - LA County	Communications	522240	110	-	-	-	-	-	110
Ventura - LA County	Signal	519230	107	-	-	-	-	-	107
Ventura - LA County	Signal	522230	1,280	-	-	-	-	-	1,280
Ventura - LA County	Track	519210	68	-	-	-	-	-	68
Ventura - LA County	Track	519220	31	-	-	-	-	-	31
Ventura - LA County	Track	520210	564	-	-	-	-	-	564
Ventura - LA County	Track	522210	-	-	-	-	-	3,000	3,000
Ventura - LA/VC County	Structures	522220	-	-	-	-	-	6,400	6,400
Ventura - LA/VC County	Track	522211	-	-	-	-	-	14,390	14,390
Ventura - VC County	Communications	515133	-	-	-	-	11	-	11
Ventura - VC County	Communications	520140	-	-	-	-	-	-	-
Ventura - VC County	Communications	521140	-	-	-	-	720	-	720
Ventura - VC County	Communications	522140	-	-	-	-	110	-	110
Ventura - VC County	Facilities	519160	-	-	-	-	1,271	-	1,271
Ventura - VC County	Facilities	591804	-	-	-	-	108	-	108
Ventura - VC County	Information Technolog	572013	-	-	-	-	-	17	17
Ventura - VC County	Signal	517130	-	-	-	-	24	-	24
Ventura - VC County	Signal	520130	-	-	-	-	3,591	-	3,591
Ventura - VC County	Signal	522130	-	-	-	-	1,090	-	1,090
Ventura - VC County	Structures	519120	-	-	-	-	1,445	-	1,445
Ventura - VC County	Structures	520120	-	-	-	-	2,324	-	2,324
Ventura - VC County	Structures	521120	-	-	-	-	686	-	686

**Exhibit 8.6 FY2022-23 State of Good Repair Carryover Projects Detail
(continued)**

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Ventura - VC County	Structures	522120	-	-	-	-	2,313	2,313	4,625
Ventura - VC County	Track	518110	-	-	-	-	250	-	250
Ventura - VC County	Track	519130	-	-	-	-	915	-	915
Ventura - VC County	Track	520110	-	-	-	-	690	-	690
Ventura - VC County	Track	521110	-	-	-	-	1,995	-	1,995
Ventura - VC County	Train Control	521130	-	-	-	-	1,000	-	1,000
Grand Total			91,056	41,736	16,384	25,899	25,506	63,080	263,661

Numbers may not foot due to rounding.

Exhibit 8.7 FY2022-23 State of Good Repair New Authority Projects Detail

(000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
BOMBARDIER RAILCAR REBUILD	Systemwide	Rolling Stock	14,250	5,940	3,330	4,320	2,160	-	30,000
FACILITIES REHABILITATION	Systemwide	Facilities	2,470	1,030	577	749	374	-	5,200
GENERAL INFORMATION TECHNOLOGY EQUIPMENT AND MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT -	Systemwide	Information Technology	230	96	54	70	35	-	485
ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange	Structures	-	2,220	-	-	-	-	2,220
ORANGE SUBDIVISION TRACK REHABILITATION	Orange	Track	-	6,700	-	-	-	-	6,700
ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS	Orange	Train Control	-	3,330	-	-	-	-	3,330
RIVER SUBDIVISION STRUCTURES REHABILITATION - WEST BANK	River Sub - West Bank	Structures	3,278	1,366	766	994	497	-	6,900
ROLLING STOCK DAMAGE REPAIR	Systemwide	Rolling Stock	3,800	1,584	888	1,152	576	-	8,000
ROLLING STOCK REHABILITATION	Systemwide	Rolling Stock	5,510	2,297	1,288	1,670	835	-	11,600
SYSTEMWIDE TRACK REHABILITATION	Systemwide	Track	2,375	990	555	720	360	-	5,000
SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide	Train Control	2,375	990	555	720	360	-	5,000
VALLEY SUBDIVISION TRACK REHABILITATION	Valley	Track	4,000	-	-	-	-	-	4,000
VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS	Valley	Train Control	2,500	-	-	-	-	-	2,500
Total FY2022-23 Rehabilitation New Authority			42,455	27,238	8,402	10,900	5,450	-	94,445

Exhibit 8.8.1 Capital Program Summary and Cash Flow Detail - ALL MEMBER AGENCIES

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 200,581	\$ 34,721	\$ 235,302
FY2022-23 New Authority	\$ 94,445	\$ 17,411	\$ 111,856
TOTALS	\$ 295,026	\$ 52,132	\$ 347,158
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY ALL MEMBER AGENCIES CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 100,072	\$ 59,810	\$ 37,679	\$ 3,019	-	\$ 200,581
NEW CAPITAL	\$ 16,384	\$ 10,713	\$ 7,624	-	-	\$ 34,721
SUBTOTAL	\$ 116,457	\$ 70,523	\$ 45,303	\$ 3,019	-	\$ 235,302
FY2022-23 New Authority						
SGR	\$ 4,722	\$ 33,056	\$ 28,334	\$ 28,334	-	\$ 94,445
NEW CAPITAL	\$ 871	\$ 6,094	\$ 5,223	\$ 5,223	-	\$ 17,411
SUBTOTAL	\$ 5,593	\$ 39,150	\$ 33,557	\$ 33,557	-	\$ 111,856
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 122,049	\$ 109,673	\$ 78,860	\$ 36,576	-	\$ 347,158
<i>Numbers may not foot due to rounding.</i>						

Exhibit 8.8.2 Capital Program Summary and Cash Flow Detail – METRO

(000's)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 91,056	\$ 3,495	\$ 94,551
FY2022-23 New Authority	\$ 42,455	\$ 8,270	\$ 50,725
TOTALS	\$ 133,511	\$ 11,765	\$ 145,276

Numbers may not foot due to rounding.

CAPITAL PROGRAM BUDGET SUMMARY METRO CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 44,903	\$ 25,599	\$ 19,121	\$ 1,434	-	\$ 91,056
NEW CAPITAL	\$ 2,878	\$ 474	\$ 143	-	-	\$ 3,495
SUBTOTAL	\$ 47,781	\$ 26,072	\$ 19,263	\$ 1,434	-	\$ 94,551
FY2022-23 New Authority						
SGR	\$ 2,123	\$ 14,859	\$ 12,737	\$ 12,737	-	\$ 42,455
NEW CAPITAL	\$ 414	\$ 2,895	\$ 2,481	\$ 2,481	-	\$ 8,270
SUBTOTAL	\$ 2,536	\$ 17,754	\$ 15,218	\$ 15,218	-	\$ 50,725
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 50,318	\$ 43,826	\$ 34,481	\$ 16,652	-	\$ 145,276

Numbers may not foot due to rounding.

Exhibit 8.8.3 Capital Program Summary and Cash Flow Detail – OCTA

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 41,736	\$ 21,595	\$ 63,331
FY2022-23 New Authority	\$ 27,238	\$ 3,447	\$ 30,685
TOTALS	\$ 68,974	\$ 25,042	\$ 94,016
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY OCTA CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 18,746	\$ 13,801	\$ 8,591	\$ 598	-	\$ 41,736
NEW CAPITAL	\$ 6,496	\$ 7,715	\$ 7,384	-	-	\$ 21,595
SUBTOTAL	\$ 25,243	\$ 21,516	\$ 15,975	\$ 598	-	\$ 63,331
FY2022-23 New Authority						
SGR	\$ 1,362	\$ 9,533	\$ 8,171	\$ 8,171	-	\$ 27,238
NEW CAPITAL	\$ 172	\$ 1,207	\$ 1,034	\$ 1,034	-	\$ 3,447
SUBTOTAL	\$ 1,534	\$ 10,740	\$ 9,205	\$ 9,205	-	\$ 30,685
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 26,777	\$ 32,255	\$ 25,180	\$ 9,803	-	\$ 94,016
<i>Numbers may not foot due to rounding.</i>						

Exhibit 8.8.4 Capital Program Summary and Cash Flow Detail – RCTC

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 16,384	\$ 1,884	\$ 18,267
FY2022-23 New Authority	\$ 8,402	\$ 1,933	\$ 10,335
TOTALS	\$ 24,786	\$ 3,816	\$ 28,602

Numbers may not foot due to rounding.

CAPITAL PROGRAM BUDGET SUMMARY RCTC CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 7,365	\$ 5,929	\$ 2,754	\$ 335	-	\$ 16,384
NEW CAPITAL	\$ 1,813	\$ 37	\$ 33	-	-	\$ 1,884
SUBTOTAL	\$ 9,179	\$ 5,966	\$ 2,788	\$ 335	-	\$ 18,267
FY2021-22 New Authority						
SGR	\$ 420	\$ 2,941	\$ 2,521	\$ 2,521	-	\$ 8,402
NEW CAPITAL	\$ 97	\$ 676	\$ 580	\$ 580	-	\$ 1,933
SUBTOTAL	\$ 517	\$ 3,617	\$ 3,100	\$ 3,100	-	\$ 10,335
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 9,695	\$ 9,583	\$ 5,888	\$ 3,436	-	\$ 28,602

Numbers may not foot due to rounding.

Exhibit 8.8.5 Capital Program Summary and Cash Flow Detail – SBCTA

(000's)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 25,899	\$ 5,282	\$ 31,181
FY2022-23 New Authority	\$ 10,900	\$ 2,507	\$ 13,407
TOTALS	\$ 36,799	\$ 7,790	\$ 44,589
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY SBCTA CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 13,725	\$ 7,279	\$ 4,460	\$ 435	-	\$ 25,899
NEW CAPITAL	\$ 2,774	\$ 2,465	\$ 43	-	-	\$ 5,282
SUBTOTAL	\$ 16,499	\$ 9,745	\$ 4,503	\$ 435	-	\$ 31,181
FY2022-23 New Authority						
SGR	\$ 545	\$ 3,815	\$ 3,270	\$ 3,270	-	\$ 10,900
NEW CAPITAL	\$ 125	\$ 878	\$ 752	\$ 752	-	\$ 2,507
SUBTOTAL	\$ 670	\$ 4,693	\$ 4,022	\$ 4,022	-	\$ 13,407
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 17,169	\$ 14,437	\$ 8,526	\$ 4,457	-	\$ 44,589
<i>Numbers may not foot due to rounding.</i>						

Exhibit 8.8.6 Capital Program Summary and Cash Flow Detail – VCTC

(000's)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 25,506	\$ 2,466	\$ 27,972
FY2022-23 New Authority	\$ 5,450	\$ 1,254	\$ 6,704
TOTALS	\$ 30,956	\$ 3,720	\$ 34,676

Numbers may not foot due to rounding.

CAPITAL PROGRAM BUDGET SUMMARY VCTC CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 15,333	\$ 7,203	\$ 2,753	\$ 217	-	\$ 25,506
NEW CAPITAL	\$ 2,423	\$ 22	\$ 22	-	-	\$ 2,466
SUBTOTAL	\$ 17,755	\$ 7,225	\$ 2,775	\$ 217	-	\$ 27,972
FY2022-23 New Authority						
SGR	\$ 273	\$ 1,908	\$ 1,635	\$ 1,635	-	\$ 5,450
NEW CAPITAL	\$ 63	\$ 439	\$ 376	\$ 376	-	\$ 1,254
SUBTOTAL	\$ 335	\$ 2,346	\$ 2,011	\$ 2,011	-	\$ 6,704
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 18,091	\$ 9,571	\$ 4,786	\$ 2,228	-	\$ 34,676

Numbers may not foot due to rounding.

Exhibit 8.8.7 Capital Program Summary and Cash Flow Detail – OTHER FUNDING SOURCES

(000's)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 63,080	\$ 58,527	\$ 121,607
FY2022-23 New Authority	-	\$ 97,211	\$ 97,211
TOTALS	\$ 63,080	\$ 155,738	\$ 218,818
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY OTHER FUNDING SOURCES CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 36,025	\$ 13,865	\$ 13,190	-	-	\$ 63,080
NEW CAPITAL	\$ 25,549	\$ 17,822	\$ 15,156	-	-	\$ 58,527
SUBTOTAL	\$ 61,575	\$ 31,687	\$ 28,345	-	-	\$ 121,607
FY2022-23 New Authority						
SGR	-	-	-	-	-	-
NEW CAPITAL	\$ 4,861	\$ 34,024	\$ 29,163	\$ 29,163	-	\$ 97,211
SUBTOTAL	\$ 4,861	\$ 34,024	\$ 29,163	\$ 29,163	-	\$ 97,211
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 66,435	\$ 65,711	\$ 57,509	\$ 29,163	-	\$ 218,818
<i>Numbers may not foot due to rounding.</i>						

**Exhibit 8.8.8 Capital Program Summary and Cash Flow Detail – GRAND TOTAL
OF ALL MEMBER AGENCIES & OTHER FUNDING SOURCES**

(000's)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 263,661	\$ 93,248	\$ 356,909
FY2022-23 New Authority	\$ 94,445	\$ 114,622	\$ 209,067
TOTALS	\$ 358,106	\$ 207,870	\$ 565,976
<i>Numbers may not foot due to rounding.</i>			

**CAPITAL PROGRAM BUDGET SUMMARY
CONSOLIDATED CASH FLOW BY FISCAL YEAR**

(000's)

BUDGET FISCAL YEAR	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Carryover from prior years						
SGR	\$ 136,098	\$ 73,675	\$ 50,869	\$ 3,019	-	\$ 263,661
NEW CAPITAL	\$ 41,934	\$ 28,535	\$ 22,780	-	-	\$ 93,248
SUBTOTAL	\$ 178,031	\$ 102,210	\$ 73,648	\$ 3,019	-	\$ 356,909
FY2021-22 New Authority						
SGR	\$ 4,722	\$ 33,056	\$ 28,334	\$ 28,334	-	\$ 94,445
NEW CAPITAL	\$ 5,731	\$ 40,118	\$ 34,387	\$ 34,387	-	\$ 114,622
SUBTOTAL	\$ 10,453	\$ 73,173	\$ 62,720	\$ 62,720	-	\$ 209,067
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 188,485	\$ 175,384	\$ 136,369	\$ 65,740	-	\$ 565,976
<i>Numbers may not foot due to rounding.</i>						

SECTION NINE

**SOUTHERN CALIFORNIA
OPTIMIZED RAIL
EXPANSION
(SCORE) BUDGET**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 9: Southern California Optimized Rail Expansion (SCORE) Budget

9.1 Introduction

The Southern California Optimized Rail Expansion (SCORE) Program was developed as a path to implement service growth that would fulfill goals laid out in the 2015 10-year Strategic Plan. Plans to achieve these goals were devised in conjunction with the guidance laid out in the 2018 California State Rail Plan. Recognizing Metrolink's place in the state's vision for an integrated statewide rail system, Metrolink successfully pursued an initial grant funding from the Transit and Intercity Rail Capital Program (TIRCP) and was awarded an amount of \$875.7 million in April 2018 from the California State Transportation Agency (CalSTA) to implement the first phase of the SCORE Program.

Metrolink subsequently pursued and was awarded grant funding from various agencies in FY2022-23. The total SCORE Program budgeted amount is currently \$1.8 billion (not including matched funding not directed to Metrolink).

SCRRA continues to seek local, state and/or federal funds to fund additional projects on the SCORE Program.

9.2 Program Budget

SCORE is comprised of 25 capital improvement projects located throughout the system. Metrolink is leading 16 projects. The table below outlines the budget allocated for each SCORE project, some of which are combined to be consistent with the grant categories. The amounts shown are commitments from federal, state and local agencies. On September 14, 2018, SCRRA amended the FY2018-19 Capital Program Budget to reflect the entire \$875.7 million CalSTA grant. Subsequently, SCRRA amended the FY2019-20 Capital Program Budget to reflect the entire \$905.7 million in CalSTA and DOT grants.

Line	Projects	Total SCRRRA Funding (\$000's)
Antelope Valley / Ventura County Lines	Simi Valley Double Track	69,501
	Chatsworth Station	25,158
	Burbank Junction Speed Improvements	17,950
	Burbank-LA Signals	8,219
	Antelope Valley Line Improvements	220,850
San Bernardino Line	Marengo Siding	10,475
	El Monte Pedestrian Improvements	22,158
	Tyler and Cogswell Crossing Improvements	22,725
	Rancho Cucamonga Siding	46,581
Orange County / IE/OC 91 PVL Lines	The Hobart Yard/Commerce Station Relocation	22,046
	Fullerton Junction	102,043
	Irvine Station Improvements	61,387
	Capacity Improvements South OC (Serra to Beach / County Line to Songs)	18,747
	Signals in OC (Avery-Songs)	6,500
	Signals in OC (Atwood-Orange)	1,060
	Signals in OC (La Palma)	8,000
Riverside Downtown Station Improvements	26,491	
Systemwide	LinkUS	337,571
	Orange County Maintenance Facility	58,340
	Supplemental Fleet	38,327
	Network Integration	4,000
	Fullerton-San Bernardino Analysis	6,000
	BNSF Atwood to Esperanza	30,000
	Total	1,164,129

9.3 Projected Expenditures

Since the award in April 2018, there have been fourteen (14) allocations by the California Transportation Commission (CTC). The CTC has approved \$152.5 million to date to SCRRA from the CalSTA grant of \$875.7 million for delivering the SCORE program. These funds support preliminary to final engineering, environmental clearance, operations modeling/project validation, utility coordination, right of way acquisition, and program management support. The table below shows CTC approved SCORE Program allocations to date:

Date	Amount (\$000's)
August 15, 2018	6,500
October 9, 2018	68,185
December 9, 2019	500
September 1, 2020	20,266
January 28, 2021	5,264
March 31, 2021	25,413
May 31, 2021	11,229
November 12, 2021	1,562
March 21, 2022	249
April 6, 2022	703
April 14, 2022	6,827
May 19, 2022	1,075
August 17, 2022	2,292
August 30, 2022	2,408
TOTAL	152,473

The table below shows the life of project cost projections through FY2029 once all projects are closed out:

	Systemwide ⁽¹⁾	Antelope Valley / Ventura County Lines ⁽²⁾	San Bernardino Line ⁽³⁾	Orange County / IE/OC / 91 PVL Lines ⁽⁴⁾	Total (\$000's)
FY2018-19	8,852	0	0	0	8,852
FY2019-20	13,126	6,033	5,268	3,470	27,897
FY2020-21	12,062	3,940	2,958	1,914	20,874
FY2021-22	11,803	40,874	4,292	2,438	59,407
FY2022-23	82,966	68,180	22,146	49,975	223,268
FY2023-24	90,764	50,301	21,964	46,036	209,065
FY2024-25	68,814	47,642	21,964	42,745	181,165
FY2025-26	70,814	42,092	16,296	41,710	170,912
FY2026-27	60,405	30,950	3,918	41,710	136,983
FY2027-28	49,665	26,770	3,134	16,047	95,616
FY2028-29	4,966	24,896	0	231	30,093
TOTAL	474,238	341,678	101,939	246,274	1,164,129

The table below shows the life of project cost projections through FY2029 once all projects are closed out:

	Systemwide ⁽¹⁾	Antelope Valley / Ventura County Lines ⁽²⁾	San Bernardino Line ⁽³⁾	Orange County / IE/OC / 91-PVL Lines ⁽⁴⁾	TOTAL (\$000's)
FY2018-19	\$107.0	\$0.0	\$0.0	\$9.0	\$116.0
FY2019-20	\$4,612.0	\$6,033.0	\$5,268.0	\$3,461.0	\$19,373.0
FY2020-21	\$1,916.0	\$1,788.0	\$1,162.0	\$938.0	\$5,804.0
FY2021-22	\$23,380.0	\$33,941.0	\$14,206.0	\$10,493.0	\$82,021.0
FY2022-23	\$52,190.0	\$40,676.0	\$9,176.0	\$10,144.0	\$112,186.0
FY2023-24	\$81,516.0	\$45,043.0	\$17,017.0	\$8,130.0	\$151,706.0
FY2024-25	\$26,568.0	\$69,330.0	\$27,965.0	\$30,549.0	\$154,412.0
FY2025-26	\$71,337.0	\$31,068.0	\$19,352.0	\$35,838.0	\$157,594.0
FY2026-27	\$140,098.0	\$0.0	\$5,042.0	\$63,998.0	\$209,139.0
FY2027-28	\$72,514.0	\$0.0	\$1,679.0	\$52,573.0	\$126,766.0
FY2028-29	\$0.0	\$0.0	\$271.0	\$18,141.0	\$18,412.0
TOTAL	\$474,238.0	\$227,878.0	\$101,139.0	\$234,274.0	\$1,037,529.0

⁽¹⁾ Systemwide projects include LinkUS, OCMF, Fleet Rehabilitation and Integration Studies

⁽²⁾ Antelope Valley / Ventura County Lines include Simi Valley, Chatsworth, Burbank Junction, Burbank Signals and Antelope Valley

⁽³⁾ San Bernardino Lines includes Marengo, El Monte, Tyler and Cogswell and Rancho

⁽⁴⁾ Orange County / IE/OC / 91 PVL Lines includes Commerce Station, Fullerton Junction, Irvine Station, Serra Siding, Signals Projects and Riverside Downtown

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ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION TEN

**GENERAL AND
ADMINISTRATIVE
BUDGET**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 10: General and Administrative Budget

10.1 General and Administrative Expenses

Indirect costs are those incurred by an organization for common or joint objectives that cannot be readily or specifically identified with a particular cost grouping. SCRRA accounts for agency costs that cannot be directly attributed to any specific agency program or mode, and therefore serve to benefit the agency as a whole or benefit at least three of SCRRA's business modes, by grouping them in the General and Administrative (G&A) Budget. SCRRA business modes are Train Operations, Maintenance-of-Way (MOW), New Capital, State of Good Repair and Third-Party Agreements (TPAs).

For FY2022-23, the SCRRA General & Administrative budget, using the compilation of costs as described above, is \$31.4 million or an increase of \$2.4 million, or 8.3% from the FY2021-22 Budget. Exhibit 9.1 identifies all the elements of the General and Administrative Budget by expenditure type.

10.2 Indirect Cost Allocation Plan (ICAP)

Grantors fund a significant portion of SCRRA's business modes. Indirect costs have historically been charged to projects using direct labor costs as the allocation base. The business mode specific allocation percentages are called indirect cost rates. SCRRA has submitted and received approval for its Indirect Cost Allocation Plans for FY2021-22. The ICAP plan for FY2022-23 based on FY2020-21 actual costs has been submitted to the FTA for review and approval. SCRRA has received provisional rate approval for its FY2022-23 plan from the FTA.

The FY2022-23 Plan contains indirect cost rates for each business mode, as indicated on Exhibit 9.2. SCRRA further divides costs within G&A expenses into three distinct cost collector pools.

10.2.1 Pool One

The first grouping of expenses consists of specified costs, as identified in the Office of Management and Budget Circular A-87 (OMB A-87), which are authorized for allocation to federal grant funding sources. Items in the G&A Budget include the following: lease costs of SCRRA's administrative headquarters; general administrative items such as office supplies, postage and the lease of office equipment; labor costs of non-project, non-operational staff such as Human Resources, Budget and Financial Analysis, and General Accounting; certain

financial services; the Internal Audit function; and the costs of operating and maintaining the Information Technology infrastructure.

10.2.2 Pool Two

The second grouping of expenses is made up of costs that, while benefiting SCRRA's business modes, are specifically excluded from allocation by federal regulation and therefore funded by member agencies instead. Examples of costs recognized within this group include the costs of the Chief Executive Officer and legislative advocacy.

10.2.3 Pool Three

The third grouping of expenses represents project category overhead costs associated with specific business modes that cannot be readily allocated to specific direct projects. An example would be costs associated with Program Management staff who are supporting many projects.

10.3 Allocation of Indirect Costs

A double step-down allocation methodology is used to allocate the allowable costs of the central services departments to benefiting cost centers using various metrics (labor dollars, headcount, number of transactions, etc.) as the allocation base. This methodology recognizes the cross support provided between central service departments. The allocation steps are:

1. Allowable costs from central service departments are allocated to all departments and divisions including other central service departments. All operating costs recorded in the central service departments as well as all allocated costs received from other central service departments up to this point in the calculation cycle are allocated in the first step.
2. Once allocated to receiving cost centers, the expenses are allocated to the project overhead pools as a function of actual labor charged to project category by each receiving cost center.
3. The G&A expenses added to the general project category overhead costs are then allocated to specific projects in proportion to the actual direct labor costs within each project category.
4. For the remaining G&A expenses ineligible for federal reimbursement, allocation is made to the operating budget.

10.4 Organizational Summary

Under the leadership of the Chief Executive Officer; Chief of Staff; Chief People Officer; Chief Financial Officer; Chief Safety, Security & Compliance Officer; Chief Customer Experience Officer; Chief Strategy Officer; Chief Program Delivery;

Chief Operating Officer and Chief Technology Officer; SCRRA manages 285 full-time equivalent (FTE) headcounts.

**AGENCY FTE HEADCOUNT
FY2022-23**

REPORTING GROUP	FTEs
Office of the CEO	6
Legal	4
Internal Audit	4
Human Resources	12
Finance	50
Safety, Security & Compliance	15
Customer Experience	46
Strategy	16
Program Delivery	27
Operations	80
Integrated Digital & Technology Services	23
Arrow Service	2
Total	285

Office of the CEO includes the Office of the CEO, and Office of the Chief of Staff.

Legal includes the General Counsel who is a direct report to the SCRRA Board and oversees the activities of in-house and outside counsel, litigation, and Risk Management.

Internal Audit reports directly to the SCRRA Board and includes a team of internal auditors.

Human Resources includes Office of the Chief People Officer, Human Resources, and Administrative Services.

Finance includes Office of the Chief Financial Officer, Finance, Material Management and Warehouse, Contracts and Procurement, Disadvantaged Business Enterprise (DBE) and Small Business Partner Program.

Safety, Security & Compliance includes Office of the Chief, System Safety, Security & Compliance Officer, System Safety, and Compliance.

Customer Experience includes Office of the Chief, Customer Experience Officer, Customer Relations, Customer Experience, Communications, and Marketing & Partnerships.

Strategy includes Office of the Chief, Strategy Officer, Government & Community Relations, Grants Funding & Reporting, Railroad Services, and Planning & Development.

Program Delivery includes Office of the Chief, Program Delivery, Public Projects, Capital Construction & Rehabilitation, Project Management Oversight, Engineering & Construction, Business Operations, Standards & Design, Signal Design, and the execution of rehabilitation and new capital projects.

Operations includes the Office of the Chief Operating Officer, Operations Administration, Positive Train Control (PTC) Systems, Communication and Support, Dispatching, Facilities & Fleet Maintenance, management of outsourced vendors for Train Operations, equipment maintenance, track, signal & structure maintenance and rehabilitation, Maintenance-of-Way, and rail corridor crossings and encroachment.

Integrated Digital & Technology Services includes the Office of the Chief Technology Officer, Positive Train Control (PTC) Network Control Operations, Fare Collection Services, and Information Technology.

Exhibit 10.3 identifies the classification titles in the approved budgeted cost centers for a total of 285 FTE headcount. Total SCRRRA labor and fringe costs are allocated across the business modes.

10.5 Exhibits

Exhibit 10.1: FY2022-23 G&A Expenses identifies the individual cost components included in the general and administrative cost grouping.

Exhibit 10.2: FY2022-23 ICAP Cost Calculations illustrates the SCRRRA business modes and the cost allocations that support the FY2022-23 ICAP rates.

Exhibit 10.3: FY2022-23 Roster of Positions provides a roster of FY2022-23 FTE headcount identified by specific positions within each Executive Office, Department, and Arrow Service.

Exhibit 10.1 FY2022-23 G&A Expenses

(000's)	EXPENDITURE DESCRIPTION	FISCAL YEAR 2022-23			FY2022-23 BUDGET VS.		
		FY2021-22 BUDGET	FEDERALLY ELIGIBLE	LOCAL FUNDING	TOTAL BUDGET	FY2022-23 BUDGET VARIANCE	%
Agency Costs							
	Service Subscriptions		16	13	28	28	N/A
	Recruitment Services	125	125	-	125	-	-
	Medical Examinations	5	5	-	5	-	-
	Office Equip Maint & Repair	2	2	-	2	(1)	(25.0%)
	Outside Temporary Help	-	70,000	-	70,000	70	N/A
	Document Management & Storage	53	53	-	53	-	-
	In-House Training Services	294	251	5	256	(38)	(13.0%)
	Vehicle Maintenance & Repairs	110	110	-	110	-	-
	Gasoline Autos & Trucks	70	70	-	70	-	-
	Materials & Supplies	135	135	-	135	(0)	(0.3%)
	Office Equipment	25	25	-	25	-	-
	Computer Software	1	151	-	151	150	23,076.9%
	Printing & Reproduction	9	5	2	7	(2)	(21.7%)
	Telephone Cellular		-	100	100.00	0	N/A
	Claims Administration Fees	11	12	-	12	0	1.8%
	Professional Memberships	213	136	62	198	(15)	(7.1%)
	Subscriptions & Reference Materials	34	27	1	27	(6)	(18.7%)
	Meeting Expenses	116	4	146	150	35	29.9%
	Registration Fees	34	18	20	38	4	12.9%
	Transportation	42	15	26	41	(0)	(0.2%)
	Meals & Entertainment	11	6	5	11	0	0.5%
	Lodging	44	20	30	50	6	12.8%
	Mileage/Parking	31	17	2	19	(12)	(38.3%)
	Misc Expenses	2	3	-	3	0	17.5%
	Event Marketing	5	-	5	5	-	-
	Legal & Meeting Notices	43	43	-	43	-	-
	Postage & Messenger	66	66	-	66	-	-
	Other Misc Expense	9	4	15	19	10	117.6%
	Total Agency Costs	1,490	1,386	332	1,719	229	15.4%
Staff Labor							
	SCRRA Wages & Salaries	10,078	10,814	1,470	12,284	2,206	21.9%
	Wages Interns	150	234	-	234	84	56.0%
	Wages Job Core / Grads on Track	700	645	-	645	(56)	(7.9%)
	Merit Increase	302	324	44	369	66	21.9%
	Tuition Reimbursement		5	-	5	5	N/A
	Allocated Fringe Benefits	3,646	3,515	478	3,994	348	9.5%
	OPEB - GASB45	3,015		2,747	2,747	(268)	(8.9%)
	Total Staff Labor	17,891	15,538	4,740	20,277	2,386	13.3%
Professional Services							
	Legal Services	150	100	-	100	(50)	(33.3%)
	Auditing & Accounting	668	646	-	646	(23)	(3.4%)
	Consultants	2,184	1,553	41	1,594	(591)	(27.0%)
	Service Subscriptions		4	-	4	4	N/A
	Lobby Services	575	-	540	540	(35)	(6.1%)
	Total Professional Services	3,581	2,303	581	2,884	(698)	(19.5%)
MIS							
	Consultants	1,601	1,759	-	1,759	158	9.9%
	Computer S/W / H/W Maintenance	2,115	2,275	-	2,275	160	7.6%
	Office Equip Maint & Repair	61	35	-	35	(25)	(41.6%)
	Materials & Supplies	50	50	-	50	-	0.0%
	Computer S/W	202	270	-	270	68	33.7%
	Total MIS	4,028	4,389	-	4,389	361	9.0%
Employee Recognition							
	Bonus Pay	33	-	25	25	(8)	(24.2%)
	Total Employee Recognition	33	-	25	25	(8)	(24.2%)
Utilities/Leases							
	Telephone General	95	36	-	36	(59)	(61.7%)
	Telephone Cellular		95	-	95	95	N/A
	Office Space Rental	908	942	-	942	34	3.7%
	WG Lease Operating Expense	898	901	-	901	3	0.3%
	Total Utilities/Leases	1,901	1,974	-	1,974	73	3.8%
Board Related Items							
	Board Travel/Meeting Expenses	16	-	16	16	0	1.0%
	Board Travel	6	-	17	17	12	203.9%
	Board Per Diem	73	-	84	84	11	14.7%
	Board Development Program		-	36	36	36	N/A
	Total Board Related Items	95	-	154	154	59	62.1%
	Total General & Administrative Expenses	29,019	25,590	5,831	31,421	2,402	8.3%

Numbers may not foot due to rounding.

Exhibit 10.2 FY2022-23 ICAP Cost Calculations

General & Administrative Expenses (000's FY2022-23

Federally Eligible G&A	25,590
Non-Federal Eligible G&A	5,831

Total G&A Expenses 31,421

Tier 1 Cost Distribution	Operating			Capital				Recollectable	Grand Total
	Train Operations	MOW	Subtotal Operating	New Capital	Equipment Procurement	Rehabilitation & Renovation	Subtotal Capital		
SCRRA Labor Distribution (%)	61.4%	21.6%	83.0%	4.9%	2.0%	7.2%	14.1%	2.9%	100.0%
Federally Eligible G&A Allocation (Proj# 000000)	15,712	5,528	21,239	1,254	512	1,843	3,608	743	25,590
Non-Federal Eligible Labor Distribution (%)	100.0%	0.0%	100.0%						100.0%
Non-Federal Eligible G&A Allocation (Proj# 000002)	5,831	-	5,831						5,831
Total G&A Expense Allocation	21,542	5,528	27,070	1,254	512	1,843	3,608	743	31,421

Numbers may not foot due to rounding.

Tier 2 Allocation and Calculation of Direct Rates

Collector Pool Expenses									
Salaries & Wages	3,611	181	3,792	221	28	238	487	26	4,305
Fringe Benefits	1,941	99	2,040	78	10	83	171	9	2,220
Other Expenses	33,180	359	33,540	945	1,070	7,725	9,740	851	44,130
Subtotal - Indirect Expenses	38,732	639	39,372	1,244	1,108	8,046	10,398	887	50,656
G&A Expense Allocation	21,542	5,528	27,070	1,254	512	1,843	3,608	743	31,421
Total Indirect and Allocable Expenses	60,274	6,167	66,441	2,498	1,619	9,889	14,006	1,630	82,077
Direct Expenses									
Salaries & Wages	11,748	2,463	14,211	1,043	471	1,300	2,814	762	17,786
Fringe Benefits	6,445	1,324	7,769	366	165	456	987	267	9,023
Other Expenses	165,137	41,938	207,075	69,532	68,020	104,351	241,904	7,342	456,321
Total Direct Expenses	183,330	45,725	229,056	70,941	68,656	106,107	245,704	8,370	483,131
Grand Total	243,605	51,892	295,497	73,439	70,275	115,996	259,710	10,000	565,207

Total Indirect and Allocable Expenses as % of Direct Labor	513%	250%	468%	239%	344%	761%	498%	214%	461%
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Numbers may not foot due to rounding.

Exhibit 10.3 FY2022-23 Roster of Positions

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL
Office of the CEO	1100	Office of the CEO	Chief Executive Officer	1
			Executive Assistant to the CEO	1
	1500		Director, Special Projects	1
			Office of the CEO Total	3
	1540	Office of the Chief of Staff	Board Secretary	1
			Chief of Staff	1
Assistant Board Secretary			1	
Office of the Chief of Staff Total			3	
Legal	1115	Office of the General Counsel	Associate General Counsel	1
			Business Analyst II	1
			General Counsel	1
			Office of the General Counsel Total	3
	2150	Risk Management	Senior Counsel, Risk Manager	1
			Risk Management Total	1
Internal Audit	1110	Internal Audit	Auditor II	1
			Senior Auditor	2
			Senior Manager, Audit	1
			Internal Audit Total	4
Human Resources	1130	Human Resources	Human Resources Analyst I	2
			Human Resources Analyst II	1
			Human Resources Specialist	1
			Manager I	1
			Manager II	1
			Manager II, (Human Resources)	1
			Senior Human Resources Analyst	1
			Senior Manager, Human Resources	1
			Human Resources Total	9
	1515	Office of the CHR	Chief, Human Resources	1
		Office of the CHR Total	1	
4210	Administrative Services	Senior Administrative Assistant	2	
	Administrative Services Total	2		
Finance	4100	Finance	Chief Financial Officer	1
			Accountant I	3
			Accountant II	3
			Accounts Payable Specialist I	1
			Budget Analyst II	3
			Business Analyst II	1
			Finance Analyst I	1
			Finance Specialist II	2
			Financial Analyst II	1
			Manager II	2
			Senior Accountant	2
			Senior Budget Analyst	1
			Senior Finance Analyst	2
			Senior Manager, Finance	2
			Senior Manager, General Accounting	1
			Manager II, (Various)	1
	Finance Total	27		

Exhibit 10.3 FY2022-23 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL	
Safety, Security & Compliance	4115	Grants Funding & Reporting	Director, Grants	1	
			Grants Funding & Reporting Administrator	1	
			Planning Manager II	1	
	Grants Funding & Reporting Total				3
	4220	Contracts & Procurement	Contract & Compliance Administrator	5	
			Contract Specialist	1	
			Director, Contracts, Procurement & Mtrls Mgmt	1	
			Principal Contract & Compliance Administrator	2	
			Senior Administrative Assistant	1	
			Senior Contract & Compliance Administrator	3	
	Contracts & Procurement Total				13
	4223	Materials Management	Inventory Control Operator II	6	
			Manager II	1	
			Senior Inventory Control Operator	1	
			Supervisor, Inventory Control	2	
	Materials Management Total				10
	1505	Office of the CSSC	Chief Safety, Security & Compliance Officer	1	
			Assistant Director	1	
	Office of the CSSC Total				2
	2210	System Safety	Management Analyst I	1	
			Manager II	1	
Public Safety + Environment Manager			1		
Senior Manager			1		
Compliance Officer (Training Officer)			1		
System Safety Total				5	
2250	Compliance	Compliance Officer	1		
		Compliance Officer I	3		
		Compliance Officer II	1		
		Coordinator, Compliance	1		
		Manager II	1		
		Senior Manager, Compliance	1		
Compliance Total				8	
1500	Office of the CXO	Chief, Customer Experience Officer	1		
		Executive Assistant I	1		
Office of the CXO Total				2	
3050	Customer Experience	Director, Customer Experience	1		
		Manager II	1		
Customer Experience Total				2	
3200	Marketing & Partnerships	Business Analyst I	1		
		Corporate Sales Specialist	1		
		Director, Special Projects	1		
		Digital Content Creator	1		
		Manager I	2		
		Marketing Manager II	1		
		Senior Manager, Marketing & Digital	1		
		Social Media Specialist	1		
Marketing & Partnerships Total				9	

Exhibit 10.3 FY2022-23 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL
Strategy	3300	Customer Relations	Business Analyst I	1
			Communications Coordinator	1
			Customer Relations Manager	1
			Customer Relations Representative	7
			Customer Relations Representative I	2
			Manager, Customer Relations	1
			Senior Customer Relations Representative	4
			Senior Manager, Customer Relations	1
			Supervisor, Customer Relations	3
	Customer Relations Total			21
	3450	Communications	Communications Coordinator	6
			Director, Communications	1
			Manager I	1
			Manager Various II	1
			Public Affairs Manager	1
			Supervisor, Customer Relations	2
	Communications Total			12
	1105	Government & Community Relations	Director, Government & Community Relations	1
			Management Analyst II	1
			Public Affairs Manager	1
			Senior Manager, Government Relations	1
Government & Community Relations Total			4	
1520	Office of the CSO	Chief Strategy Officer	1	
		Director, Special Projects	1	
		Executive Assistant	1	
		Senior Manager	1	
Office of the CSO Total			4	
1550	Planning & Development	Director, Planning & Development	1	
		Planning Manager II	2	
Planning & Development Total			3	
3350	Railroad Services	Senior Business Analyst	1	
		Senior Manager, Various (Railroad & Real Estate Svcs)	1	
Railroad Services Total			2	
Program Delivery	1510	Office of the CPD	Chief, Program Delivery	1
			Office of the CPD Total	
2815	Business Operations	Business Administrator	4	
		Business Analyst II	2	
		Senior Manager, Business Operations	1	
Business Operations Total			7	
2860	Standards & Design	Principal Engineer (Design & Engineering)	1	
		Railroad Civil Engineer II	1	
		Senior Civil Design Specialist	1	
Standards & Design Total			3	
2866	Signal Design	Assistant Director, PTC Technical Services	1	
Signal Design Total			1	
2880	Public Projects	Railroad Civil Engineer II	2	
		Senior Railroad Civil Engineer	1	
		Senior Train Control Systems Engineer	1	
		Assistant Director, Various	1	
Public Projects Total			5	

Exhibit 10.3 FY2022-23 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL
Operations	2890	Capital Construction + Rehabilitation	Railroad Civil Engineer II	1
			Senior Railroad Civil Engineer	1
			Assistant Director, Various	1
			Railroad Civil Engineer II	1
	Capital Construction + Rehabilitation Total			4
	4530	Program Management	Director, Program Management	1
			Manager II	1
			Program Management Analyst II	1
			Senior Management Analyst	1
	Program Management Total			4
	2175	Office of the COO	Chief Operating Officer	1
			Business Analyst II	1
			Department Assistant	1
			Deputy Chief Operating Officer (Disp+OS)	1
			Director, Special Projects	1
			Executive Assistant II	1
			Manager II	1
			Sr Manager, Train Control On-Board Systems	1
	Office of the COO Total			8
	2200	Operations Administration	Operations Administrator	1
	Operations Administration Total			1
	2215	Dispatching Services	Director, Dispatching Operations	1
			Manager II	1
			Senior Manager, Dispatching	3
			Supervisor, Dispatching Operations	6
			Train Dispatcher	21
	Dispatching Services Total			32
2300	Equipment	Assistant Dir, Maintenance of Equipment	1	
		Director, Maintenance of Equipment	1	
		Senior Administrative Assistant	1	
		Senior Mechanical Operations Officer	2	
Equipment Total			5	
2310	Facilities & Fleet Maintenance	Coordinator, Fleet Maintenance	1	
		Customer Experience Administrator	1	
		Maintenance Technician II	2	
		Senior Maintenance Technician	2	
		Senior Manager - Various	1	
		Sr Manager, Facilities & Fleet Maintenance	1	
		Supervisor, Facilities Maintenance	1	
Facilities & Fleet Maintenance Total			9	
2820	Track	Senior Business Analyst	1	
		Coordinator, Right-Of-Way	2	
		Director, Program Management	1	
		District, Track & Signal Maintenance Supervisor	1	
		Assistant Director, Various	1	
Track Total			6	
2870	C&S Train Control Maintenance	Assistant Director, Signal Systems	1	
		Supervisor, Signal Systems	2	
C&S Train Control Maintenance Total			3	

Exhibit 10.3 FY2022-23 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL
Integrated Digital & Technology Services	2875	PTC, C&S Systems Management	Director, Signals & Communications	1
			Executive Assistant I	1
	PTC, C&S Systems Management Total			2
	2876	PTC Communications Systems	PTC Equipment Engineer I	2
			PTC Equipment Engineer II	1
			Senior Manager, Communications Systems	1
			Senior Railroad Systems Engineer	1
			Supervisor, Communications Systems	2
	PTC Communications Systems Total			7
	2877	PTC Technical Support Services	Configuration Management Manager	1
			Senior Manager, Train Control Systems	1
			Senior Train Control Systems Engineer	2
	PTC Technical Support Services Total			4
	2878	PTC Network Control Operations	Director, PTC	1
			IT Architect II	1
			Senior Manager, Train Control Systems	1
			Senior Train Control Systems Engineer	2
			Senior Network Engineer	1
	PTC Network Control Operations Total			6
	Capital Equipment & Facilities	2885	Capital Equipment & Facilities	Director, Special Projects
Management Analyst I				1
Project Engineer I				1
Rolling Stock Engineering Manager II				1
Railroad Systems Engineer I				1
Capital Equipment & Facilities Total			5	
3600	Fare Collection Services	Fare Collections Manager	2	
		Senior Manager, Fare Collections	1	
Fare Collection Services Total			3	
4230	Information Technology	Chief Technology Officer	1	
		Business Intelligence Manager	1	
		IT Architect II, Business Intelligence	1	
		IT Architect II, ERP	2	
		IT Systems Manager	1	
		Manager II (Cybersecurity)	1	
		Senior Director, Information Technology	1	
		Senior Manager, Information Technology	2	
		Senior Marketing Analyst	1	
		Senior Network Engineer	2	
		Web Services Manager	1	
Information Technology Total			14	
Agency Total			283	

*The position will use an approved vacant position and will not add or create an additional position beyond the total number of authorized budgeted positions.

NOTE: The October 2022 Board of Director-approved budget amendment added 2 FTEs for Arrow Service, increasing SCRRA's total FTEs to 285

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SECTION ELEVEN

**BUDGET FORECASTS
FY2023-24 THROUGH
FY2026-27**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 11: Budget Forecasts FY2023-24 through FY2026-27

11.1 Background

At the request of the SCRRA Board, and in conjunction with the ongoing development of the strategic plan, SCRRA has created a four year forward budget forecast including the years 2024, 2025, 2026 and 2027. It is to be noted that the forecast years are provided to request approval and programming. Individual single year operating budgets and capital budgets will be adopted prior to each fiscal year. The information provided below is as specified in the Multi-Year Budget Development Guides.

11.2 Basis for Forecast

- Farebox Revenues were constructed using the Revenue and Ridership Recovery Scenario developed in November 2021, which projects 80% recovery of ridership (to FY19 levels) beginning in the 3rd quarter of FY2023-24.
- Estimates of expenses were constructed by using FY2022-23 as a base. Amounts were indexed to include contractual amounts where available, estimates on other known activities planned for the future, and minor escalations of repetitive items based on the historic inflation of that individual category of operational expense.
- No headcount increase was included. A 2.5% Cost of Living Adjustment (COLA) and Merit pool of 2.5% was included in each year.
- No New Service was included.
- No Arrow Service was included.

11.3 Capital Program Forecast

- Estimates were constructed using the development of Metrolink Rehabilitation Plan (MRP) when submitting the FY2022-23 Budget amounts. These estimates included the Backlog and State of Good Repair (SGR) needs.

11.4 Exhibits

- Exhibit 11.1: FY2023-24 through FY2026-27 Forecast New Service Requests – No new service requested
- Exhibit 11.2: FY2023-24 Forecast of Operating Budget by Cost Component by Member Agency
- Exhibit 11.3: FY2023-24 Forecast of Operating Budget by Cost Component by Line
- Exhibit 11.4: FY2024-25 Forecast of Operating Budget by Cost Component by Member Agency
- Exhibit 11.5: FY2024-25 Forecast of Operating Budget by Cost Component by Line
- Exhibit 11.6: FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency
- Exhibit 11.7: FY2025-26 Forecast of Operating Budget by Cost Component by Line
- Exhibit 11.8: FY2026-27 Forecast of Operating Budget by Cost Component by Member Agency
- Exhibit 11.9: FY2026-27 Forecast of Operating Budget by Cost Component by Line
- Exhibit 11.10: FY2023-24 through FY2026-27 Forecast of State of Good Repair Budget by Asset Category
- Exhibit 11.11: FY2023-24 through FY26-27 Forecast of State of Good Repair Budget by Member Agency
- Exhibit 11.12: FY2023-24 through FY2026-27 Forecast of New Capital Budget by Asset Category
- Exhibit 11.13: FY2023-24 through FY2026-27 Forecast of New Capital Budget by Member Agency

**Exhibit 11.2: FY2023-24 Forecast of Operating Budget by Cost Component
by Member Agency**

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

Numbers may not foot due to rounding.

**Exhibit 11.3: FY2023-24 Forecast of Operating Budget by Cost Component
by Line**

	FY24 BUDGET FORECAST BY LINE							
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	15,887	3,483	8,982	3,282	11,271	8,194	6,097	57,196
Fare Reduction Subsidy	2,599	-	-	-	-	-	-	2,599
Other Train Subsidies	821	102	998	328	200	-	126	2,575
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	19,308	3,585	9,980	3,609	11,471	8,194	6,223	62,370
Dispatching	345	605	347	2	1,541	6	22	2,867
Other Revenues	228	57	150	47	130	101	60	773
MOW Revenues	3,438	1,334	2,880	190	2,016	1,372	797	12,027
Total Operating Revenue	23,318	5,581	13,357	3,848	15,158	9,674	7,101	78,037
Operating Expenses								
Operations & Services								
Train Operations	12,884	5,806	12,130	3,595	8,417	5,827	5,217	53,876
Equipment Maintenance	10,040	4,445	7,376	2,751	7,665	5,870	4,960	43,107
Fuel	7,802	3,330	7,162	2,365	6,289	4,130	3,071	34,150
Non-Scheduled Rolling Stock Repairs	26	9	18	6	20	15	10	105
Operating Facilities Maintenance	580	196	405	135	452	330	231	2,329
Other Operating Train Services	313	130	141	117	74	96	110	981
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,454	1,572	3,476	1,275	2,382	2,083	2,283	16,525
Public Safety Program	16	18	20	16	10	13	15	109
Passenger Relations	604	114	410	93	350	283	153	2,006
TVM Maintenance/Revenue Collection	999	819	909	443	796	909	759	5,634
Marketing	1,001	198	652	163	545	423	271	3,252
Media & External Communications	57	65	71	59	37	48	55	391
Utilities/Leases	600	683	742	616	391	503	576	4,110
Transfers to Other Operators	911	206	795	182	858	174	316	3,440
Amtrak Transfers	-	129	-	-	735	-	-	865
Station Maintenance	637	391	475	174	417	15	186	2,294
Rail Agreements	-	764	-	2,146	796	922	943	5,570
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	115	79	83	73	88	71	15	525
Subtotal Operations & Services	40,037	18,954	34,864	14,208	30,323	21,711	19,171	179,269
Maintenance-of-Way								
MoW - Line Segments	15,710	8,592	12,446	1,165	7,539	4,786	3,817	54,054
MoW - Extraordinary Maintenance	241	166	175	152	185	148	32	1,100
Subtotal Maintenance-of-Way	15,951	8,758	12,620	1,317	7,725	4,933	3,849	55,154
Administration & Services								
Ops Salaries & Fringe Benefits	2,778	3,142	3,434	2,832	1,818	2,319	2,648	18,970
Ops Non-Labor Expenses	2,503	1,575	2,428	1,244	1,933	1,504	1,396	12,582
Indirect Administrative Expenses	3,301	3,760	4,086	3,389	2,151	2,767	3,169	22,623
Ops Professional Services	411	469	509	422	268	345	395	2,820
Subtotal Admin & Services	8,993	8,945	10,456	7,886	6,170	6,935	7,608	56,994
Contingency	14	16	17	14	9	12	13	95
Total Operating Expenses	64,995	36,672	57,958	23,426	44,227	33,591	30,642	291,511
Insurance and Legal								
Liability/Property/Auto	4,207	1,421	2,937	977	3,279	2,392	1,679	16,892
Net Claims / SI	262	88	183	61	204	149	104	1,050
Claims Administration	485	164	339	113	378	276	194	1,949
Total Net Insurance and Legal	4,954	1,673	3,458	1,150	3,861	2,817	1,978	19,891
Total Expense	69,949	38,345	61,416	24,576	48,089	36,408	32,619	311,402
Loss / Member Support Required	(46,631)	(32,765)	(48,059)	(20,728)	(32,931)	(26,734)	(25,518)	(233,365)

Numbers may not foot due to rounding.

**Exhibit 11.4: FY2024-25 Forecast of Operating Budget by Cost Component
by Member Agency**

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

Numbers may not foot due to rounding.

**Exhibit 11.5: FY2024-25 Forecast of Operating Budget by Cost Component
by Line**

	FY25 BUDGET FORECAST BY LINE							
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	16,946	3,713	9,587	3,506	12,025	8,723	6,499	61,000
Fare Reduction Subsidy	2,766	-	-	-	-	-	-	2,766
Other Train Subsidies	846	105	1,028	337	206	-	130	2,652
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	20,559	3,818	10,615	3,843	12,231	8,723	6,629	66,418
Dispatching	354	624	353	2	1,599	6	22	2,960
Other Revenues	228	57	150	47	130	101	60	773
MOW Revenues	3,569	1,385	2,990	198	2,093	1,424	827	12,485
Total Operating Revenue	24,708	5,884	14,109	4,090	16,053	10,255	7,538	82,637
Operating Expenses								
Operations & Services								
Train Operations	13,512	6,123	12,707	3,801	8,834	6,146	5,446	56,570
Equipment Maintenance	10,550	4,670	7,747	2,893	8,047	6,168	5,187	45,262
Fuel	8,187	3,524	7,517	2,508	6,565	4,340	3,217	35,858
Non-Scheduled Rolling Stock Repairs	27	9	19	6	21	16	11	110
Operating Facilities Maintenance	609	206	425	141	475	346	243	2,445
Other Operating Train Services	328	136	148	123	78	100	115	1,030
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,633	1,662	3,622	1,347	2,516	2,195	2,376	17,352
Public Safety Program	17	19	21	17	11	14	16	114
Passenger Relations	635	120	430	98	367	296	161	2,107
TVM Maintenance/Revenue Collection	1,049	859	954	466	836	954	797	5,915
Marketing	1,051	208	684	171	572	444	284	3,415
Media & External Communications	60	68	74	61	39	50	58	411
Utilities/Leases	630	717	779	646	410	528	605	4,315
Transfers to Other Operators	956	216	834	191	901	183	332	3,612
Amtrak Transfers	-	136	-	-	772	-	-	908
Station Maintenance	669	411	498	182	437	16	195	2,409
Rail Agreements	-	802	-	2,253	835	968	990	5,849
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	121	83	88	76	93	74	16	551
Subtotal Operations & Services	42,033	19,972	36,548	14,982	31,811	22,838	20,049	188,232
Maintenance-of-Way								
MoW - Line Segments	16,495	9,022	13,068	1,223	7,916	5,025	4,007	56,756
MoW - Extraordinary Maintenance	253	174	184	160	195	155	34	1,155
Subtotal Maintenance-of-Way	16,749	9,196	13,251	1,383	8,111	5,180	4,041	57,911
Administration & Services								
Ops Salaries & Fringe Benefits	2,916	3,299	3,605	2,974	1,908	2,435	2,781	19,918
Ops Non-Labor Expenses	2,628	1,653	2,549	1,306	2,030	1,579	1,465	13,211
Indirect Administrative Expenses	3,466	3,948	4,290	3,558	2,259	2,905	3,328	23,754
Ops Professional Services	432	492	535	443	282	362	415	2,961
Subtotal Admin & Services	9,442	9,392	10,979	8,281	6,478	7,282	7,989	59,844
Contingency	14	16	18	15	9	12	14	99
Total Operating Expenses	68,239	38,577	60,796	24,660	46,409	35,312	32,093	306,086
Insurance and Legal								
Liability/Property/Auto	4,418	1,492	3,083	1,026	3,443	2,512	1,763	17,737
Net Claims / SI	275	93	192	64	214	156	110	1,103
Claims Administration	510	172	356	118	397	290	203	2,046
Total Net Insurance and Legal	5,203	1,757	3,631	1,208	4,054	2,958	2,076	20,886
Total Expense	73,441	40,333	64,427	25,868	50,464	38,270	34,169	326,972
Net Loss / Total Funding Required	(48,732)	(34,450)	(50,318)	(21,778)	(34,411)	(28,014)	(26,631)	(244,335)

Numbers may not foot due to rounding.

**Exhibit 11.6: FY2025-26 Forecast of Operating Budget by Cost Component
by Member Agency**

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

Numbers may not foot due to rounding.

Exhibit 11.7: FY2025-26 Forecast of Operating Budget by Cost Component by Line

FY26 BUDGET FORECAST BY LINE								
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	17,731	3,884	10,035	3,671	12,582	9,120	6,798	63,821
Fare Reduction Subsidy	2,892	-	-	-	-	-	-	2,892
Other Train Subsidies	871	108	1,059	347	212	-	134	2,732
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	21,494	3,992	11,093	4,019	12,794	9,120	6,932	69,444
Dispatching	363	886	437	2	2,058	6	23	3,775
Other Revenues	228	57	150	47	130	101	60	773
MOW Revenues	3,704	1,593	3,154	205	2,328	1,579	858	13,422
Total Operating Revenue	25,789	6,527	14,834	4,273	17,311	10,806	7,873	87,413
Operating Expenses								
Operations & Services								
Train Operations	14,172	6,457	13,314	4,016	9,272	6,481	5,687	59,398
Equipment Maintenance	11,085	4,907	8,136	3,042	8,447	6,481	5,426	47,525
Fuel	8,592	3,727	7,890	2,657	6,856	4,559	3,369	37,651
Non-Scheduled Rolling Stock Repairs	29	10	20	7	22	16	12	116
Operating Facilities Maintenance	639	216	446	148	498	364	255	2,567
Other Operating Train Services	345	143	156	129	82	105	121	1,081
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,821	1,758	3,774	1,423	2,657	2,312	2,473	18,219
Public Safety Program	17	20	22	18	11	15	17	120
Passenger Relations	667	127	451	103	384	309	170	2,212
TVM Maintenance/Revenue Collection	1,101	902	1,002	489	878	1,002	837	6,211
Marketing	1,104	218	719	180	601	466	298	3,586
Media & External Communications	63	72	78	65	41	53	60	431
Utilities/Leases	661	753	818	679	431	554	635	4,531
Transfers to Other Operators	1,004	227	875	200	947	192	348	3,793
Amtrak Transfers	-	143	-	-	811	-	-	953
Station Maintenance	702	431	523	191	459	17	205	2,529
Rail Agreements	-	842	-	2,366	877	1,016	1,039	6,141
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	127	87	92	80	98	78	17	579
Subtotal Operations & Services	44,130	21,041	38,316	15,794	33,372	24,021	20,970	197,643
Maintenance-of-Way								
MoW - Line Segments	17,320	9,473	13,721	1,284	8,312	5,276	4,208	59,594
MoW - Extraordinary Maintenance	266	183	193	168	204	163	36	1,213
Subtotal Maintenance-of-Way	17,586	9,656	13,914	1,452	8,516	5,439	4,243	60,807
Administration & Services								
Ops Salaries & Fringe Benefits	3,062	3,465	3,785	3,123	2,003	2,557	2,921	20,914
Ops Non-Labor Expenses	2,760	1,736	2,677	1,371	2,131	1,658	1,539	13,871
Indirect Administrative Expenses	3,639	4,145	4,505	3,736	2,372	3,050	3,494	24,942
Ops Professional Services	454	517	561	466	296	380	436	3,109
Subtotal Admin & Services	9,914	9,863	11,527	8,696	6,801	7,646	8,389	62,836
Contingency	15	17	19	16	10	13	15	104
Total Operating Expenses	71,645	40,577	63,776	25,957	48,700	37,119	33,617	321,390
Insurance and Legal								
Liability/Property/Auto	4,638	1,566	3,238	1,077	3,615	2,638	1,852	18,624
Net Claims / SI	288	97	201	67	225	164	115	1,158
Claims Administration	535	181	374	124	417	304	214	2,149
Total Net Insurance and Legal	5,462	1,844	3,812	1,268	4,257	3,106	2,180	21,930
Total Expense	77,107	42,421	67,589	27,225	52,957	40,225	35,797	343,320
Net Loss / Total Funding Required	(51,318)	(35,894)	(52,755)	(22,953)	(35,646)	(29,418)	(27,923)	(255,907)

Numbers may not foot due to rounding.

**Exhibit 11.8: FY2026-27 Forecast of Operating Budget by Cost Component
by Member Agency**

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

Numbers may not foot due to rounding.

**Exhibit 11.9: F2026-27 Forecast of Operating Budget by Cost Component
by Line**

	FY27 BUDGET FORECAST BY LINE							
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	18,042	3,953	10,202	3,734	12,811	9,284	6,920	64,946
Fare Reduction Subsidy	2,944	-	-	-	-	-	-	2,944
Other Train Subsidies	898	111	1,091	358	219	-	138	2,814
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	21,883	4,064	11,292	4,091	13,029	9,284	7,058	70,703
Dispatching	372	916	446	2	2,136	7	23	3,902
Other Revenues	228	57	150	47	130	101	60	773
MOW Revenues	3,846	1,654	3,274	213	2,417	1,639	891	13,933
Total Operating Revenue	26,329	6,691	15,162	4,354	17,712	11,031	8,033	89,311
Operating Expenses								
Operations & Services								
Train Operations	14,865	6,807	13,950	4,243	9,731	6,833	5,939	62,368
Equipment Maintenance	11,648	5,156	8,545	3,199	8,868	6,810	5,676	49,902
Fuel	9,017	3,941	8,282	2,814	7,160	4,790	3,530	39,533
Non-Scheduled Rolling Stock Repair	30	10	21	7	24	17	12	122
Operating Facilities Maintenance	671	227	469	156	523	382	268	2,696
Other Operating Train Services	362	150	164	136	86	111	127	1,135
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	4,019	1,858	3,934	1,503	2,805	2,436	2,576	19,130
Public Safety Program	18	21	23	19	12	15	18	126
Passenger Relations	701	134	473	109	403	324	179	2,323
TVM Maintenance/Revenue Collection	1,156	948	1,052	513	921	1,052	879	6,521
Marketing	1,159	229	754	189	631	489	313	3,765
Media & External Communications	66	75	82	68	43	55	63	453
Utilities/Leases	694	791	859	713	452	582	667	4,757
Transfers to Other Operators	1,054	238	919	210	994	202	366	3,983
Amtrak Transfers	-	150	-	-	851	-	-	1,001
Station Maintenance	737	453	549	201	482	18	215	2,656
Rail Agreements	-	884	-	2,484	921	1,067	1,091	6,447
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	133	92	97	84	102	82	18	608
Subtotal Operations & Services	46,331	22,163	40,173	16,647	35,010	25,264	21,937	207,525
Maintenance-of-Way								
MoW - Line Segments	18,186	9,946	14,407	1,348	8,728	5,540	4,418	62,574
MoW - Extraordinary Maintenance	279	192	202	176	215	171	37	1,273
Subtotal Maintenance-of-Way	18,465	10,139	14,610	1,525	8,942	5,711	4,456	63,847
Administration & Services								
Ops Salaries & Fringe Benefits	3,214	3,639	3,974	3,279	2,102	2,685	3,067	21,960
Ops Non-Labor Expenses	2,898	1,823	2,810	1,440	2,238	1,741	1,615	14,565
Indirect Administrative Expenses	3,821	4,353	4,730	3,923	2,491	3,203	3,669	26,189
Ops Professional Services	476	542	589	489	310	399	457	3,264
Subtotal Admin & Services	10,409	10,356	12,103	9,131	7,141	8,028	8,809	65,978
Contingency	16	18	20	16	10	13	15	109
Total Operating Expenses	75,222	42,677	66,906	27,319	51,104	39,016	35,216	337,459
Insurance and Legal								
Liability/Property/Auto	4,870	1,644	3,399	1,131	3,796	2,770	1,944	19,555
Net Claims / SI	303	102	211	70	236	172	121	1,216
Claims Administration	562	190	392	130	438	320	224	2,256
Total Net Insurance and Legal	5,735	1,936	4,003	1,332	4,470	3,261	2,289	23,026
Total Expense	80,957	44,613	70,909	28,650	55,574	42,277	37,506	360,486
Net Loss / Total Funding Required	(54,628)	(37,922)	(55,747)	(24,297)	(37,862)	(31,246)	(29,473)	(271,174)

Numbers may not foot due to rounding.

**Exhibit 11.10: FY2023-24 through FY2026-27 Forecast of State of Good
Repair Budget by Cost Asset Category**

(000's)

Asset Category	FY2023-24	FY2024-25	FY2025-26	FY2026-27	TOTAL
Tracks	52,511	54,129	55,848	57,634	220,121
Structures	28,147	29,157	34,268	35,499	127,070
Systems	34,308	36,144	37,981	40,160	148,593
Vehicles	9,211	9,499	3,087	3,181	24,977
Rolling Stock	68,826	66,778	44,131	30,740	210,474
Facilities	17,299	14,993	4,287	3,387	39,964
Rehabilitation Total	210,300	210,700	179,600	170,600	771,200
<i>Numbers may not foot due to rounding.</i>					

**Exhibit 11.11: FY2023-24 through FY2026-27 Forecast of State of Good
Repair Budget by Member Agency**

(000's)

Member Agency	FY2023-24	FY2024-25	FY2025-26	FY2026-27	TOTAL
METRO	102,921	103,202	88,522	84,345	378,989
OCTA	43,600	43,739	37,640	35,922	160,901
RCTC	19,722	19,657	16,095	14,979	70,453
SBCTA	28,980	28,999	24,481	23,143	105,603
VCTC	15,077	15,103	12,862	12,212	55,254
Rehabilitation Total	210,300	210,700	179,600	170,600	771,200
<i>Numbers may not foot due to rounding.</i>					

Exhibit 11.12: FY2023-2024 through FY2026-27 Forecast of New Capital Budget by Asset Category

(000's)

Asset Category	FY2023-24	FY2024-25	FY2025-26	FY2026-27	TOTAL
Tracks	-		-	-	
Structures	-	-	-	-	-
Systems		-	-	-	
Vehicles	5,000	-	-	-	5,000
Rolling Stock	136,500	60,000	68,400	199,600	464,500
Facilities	13,500	31,000	82,300	-	126,800
New Capital Total	155,000	91,000	150,700	199,600	596,300
<i>Numbers may not foot due to rounding.</i>					

Exhibit 11.13: FY2023-24 through FY2026-27 Forecast of New Capital Budget by Member Agency

(000's)

Member Agency	FY2023-24	FY2024-25	FY2025-26	FY2026-27	TOTAL
METRO	73,625	43,225	71,583	94,810	283,243
OCTA	30,690	18,018	29,839	39,521	118,067
RCTC	17,205	10,101	16,728	22,156	66,189
SBCTA	22,320	13,104	21,701	28,742	85,867
VCTC	11,160	6,552	10,850	14,371	42,934
New Capital Total	155,000	91,000	150,700	199,600	596,300
<i>Numbers may not foot due to rounding.</i>					

ADOPTED BUDGET
FISCAL YEAR
2022-2023

SECTION TWELVE
APPENDIX

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2022-23 BUDGET

SECTION 12: Appendix

12.1 Introduction

In this section, supplementary descriptions and information are provided on SCRRA allocations methodology, policy on debt, GASB-34 Condition Assessment Ratings, SCRRA information and statistics, glossary of budget terms, and key acronyms associated with SCRRA.

12.2 Revenue and Cost Allocation Methodology Detail

12.2.1 Formulae for Allocation to Members

Under the terms of the Joint Exercise of Powers Agreement (JPA) governing the actions of the SCRRA, each Member Agency shall approve its individual Operating and Capital support for an upcoming fiscal year. Because of its JPA structure, SCRRA utilizes various formulae for the purposes of allocating costs and revenues to both Member Agencies and Operating Line Segments. The goal is to allocate the costs and revenues based on the underlying causes of the expenses and revenues.

Support provided by each Member Agency is budgeted each fiscal year based on a series of previously agreed allocations for each budget component line item. This includes both revenues and expenses. Exhibit 12.1 provides detailed information on allocation percentages.

12.2.2 Formulae for Allocation to Lines

In addition to calculating allocations by Member Agency, the FY2022-23 Budget is also allocated across operating rail lines to assign the costs associated with providing system-wide services across the counties served. The lines are defined as San Bernardino, Ventura County, Antelope Valley, Riverside, Orange County, Inland Empire/Orange County, and the 91/Perris Valley Line.

Exhibit 12.2 provides detailed information on allocation percentages by line. These allocations are used to calculate operating expenses, revenues, support, and statistics by line.

12.2.3 Allocation of Revenues

Farebox revenues are recorded by each operating line based on point-of-sale origin/destination pairs and allocated to Member Agencies on the basis of county train-miles for each line. Dispatching revenues are allocated directly to those line segments that are subject to agreements with freight railroads and Amtrak. These revenues are allocated to the counties that own the affected segments and to the lines that are made up of these segments. Other Revenue allocation is dependent upon the type of the individual revenue.

12.2.4 Allocation of Expenses

Operating Expenses are allocated using a variety of railroad metrics. Most expenses in the Operating Budget are allocated on a combination of allocation and tier applications. Some exceptions are described as follows: fuel and Amtrak services related to the operation of trains are allocated to operating lines and counties based on train miles for each line or county; dispatching is allocated directly to operating lines and counties based on the ownership of line segments over which SCRRA has dispatching authority. Additionally, transfers to other Operators, Rail Agreements, and Maintenance-of-Way (MOW) expenses are allocated directly to line segments.

MOW (expenditure and revenue) net support on lines shared by more than one operating line segment are split to the counties by the respective share of train miles in each county of the respective line segments. There are specific expenditures related to particular lines. For example, the expenditures related to the Riverside Layover Facility are allocated to lines with services originating or terminating at the layover and subsequently to each county's base train miles on the participating line segments. In contrast, the River Corridor is shared by all lines, thus the expenditures in excess of revenues on this segment are split to lines and counties on the basis of the "All-Share" formula. Extraordinary Maintenance expenses for derailments are split on the All-Share formula, and for storm damage, gate knockdowns and vandalism using the formula representing route miles owned by county.

12.3 SCRRA Policy on Debt

The purpose of issuing debt is to finance essential capital facilities and equipment. The issuance of debt spreads the cost of the facilities and equipment over their useful life. Historically, SCRRA has not issued debt for the development of facilities or the purchase of equipment. Rather, the capital has been funded by a combination of federal, state, Member Agency, and other sources. In the absence of the need to issue debt, SCRRA has not adopted a formal debt policy.

State law defines the process under which a JPA may issue debt. The Marks-Roos Local Bond Pooling Act (Government Code, Sec. 6584) provided flexibility to a JPA by permitting the identification of future revenues for the maintenance of

debt. Under this statute, a JPA is given powers to issue bonds to pay for the cost of capital, including facilities and equipment. The statute requires the establishment of a new Joint Exercise of Powers Agreement for the exclusive purpose of financing capital projects or acquisitions for its members. If future capital funding requirements ever require the issuance of debt, the Member Agencies and SCRRA Board may be asked to review and adopt a debt policy incorporating the establishment of a new joint powers authority as permitted in the Marks-Roos Local Bond Pooling Act.

12.4 SCRRA Leveraged Lease Transactions

Although SCRRA has never issued debt for the construction of facilities or acquisition of equipment, three U.S. leveraged lease transactions were completed. As of June 2017, all three leases have been terminated and/or defeased in substance. Accordingly, the related debt and investments have been excluded from SCRRA's financial statements.

12.4.1 Remaining Lease Agreement

In FY1995-96, SCRRA's Board entered into an agreement to lease 94 coach and cab cars and 31 locomotives and simultaneously entered into a sublease agreement with the lessee to lease them back. SCRRA received proceeds of approximately \$193.9 million of which it used approximately \$152.3 million to prepay future lease payments and defease part of its obligation. This prepayment amount was sufficient to cover the loan amount taken by the lessee through the years 2012 and 2014 for the locomotives and the cars, respectively. In addition, the Board invested approximately \$21.2 million in U.S. Zero Coupon Treasury strips. The Treasury strips will mature at values sufficient to cover all remaining lease payments due under the lease agreement as well as amounts necessary to exercise the repurchase options.

As a result of the above, all obligations under this lease/leaseback transaction are considered to be defeased in substance. Additionally, in July 2003, SCRRA entered into a restructured agreement related to the 1996 transaction. The restructuring included 92 coach and cab cars related to the original 1996 transaction; two of the cars in the original transaction were damaged beyond repair in previous years. As a result of this 1996-A restructuring, SCRRA received proceeds of approximately \$2.9 million. The total net gain recognized by SCRRA from this leaseback agreement of \$19.1 million was fully amortized in FY2012-13. The debt and investments recognized as a part of these transactions are set to mature in FY22.

12.5 Description of GASB-34 Condition Assessment Ratings

SCRRA, as part of its implementation of Government Accounting Standards Board Pronouncement 34 (GASB-34), has elected to use the Modified Approach for the Metrolink Railroad Infrastructure. Under the modified approach, infrastructure assets that are part of a network, or subsystem of a network, are not required to be depreciated as long as two requirements are met:

1. The government manages the eligible infrastructure assets using a qualified asset management system; and
2. The government documents that the eligible infrastructure assets are being preserved approximately at (or above) a condition level established and disclosed by the government.

As an alternative to conducting a system-wide assessment every three years, SCRRA has chosen to create a Metrolink Rehabilitation Plan (MRP) that thoroughly assesses the condition of SCRRA's key infrastructure assets. The MRP provides a "boots on the ground" approach to the scope and associated costs for both the current backlog and annual costs required to keep the railroad infrastructure at a State of Good Repair (SGR).

The SCRRA Board adopted the SCRRA Transit Asset Management Plan (TAM Plan) in 2016 with the following overarching goal; "To ensure that a transit agency's assets are maintained and operated in a consistent, measurable SGR. The TAM Plan provides guideposts by which an agency can track progress toward a mature, data driven asset management system. During 2018, Metrolink also introduced the MRP which is an element of the TAM Plan to better define infrastructure State of Good Repair needs. A team of SCRRA staff and consultants completed a yearlong comprehensive analysis to thoroughly assess the condition of SCRRA's infrastructure assets. These assessments were compiled and documented in the MRP. Based on these assessments within the MRP, the team was able to determine when these assets must be rehabilitated or replaced to support safe, reliable, high-quality and efficient services across SCRRA's rail network.

The MRP is the first report commissioned by SCRRA's engineering department to thoroughly assess the condition of SCRRA's key infrastructure components. This plan focuses on structures, tracks, systems and maintenance vehicles, rolling stock, and facilities. It provides recommendations for the State of Good Repair efforts required to ensure safe and reliable operation. SCRRA's major infrastructure assets include: Bridges, Tunnels, Culverts, Track, Turnouts, Grade Crossings, Non-revenue Maintenance-of-Way (MOW) Vehicles, Signal Control Points, Intermediate Signals, Stations, Communication Sites with Positive Train Control (PTC) Antennas, Train Control Centers with Computer-aided Dispatch/PTC, Maintenance Facilities, Pomona Campus Facilities, Layover Yards, Locomotives, and Passenger Cars.

At the direction of SCRRA, infrastructure rehabilitation work was broadly organized into the following State of Good Repair categories:

Backlog – This State of Good Repair category covers a wide range of deferred rehabilitation on assets that are currently obsolete, exceed the age of useful life or a condition assessment indicates is due for rehabilitation. The risks for continuing to defer backlog work are significant and could result in failure.

State of Good Repair (SGR) – This State of Good Repair category indicates the recommended level of normalized annual State of Good Repair budgeting required to maintain the railroad in a SGR. An asset under SGR is able to perform its manufacture design function, not pose an unacceptable identified safety risk, and its life cycle investment needs are met.

The key findings of the MRP include the condition and cost estimates for existing infrastructure Backlog, recommended SGR, and Special Projects. SCRRA's MRP outlines four general approaches to estimating backlogs and SGR needs: (1) age, (2) condition, (3) performance, and (4) comprehensive assessment (age, condition, and performance).

12.6 SCRRA Information

12.6.1 Date of Formation

SCRRA was formed through a Joint Exercise of Powers Agreement in August 1991.

12.6.2 Form of Government

SCRRA operates under a Joint Exercise of Powers Agreement.

12.6.3 Purpose

The purpose of SCRRA is to plan, design, create and administer the operation of regional passenger rail lines.

12.6.4 Member Agencies

There are five Member Agencies associated with SCRRA: Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC).

12.6.5 Counties Served

SCRRA serves Los Angeles County, Orange County, Riverside County, San Bernardino County, Ventura County and San Diego County.

12.7 SCRRA Statistical Information

Population by County

Los Angeles County	9.9 million
Orange County	3.2 million
Riverside County	2.4 million
San Bernardino County	2.2 million
San Diego County	3.3 million
Ventura County	<u>0.8 million</u>
Total Population:	21.8 million
California Population:	39.2 million
% of State Population located within SCRRA Service Area	56%

Metrolink

Route Miles in System (*Duplicated*)

Los Angeles County	220
Orange County	117
Riverside County	82
San Bernardino County	50
Ventura County	39
San Diego County	<u>38</u>
Total Miles:	546

Route Miles (*Unduplicated*)

Los Angeles County	186
Orange County	67
Riverside County	58
San Bernardino County	41
Ventura County	39
San Diego County	<u>19</u>
Total Miles:	410

Arrow

Arrow (*Duplicated*)

~9.0 miles

Route Miles (*Unduplicated*)

~9.0 miles

Available Equipment

Locomotives	53
Cab Cars	38
Coaches	150

Stations

Los Angeles County	27
Orange County	12
Riverside County	9
San Bernardino County	8
Ventura County	5
San Diego County	<u>1</u>
Total Stations:	62

Ticket Vending Devices (TVDs)**Metrolink**

Installed TVDs: 133

4 TVDs at Anaheim facility/CDCE (Prod/Test)

Ticket Office Machines: 3 installed at LAUS ticket windows; 2 installed at HQ (1 Test, 1 Prod), 1 at the Anaheim facility (Prod/Test)

Validators Installed: All validators have been removed from stations and disposed

Arrow

Installed TVDs: 7

Grand Total Revenue TVDs Installed: 140

Average Metrolink weekday Trip Length (FY22)

34.4 miles

Percent of Minority Riders by Line Corridor (FY22)

Riverside County Line	79%
91-Perris Valley Line	74%
San Bernardino County Line	76%
Antelope Valley Line	69%
Orange County Line	63%
Inland Empire-OC County Line	57%
Ventura County Line	55%

Pre-pandemic Statistics:

Projected Number of Annual Auto Trips Removed in FY2019-20

7,731,098

**Percent of peak hour Freeway Traffic Removed
on 1-10 & SR 60 corridor (FY19)**

up to 25%

Percent of Metrolink Weekday Riders Formerly Driving Alone (FY18) 86%

12.8 Glossary of Budget Terms

Approved Budget: The official budget as approved by the five Member Agencies and the SCRRA Board of Directors.

Adopted Budget: The approved budget as Adopted by the SCRRA Board of Directors during a fiscal year.

Appropriation: Legal authorization to make expenditures and to incur obligations for specific purposes. An appropriation is usually limited in amount and to the time it may be expended.

Operating Budget: A plan of financial operations comprised of estimated expenditures for a given period (one fiscal year) and the means of revenue generation to finance the expenditures.

Capital Program: The program consists of two major components: State of Good Repair and New Capital projects.

Carryover: Estimated outstanding budgeted project amounts as of June 30th of each fiscal year that includes the unspent portion of projects assigned number and currently in process, and projects not yet assigned numbers but approved prior to June 30th.

Contracted Services: Services rendered by external parties in support of SCRRA operations and other activities. These are based upon formal contracts or purchase orders.

Cost Center: The accounting designated summary of all expenditures related to an individual SCRRA department.

Department: An organizational subgroup of SCRRA.

Expenditures/Expenses: An *expense* is the cost of operations that a company incurs to generate revenue or perform other tasks necessary to the mission of the enterprise.

Extraordinary Maintenance: The expenditures related to repairing damages due to vandalism, crossing gate knockdowns, accidents, derailments, fires, storms, other severe weather conditions, and other force majeure incidents.

Farebox Revenue: Fares received from passengers for travel on Metrolink trains.

Farebox Recovery: Ratio of farebox revenue to total expenses net of rolling stock leases.

Fiscal Year: A 12-month period to which the annual budget applies and at the end of which SCRRA determines its financial position, the results of its operations and capital program, and adopts a budget for the coming fiscal year. SCRRA's fiscal year is from July 1 through June 30.

Full-Time Equivalent (FTE): A full-time position equivalent.

Member Agency(ies): The designated and defined five county entities in the Joint Powers Exercise of Powers Agreement: Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC).

Modes: Discrete business units of operation within an organization. SCRRA business modes are Train Operations, MOW, New Capital, State of Good Repair and Third-Party Agreements.

Operating Budget: A financial forecast that focuses on everyday operating activities and programs. For SCRRA, the Operating Budget includes Train Operations, Maintenance-of-Way and Insurance Expense.

Positive Train Control (PTC): GPS-based safety technology capable of preventing train-to-train collisions, over speed derailments, unauthorized incursion into work zones and train movement through switches left in the wrong position. PTC monitors and, if necessary, controls train movement in the event of human error. PTC can also bring trains to a safe stop in the event of a natural disaster.

Preliminary Budget: A budget in its preliminary preparation stage prior to adoption by the SCRRA Board of Directors.

Special Trains: Revenue trains not included in the regularly scheduled timetable.

State of Good Repair Expenditure: Those expenditures that refurbish or replace worn-out assets with like or improved assets and thus extend the useful life of these capital assets. Such costs are generally capitalized.

Revenue: Monies that SCRRA receives as income in the form of farebox revenue, payments from other railroads, local funds for operating or capital, grants, interest, and advertising, among others.

Revenue Recovery: The ratio of Operating Revenues to Operating Expenses net of Rolling Stock Lease.

Ridership: The number of trips in a single direction by passengers on Metrolink trains.

Salary and Fringe Benefit Expenses: Compensation paid to or on behalf of SCRRRA employees for salaries, wages, overtime, and benefits.

12.9 Key Acronyms Associated with Southern California Regional Rail Authority

AAR	Association of American Railroads
ACFR	Annual Comprehensive Financial Report
ADA	Americans with Disabilities Act
AFCOM	Audit and Finance Committee
Amtrak	National Railroad Passenger Corporation (Intercity Rail Service)
APTA	American Public Transportation Association
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act of 2021
ARRA	American Recovery and Reinvestment Act
BNSF	Burlington Northern Santa Fe Railroad
CAFR	Comprehensive Annual Financial Report
Caltrans	California Department of Transportation
CAM	Capital Asset Management
CARES	Coronavirus Aid, Relief, and Economic Security Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMF	Central Maintenance Facility
CPP	Corporate Partner Program
COMS	Contracts, Operations, Maintenance, and Safety Committee
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprises
DOC	Dispatching Operations Center
DOL	Federal Department of Labor
DOT	Federal Department of Transportation
ECOM	Executive Committee
EIR	Environmental Impact Report
EIS	Environmental Impact Study
EPA	Federal Environmental Protection Agency
ETC	Employer Transportation Coordinator
FCR	Flexible Congestion Relief
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	Green House Gas
GPM	Gallons per Mile
ICAP	Indirect Cost Allocation Plan
IEOC	Inland Empire to Orange County Line
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System

JPA	Joint Exercise of Powers Agreement
LinkUS	Link Union Station
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141)
MAAC	Member Agency Advisory Committee
Metro	Los Angeles County Metropolitan Transportation Authority
MRP	Metrolink Infrastructure Rehabilitation Plan
MOC	Metrolink Operations Center
MOW	Maintenance-of-Way
LNG	Liquefied Natural Gas
MOU	Memorandum of Understanding
MTA	Los Angeles County Metropolitan Transportation Authority
OM	Ordinary Maintenance
O&M	Operations and Maintenance
OCMF	Orange County Maintenance Facility
OCTA	Orange County Transportation Authority
PA/CMS	Public Address/Changeable Message Sign
PDIP	Project Delivery Improvement Plan
PERS	Public Employees Retirement System
PRESS	Passenger Rail Equipment Safety Standards
PTC	Positive Train Control
PTEC	Project–Task–Expense Type–Cost Center (Accounting Code Structure
RCI	Railroad Condition Index
RCTC	Riverside County Transportation Commission
ROW	Right-of-Way
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
SBCTA	San Bernardino County Transit Authority
SCAG	Southern California Associated Governments
SCAQMD	South Coast Air Quality Management District
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SPRR	Southern Pacific Railroad
STA	State Transit Assistance
STIP	State Transportation Improvement Plan
STP	Surface Transportation Program
TAM	Transit Asset Management
TCI	Transit Capital Improvement (funds/program)
TDA	Transportation Development Act
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement program
TPA	Third-Party Agreement
TSM	Transportation Systems Management
TVD	Ticket Vending Device
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission
VMT	Vehicle Miles Traveled

12.10 Exhibits

Exhibit 12.1: FY2022-23 Formulae Used to Allocate Expenses by Member Agency lists the allocation categories and the percentages allocated for each across Member Agencies in the FY2022-23 Budget.

Exhibit 12.2: FY2022-23 Formulae Used to Allocate Expenses by Line lists the allocation categories and the percentages allocated for each across the operating rail lines in the FY2022-23 Budget.

Exhibit 12.1 FY2022-23 Formulae Used to Allocate Expenses by Member Agency

Allocation	METRO	OCTA	RCTC	SBCTA	VCTC
Train Miles Lagged (FY20)	48.80%	25.20%	10.47%	12.17%	3.36%
FY22 Budget Train Miles (Base Services)	53.67%	20.55%	10.41%	11.02%	4.35%
FY22 Budget Train Miles (All Services)	52.40%	22.64%	9.84%	11.43%	3.69%
Revenue Moves Thru LAUS	62.70%	14.21%	5.47%	13.23%	4.39%
Unduplicated Stations (Includes Buena Park)	44.26%	19.67%	14.75%	13.11%	8.20%
TVMs (Excludes TOMs & Flower Street)	42.86%	21.80%	16.54%	12.78%	6.02%
Ridership Lagged (FY20)	51.75%	22.42%	8.98%	14.42%	2.43%
Current Ridership w/o IEOC (Transfer Payments)	58.83%	16.84%	6.08%	15.76%	2.49%
FY22 Fare Revenue	50.34%	23.37%	9.90%	14.35%	2.04%
75% Train Miles Lagged/25% Unduplicated Stations	47.66%	23.82%	11.54%	12.41%	4.57%
S.B. Line Train Miles	58.60%	0.00%	0.00%	41.40%	0.00%
S.B. Weekend	58.60%	0.00%	0.00%	41.40%	0.00%
S.B. Incremental (100% SBCTA)	0.00%	0.00%	0.00%	100.00%	0.00%
Ventura Line Train Miles	65.03%	0.00%	0.00%	0.00%	34.97%
A.V. Line Train Miles (combine wk and we)	100.00%	0.00%	0.00%	0.00%	0.00%
Riverside Line Train Miles	60.32%	0.00%	23.40%	16.28%	0.00%
O.C. Line Train Miles (combine wk and we)	30.10%	69.90%	0.00%	0.00%	0.00%
O.C. Line Train Miles - Incremental (100% OCTA)	0.00%	100.00%	0.00%	0.00%	0.00%
O.C. MSEP	0.00%	100.00%	0.00%	0.00%	0.00%
IEOC Line Train Miles	0.00%	62.48%	31.59%	5.93%	0.00%
91 Line Train Miles	25.79%	24.72%	49.09%	0.40%	0.00%
Route Miles Dispatched	59.12%	17.76%	7.80%	9.80%	5.52%
All-Share (MoW)	47.50%	19.80%	11.10%	14.40%	7.20%
All-Share (MoW) w/o IEOC/MSEP	47.50%	19.80%	11.10%	14.40%	7.20%
Route Miles Owned (MoW Storm Damage)	58.58%	14.30%	9.53%	10.66%	6.93%
Undup Route Miles (Excludes S.D.)	47.44%	17.23%	14.88%	10.50%	9.95%
MTA Train Miles	100.00%	0.00%	0.00%	0.00%	0.00%
OCTA Train Miles	0.00%	100.00%	0.00%	0.00%	0.00%
RCTC Train Miles	0.00%	0.00%	100.00%	0.00%	0.00%
SBCTA Train Miles	0.00%	0.00%	0.00%	100.00%	0.00%
VCTC Train Miles	0.00%	0.00%	0.00%	0.00%	100.00%

Exhibit 12.2 FY2022-23 Formulae Used to Allocate Expenses by Line

Allocation	San Bernardino	Ventura	Antelope Valley	Riverside	Orange County	IEOC	91/PVL
Train Miles Lagged (FY20)	24.91%	8.41%	17.38%	5.78%	19.41%	14.16%	9.94%
FY22 Budget Train Miles (Base Services)	21.40%	12.46%	21.02%	8.48%	15.03%	12.46%	9.15%
FY22 Budget Train Miles (All Services)	23.20%	10.53%	20.07%	6.68%	18.04%	11.82%	9.66%
Revenue Moves Thru LAUS	28.84%	16.23%	21.55%	7.72%	17.54%	0.00%	8.12%
Unduplicated Stations (Includes Buena Park)	19.95%	16.67%	16.67%	9.00%	12.57%	12.84%	12.30%
TVMs (Excludes TOMs & Flower Street)	18.92%	14.04%	16.29%	9.65%	13.28%	15.16%	12.66%
Ridership Lagged (FY20)	30.79%	6.09%	20.04%	5.01%	16.75%	13.00%	8.32%
Current Ridership w/o IEOC (Transfer Payments)	35.69%	7.14%	21.21%	5.82%	20.00%	0.00%	10.14%
FY22 Fare Revenue	28.41%	6.06%	17.68%	5.99%	18.58%	13.00%	10.28%
75% Train Miles Lagged/25% Unduplicated Stations	23.67%	10.47%	17.21%	6.59%	17.70%	13.83%	10.53%
S.B. Line Train Miles	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
S.B. Weekend	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
S.B. Incremental (100% SBCTA)	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ventura Line Train Miles	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A.V. Line Train Miles (combine wk and we)	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
Riverside Line Train Miles	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
O.C. Line Train Miles (combine wk and we)	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
O.C. Line Train Miles - Incremental (100% OCTA)	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
O.C. MSEP	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
IEOC Line Train Miles	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
91 Line Train Miles	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Route Miles Dispatched	29.25%	15.30%	26.40%	2.07%	9.97%	8.61%	8.40%
All-Share (MoW)	21.94%	15.10%	15.90%	13.84%	16.85%	13.43%	2.94%
All-Share (MoW) w/o IEOC/MSEP	25.34%	17.44%	18.37%	15.98%	19.47%	0.00%	3.40%
Route Miles Owned (MoW Storm Damage)	25.54%	18.66%	31.65%	0.65%	9.66%	4.76%	9.08%
Undup Route Miles (Excludes S.D.)	14.59%	16.62%	18.06%	14.98%	9.51%	12.23%	14.01%
MTA Train Miles	23.36%	15.10%	39.17%	9.53%	8.43%	0.00%	4.40%
OCTA Train Miles	0.00%	0.00%	0.00%	0.00%	51.12%	37.88%	11.00%
RCTC Train Miles	0.00%	0.00%	0.00%	19.06%	0.00%	37.80%	43.14%
SBCTA Train Miles	80.43%	0.00%	0.00%	12.53%	0.00%	6.71%	0.33%
VCTC Train Miles	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%

METROLINK



**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**