

Southern California  
Regional Rail Authority

Adopted Budget  
**Fiscal Year  
2024-2025**

**METROLINK**

**SOUTHERN CALIFORNIA  
REGIONAL RAIL AUTHORITY**

**FISCAL YEAR 2024-2025  
BUDGET**

**Adopted June 28, 2024**

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

## FY2024-2025 BUDGET

### Table of Contents

Table of Contents.....	3
A Word from the CEO .....	9
SECTION 1: Introduction to the Budget .....	11
1.1    Mission Statement .....	11
SECTION 2: Executive Summary.....	13
2.1    Introduction.....	13
2.2    Metrolink in Perspective.....	13
2.3    Metrolink in Comparison .....	14
2.4    Past Year Accomplishments - FY2023-2024 .....	15
2.5    Objectives for FY2024-25 .....	19
2.6    FY2024-25 Budget Summary .....	20
2.7    Key FY2024-25 Operational Information.....	21
2.8    Administrative Requirements.....	21
2.9    Budget Development and Assumptions .....	21
2.10   The FY2024-25 Operational Budget Statistics .....	22
2.11   Summary of Operating Revenues and Support Funding .....	22
2.12   Summary of Operating Expenses.....	23
2.13   Summary of Capital Program .....	24
Exhibit 2.1 Metrolink Systemwide Map .....	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.....	30
3.2    Total Operating Budget.....	30
3.3    Operating Revenues and Support Funding.....	30
3.4    Operating Expenses .....	31
3.5    Capital Program.....	31
3.6    Summary of the Total FY25 Budget.....	32
3.7    Exhibits.....	32
Exhibit 3.1a Summary of FY2022-23 to FY2024-25 Statistics by Line .....	35
Exhibit 3.1b Summary of FY2022-23 to FY2024-25 Statistics by Line .....	36
Exhibit 3.1c Summary of FY2022-23 to FY2024-25 Statistics by Line.....	37
Exhibit 3.1d Summary of FY2022-23 to FY2024-25 Statistics by Line .....	38
Exhibit 3.2 Operating Expense, Revenues and Operating Support.....	39
Exhibit 3.3 Train Miles, Fares and Average Weekday Ridership.....	40

Exhibit 3.4	Revenue Recovery, Farebox Recovery and Operating Expense per Train Miles .....	41
Exhibit 3.5	Operating Expense per Passenger Mile, Operating Support per Rider and Operating Support per Passenger Mile .....	42
Exhibit 3.6	FY2020-21 to FY2024-25 Annual Operating Budget by Cost Component by Fiscal Year .....	43
Exhibit 3.7	FY2024-25 Annual Operating Budget by Cost Component by Member Agency.....	45
Exhibit 3.8	FY2024-25 Annual Operating Budget by Line .....	46
Exhibit 3.9	FY2020-21 to FY2024-25 Revenue Sources Trend .....	47
Exhibit 3.10	FY2024-25 Budget Revenue Sources and Use by Member Agency .....	48
SECTION 4: Operating Revenues.....		49
4.1	Introduction.....	49
4.2	Farebox Revenues – Marketing .....	50
4.3	MOW Revenues .....	50
4.4	Dispatching Revenues.....	50
4.5	Exhibits.....	51
Exhibit 4.1	FY2020-21 to FY2024-25 Fare Revenue and Ridership.....	52
Exhibit 4.2	FY2020-21 to FY2024-25 Maintenance-of-Way (MOW) Revenue Trends...53	
Exhibit 4.3	FY2020-21 to FY2024-25 Dispatching Revenue Trends .....	54
Exhibit 4.4	FY2020-21 to FY2024-25 Other Operating Revenue Trends .....	55
Exhibit 4.5	FY2023-24 to FY2024-25 Unbudgeted Special Trains .....	56
SECTION 5: Operating Expenses .....		57
5.1	Introduction.....	57
5.2	Operating Budget Assumptions .....	58
5.2.1	Service Levels .....	58
5.3	Train Operations.....	58
5.3.1	Train Operations Components.....	59
5.3.2	Train Operations Note .....	63
5.4	Maintenance-of-Way (MOW) .....	63
5.4.1	Assumptions .....	64
5.4.2	Conditions and Trends in the MOW Budget.....	64
5.4.3	MOW Expenditure Components .....	65
5.4.4	MOW Net Revenue, Expenditure and Member Agency Funding.....	65
5.4.5	MOW by Line Segment.....	66
5.4.6	Extraordinary MOW .....	67
5.5	Insurance and Legal Expense .....	67
5.6	Exhibits.....	68
Exhibit 5.1	FY2023-24 - FY2024-25 Service Assumptions .....	69
Exhibit 5.2	FY2020-21 to FY2024-25 Service Train Miles.....	70
Exhibit 5.3	FY2024-25 MOW Expenditures and Revenue Offsets .....	71

Exhibit 5.4	FY2020-21 to FY2024-25 MOW Expenditures by Line Segment/Territory – Operating Lines and Extraordinary.....	72
Exhibit 5.5	FY2021-22 to FY2024-25 MOW Expenditures by Line Segment/Territory – Non-Operating Lines and Total including Extraordinary .....	74
SECTION 6:	Member Agency Support.....	75
6.1	Member Agency Funding .....	75
SECTION 7:	Arrow Service .....	77
7.1	Introduction to Arrow Service.....	77
7.1.2	Arrow Service Overview .....	77
7.1.3	Arrow Service Financial Information .....	78
Exhibit 7.1	FY2024-25 Annual Operating Budget - Arrow Service .....	79
7.2	The Future for Arrow Service.....	80
SECTION 8:	Capital Program Budget .....	81
8.1	Introduction .....	81
8.2	State of Good Repair (SGR) Program .....	83
8.2.1	Metrolink State of Good Repair (SGR).....	84
8.2.2	Budget Development .....	84
8.2.3	Programmatic Approach .....	84
8.2.4	Railroad State of Good Repair Cycles .....	85
8.2.5	State of Good Repair Elements .....	85
8.2.6	Consequences of Deferred State of Good Repair .....	88
8.3	FY2024-25 New State of Good Repair Projects.....	89
8.4	FY2024-25 State of Good Repair Carryover Projects .....	89
8.5	FY2024-25 New Capital New Authority Projects.....	89
8.6	FY2024-25 New Capital Carryover Projects .....	89
8.7	Exhibits .....	90
Exhibit 8.1	FY2024-25 State of Good Repair New Authority Projects Summary by Subdivision .....	92
Exhibit 8.2	FY2024-25 State of Good Repair New Authority Projects Detail .....	93
Exhibit 8.3	FY2024-25 State of Good Repair Carryover Projects Summary by Subdivision .....	95
Exhibit 8.4	FY2024-25 State of Good Repair Carryover Projects Detail.....	98
Exhibit 8.5	FY2024-25 New Capital New Authority Projects Detail .....	104
Exhibit 8.6	FY2024-25 New Capital Carryover Projects Detail.....	105
Exhibit 8.7	FY2024-25 Summary of Total Capital Program.....	106
Exhibit 8.9	FY2023-24 Completed Third Party Projects .....	115
SECTION 9:	Southern California Optimized Rail Expansion (SCORE) Budget .....	119
9.1	Introduction.....	119
9.2	Program Budget .....	119
9.3	Projected Expenditures .....	121
SECTION 10:	General and Administrative Budget .....	123

10.1	General and Administrative Expenses .....	123
10.2	Indirect Cost Allocation Plan (ICAP) .....	123
10.2.1	Pool One .....	124
10.2.2	Pool Two .....	124
10.2.3	Pool Three .....	124
10.3	Allocation of Indirect Costs .....	124
10.4	Organizational Summary .....	125
10.5	Exhibits.....	126
Exhibit 10.1	FY2024-25 General &Administrative Expenses .....	128
Exhibit 10.2	FY2024-25 ICAP Cost Calculations .....	130
Exhibit 10.3	FY2024-25 Roster of Positions .....	131
SECTION 11: Budget Forecasts FY2025-26 through FY2028-29 .....		139
11.1	Background .....	139
11.2	Basis for Forecast.....	139
11.3	Capital Program Forecast.....	139
11.4	Exhibits.....	140
Exhibit 11.1	FY2025-26 through FY2028-29 Forecast by Cost Component.....	141
Exhibit 11.2	FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency .....	142
Exhibit 11.3	FY2026-27 Forecast of Operating Budget by Cost Component by Member Agency .....	143
Exhibit 11.4	FY2027-28 Forecast of Operating Budget by Cost Component by Member Agency .....	144
Exhibit 11.5	FY2028-29 Forecast of Operating Budget by Cost Component by Member Agency .....	145
Exhibit 11.6:	FY2025-26 through FY2028-29 Forecast of State of Good Repair Budget by Cost Asset Category.....	146
Exhibit 11.7:	FY2025-26 through FY2028-29 Forecast of State of Good Repair Budget by Member Agency .....	146
Exhibit 11.8:	FY2025-26 through FY2028-29 Forecast of New Capital Budget by Asset Category .....	147
Exhibit 11.9:	FY2025-26 through FY2028-29 Forecast of New Capital Budget by Member Agency .....	147
SECTION 12: Appendix .....		149
12.1	Introduction.....	149
12.2	Revenue and Cost Allocation Methodology Detail .....	149
12.2.1	Formulae for Allocation to Members .....	149
12.2.2	Formulae for Allocation to Lines.....	149
12.2.3	Allocation of Revenues .....	150
12.2.4	Allocation of Expenses .....	150
12.3	SCRRA Policy on Debt.....	150
12.4	Description of GASB-34 Condition Assessment Ratings .....	151
12.5	SCRRA Information .....	152

12.5.1	Date of Formation .....	152
12.5.2	Form of Government.....	152
12.5.3	Purpose .....	153
12.5.4	Member Agencies.....	153
12.5.5	Counties Served .....	153
12.6	SCRRA Statistical Information .....	153
12.7	Glossary of Budget Terms .....	156
12.8	Key Acronyms Associated with Southern California Regional Rail Authority .....	158
12.9	Exhibits.....	160
	Exhibit 12.1 FY2024-25 Formulae Used to Allocate Expenses by Member Agency....	161
	Exhibit 12.2 FY2024-25 Formulae Used to Allocate Expenses by Line.....	162



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# A Word from the CEO

July 1, 2024

Fiscal year 2023-2024 was a year of meaningful progress for Metrolink—a year that saw us expand service, introduce new programs and bring back cherished traditions that had been paused due to the pandemic. Each of these milestones reflects our deep-rooted commitment to the communities we serve and our mission to provide a transportation system that meets the evolving needs of Southern Californians.

At Metrolink, safety is always our top priority. Over the past year, we deepened our commitment to public safety and passenger well-being by investing in initiatives to combat human trafficking and suicide – complex societal challenges with close ties to rail transportation. In collaboration with law enforcement, community organizations and research institutions, we also implemented improved strategies to prevent strikes on our system. We increased patrols and grade crossing enforcement in areas where the data indicated heightened risk, and we worked to relocate unhoused individuals, who were illegally residing in encampments along the rail right of way, out of harm's way.

We also made significant strides in enhancing the customer experience. In October 2023, we introduced expanded service on our Antelope Valley Line with more midday, evening and weekend options, resulting in an immediate increase in ridership. The enthusiastic response demonstrated the demand for increased service across our network, laying the foundation for future expansion.

In the same month, we introduced Metrolink's Student Adventure Pass pilot program, allowing K-12, college and trade school students to ride for free with a valid student ID. This initiative has provided much-needed financial relief while inspiring the next generation to opt for public transportation.

We also brought back some of Metrolink's most popular traditions. For the first time since 2019, the Holiday Express Train series delighted families across the region with stops in each of the five member-agency counties. And, in March, we reintroduced our Angels Express service, making it easier for baseball fans to catch a game without the hassle of navigating Southern California's notorious traffic.



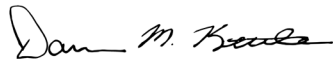
Looking ahead to fiscal year 2024-2025, Metrolink is embarking on one of the most transformative years in our history as part of our long-term evolution to a regional rail model — a progression I like to refer to as “Metrolink Reimagined.”

With guidance from service-efficiency experts, we will optimize our operation and redesign our schedule to better align with customer needs. We plan to add more midday and late-night trains, while tripling weekday connections between lines. These changes will attract new riders while delivering greater value for the customers we serve.

We have also extended our Student Adventure Pass pilot program, ensuring students continue to have access to free public transportation. And in an exciting step forward for sustainability, we hope to welcome North America’s first operational Zero-Emission Multiple Unit (ZEMU) rail vehicle along our Arrow service.

At Metrolink, our vision is to be the region’s preferred transportation system, built on safety, reliability, innovation and connectivity. As we look to the future, we remain committed to expanding access, reducing emissions, enhancing the customer experience and improving the quality of life in Southern California. With the approval of our fiscal year 2025 budget, we are well-positioned to deliver on these commitments as we aspire to provide a world-class transportation solution that aligns with the needs of today’s riders.

Sincerely,

A handwritten signature in black ink that reads "Darren M. Kettle". The signature is written in a cursive style with a horizontal line extending to the right.

Darren M. Kettle  
Metrolink Chief Executive Officer

Adopted Budget  
Fiscal Year 2024-2025

# Introduction to Budget



SECTION 1

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# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2024-2025 BUDGET

### SECTION 1: Introduction to the Budget

#### 1.1 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 commuter 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.

Fiscal Year 2025 will be a year of implementation and refining of the initial phases of the Metrolink Service Growth Development blueprint. This blueprint will guide us toward the creation of a more all-encompassing public transit service; a service which will provide Southern California with transportation to meet their commuting, business, and leisure needs, while embracing equity, environmental consciousness, and growth and enhancement of our communities and businesses.

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Adopted Budget  
Fiscal Year 2024-2025

# Executive Summary



# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2024-2025 BUDGET

### SECTION 2: Executive Summary

#### 2.1 Introduction

Metrolink's vision is to be Southern California's preferred mode of transportation. This vision will be achieved through a system built upon safety, reliability, customer service, leading-edge technology, and seamless connectivity.

Metrolink's actions are filtered through goals as defined by our strategic plan:

- #1: Safety is Foundational
- #2: Customers are Our Business
- #3: Connecting and Leveraging Partnerships
- #4: Modernizing Business Practices
- #5: Advancing Key Regional Goals

For three decades, Metrolink has enhanced the quality of life in Southern California. As Southern California's only inter-county commuter rail provider Metrolink has reduced highway congestion, improving mobility throughout the region. Metrolink service reduces car congestion at a fraction of the cost of expanding highways, and, traditionally, has had one of the lowest required financial supports per passenger mile of all major transit operators in Southern California.

In its 32nd year of operation, 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.

#### 2.2 Metrolink in Perspective

- Metrolink is the nation's third largest commuter rail system based on route miles, with 546 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 2.5 million train miles annually.
- Metrolink has one of the lowest average fares per mile in American commuter rail.



- Metrolink is the second largest transit provider in Southern California, in terms of passenger miles, servicing more than 315 million passenger miles annually.
- 59% of Metrolink riders travel across county lines connoting a truly regional system (FY24)

\*Including Arrow Service

## 2.3 Metrolink in Comparison

	Average trip length (miles)	Average fare	Average fare per passenger mile	Operating cost per passenger mile	Subsidy per passenger mile	Revenue per revenue mile	Operating cost per revenue mile	Farebox recovery ratio (%)
<b>Commuter Rail</b>								
METROLINK	38.4	\$ 7.51	\$ 0.20	\$ 1.70	\$ 1.51	\$ 2.64	\$ 22.99	11%
Maryland Transit Administration	29.9	\$ 6.09	\$ 0.20	\$ 2.47	\$ 2.26	\$ 2.39	\$ 28.93	8%
Massachusetts Bay Transportation Authority	21.5	\$ 5.64	\$ 0.26	\$ 1.54	\$ 1.28	\$ 3.38	\$ 19.90	17%
MIAMetro-North Railroad	19.6	\$ 8.22	\$ 0.42	\$ 1.26	\$ 0.85	\$ 7.12	\$ 21.49	33%
Northeast Illinois Regional Commuter Railroad Corporation	21.7	\$ 5.32	\$ 0.24	\$ 1.59	\$ 1.34	\$ 3.27	\$ 21.23	15%
Peninsula Corridor Joint Powers Board	22.3	\$ 8.20	\$ 0.37	\$ 1.72	\$ 1.35	\$ 4.78	\$ 22.32	21%
Southeastern Pennsylvania Transportation Authority	13.1	\$ 3.45	\$ 0.26	\$ 1.44	\$ 1.18	\$ 3.83	\$ 21.03	18%
Virginia Railway Express	31.3	\$ 12.79	\$ 0.41	\$ 3.20	\$ 2.79	\$ 4.68	\$ 36.66	13%
<b>Local Transit</b>								
Antelope Valley Transit Authority	23.6	\$ 1.67	\$ 0.16	\$ 2.59	\$ 2.43	\$ 0.59	\$ 9.58	6%
Foothill Transit	5.4	\$ 1.09	\$ 0.20	\$ 2.84	\$ 2.63	\$ 0.67	\$ 9.39	7%
Los Angeles County Metropolitan Transportation Authority	10.6	\$ 0.29	\$ 0.07	\$ 1.81	\$ 1.73	\$ 0.73	\$ 17.84	4%
Omnitrans	7.2	\$ 1.53	\$ 0.28	\$ 2.67	\$ 2.39	\$ 1.05	\$ 10.21	10%
Orange County Transportation Authority	13.4	\$ 0.98	\$ 0.21	\$ 2.22	\$ 2.02	\$ 1.06	\$ 11.44	9%
Riverside Transit Agency	15.8	\$ 0.93	\$ 0.11	\$ 2.20	\$ 2.09	\$ 0.45	\$ 9.05	5%

Source: 2022 National Transit Database  
Fixed route only, includes purchased and directly operated service.

## 2.4 Past Year Accomplishments - FY2023-2024

### Goal #1 Safety is Foundational

#### State of Good Repair

Essential to the safety of the Railroad is maintaining the infrastructure (Locomotives, Passenger Cars, Rails, Signals, Positive Train Control Systems) in a “state of good repair”. The following represents a sample of activities to accomplish a state of good repair completed in 2023-2024:

- Finished construction of the Los Angeles Union Station Rehabilitation and Modernization project (\$65M Budget) which required a systemwide shutdown between Christmas and New Years.
- Kicked off the San Juan Creek Bridge Replacement Project (\$56M budget) in March 2024 and began drilling/pouring CIDH Piles (10’ diameter x 120’ deep).
- Completed 18 Signal Cutovers which modernized aged signal infrastructure and replaced it with current standard equipment.
- Replaced 27,000 ties between the Orange and San Gabriel Subdivisions during the fall of 2023 to strengthen the track structure and reduce service disruptions.
- Replaced over 25,000 feet of rail on the Valley Subdivision to ensure a smooth ride for Metrolink passengers.
- Replaced the bridge timbers on the Soto Street Bridge to prevent structural deteriorating and ensure its long-term reliability.
- Replaced 2000 feet of rail, replaced one culvert, and strengthened two existing culverts to enhance the safety of the San Gabriel Subdivision tracks.

#### Security

- Data Driven Security Apportionment: Months long collection of specific incident data including time of day, time of month, location, has allowed us to establish correlations between incidents, trespassing arrests and geographic anomalies to deploy resources in a manner which has significantly reduced incidents.
- Strengthened Right-of-Way Security: Increased security presence along the right-of way to mitigate trespassing incidents and reduce systemwide train strikes.
- Planned Security Expansions: Acquired 4 new security cameras in FY24, scheduled for installation in FY25 to further strengthen surveillance coverage.
- Increased Law Enforcement Presence: Expanded Sheriff patrols on trains across the Antelope Valley, Ventura, San Bernardino, and Riverside lines also with assistance of private security guards to increase passenger safety.
- Enhanced Surveillance Infrastructure: Installed additional security cameras on the Arrow and Ventura lines to improve monitoring and safety.

## **Grants Funding**

- \$258.1 million in new federal and state grants were acquired to fund operations, state-of-good repair, and new capital projects. Grant funding enables critical projects that increase system capacity and operational resiliency and enhance the safety of riders and the general public.

## **Goal #2 Customers are Our Business**

- Enhanced Passenger Information Services - Installed new display cases and an information kiosk at the LAUS West Portal ticket office to improve accessibility to transit information.
- Special Train Services: Return of the Holiday Express Train - Metrolink's Holiday Express Train returned in the fall of 2023, spreading holiday cheer across Southern California with an interactive, family-friendly experience unlike any other. Holiday Express Trains have specially ticketed round-trip rides featuring festive decorations, recognizable holiday-themed characters, carolers and onboard and host-station activities for all ages. The eight-holiday express trains were a resounding success, with 6 out of 8 trains sold out and over \$188,000 in revenue generated.
- Student Adventure Pass - On Monday, October 9, 2023, Metrolink launched the Student Adventure Pass. This innovative program allows any student with valid school identification to obtain a pass at no charge and ride anywhere on the Metrolink system for free. The Student Adventure Pass is a game changer for many families across Southern California, supporting families and students in pursuit of an education. The Student Adventure Pass was made possible through grant funding from the Low Carbon Transit Operations Program (LCTOP), administered by the California Department of Transportation (Caltrans).
- Antelope Valley Line Schedule Expansion—Metrolink expanded weekday and weekend service on October 23, 2023. The AV Line schedule changes included the addition of nine trains across the weekday and weekend schedule, which doubled the number of weekend trains operating along the AV Line corridor between Los Angeles and Lancaster. The schedule expansion coincided with the opening of the new Vista Canyon Station in the City of Santa Clarita, which is part of a multi-modal regional transit center development. The additional AV Line trains were made possible through funding from the Los Angeles County Metropolitan Transportation Authority (Metro). On September 28, 2023, the Metro Board approved a \$1.6 million funding increase to restore AV Line service to pre-pandemic levels.
- Fare Restructuring Study: Conducted a comprehensive fare restructuring study to simplify fare options and enhance affordability for riders. The key goals of the study were:
  - Optimize Metrolink's role in reducing traffic congestion and greenhouse gas emissions.
  - Ensure service is equitable, addressing accessibility, affordability, and accountability.

- Provide policy and program recommendations for future service and policy improvements.

### **Goal #3 Connecting and Leveraging Partnerships**

- Special Train Services:
  - Return of the Angel's Express - For the first time since the 2019 Major League Baseball season, Los Angeles Angels fans were able to take Metrolink to select home games, leaving their cars and the hassle of sitting in traffic at home. Metrolink's special Angels Express service returned on the Orange County (OC) and Inland Empire-Orange County (IEOC) lines for 42 games in the 2024 season, including all regularly scheduled Friday, Saturday and Sunday Angels home games. The Angels Express service was funded by Metrolink member agencies, the Orange County Transportation Authority (OCTA), Los Angeles Metropolitan Transportation Authority (Metro) and Riverside County Transportation Commission (RCTC).
  - Operated train services to Insomniac events – Including NYE Countdown, Beyond Wonderland, and Escape Halloween festivals. Metrolink provided festival attendees with a cost-effective transportation alternative to driving across multiple festival locations.
- In November 2023, supported interagency initiative, led by the Los Angeles Mayor's Office, to ensure travel between the region's Inland Empire and downtown Los Angeles remained accessible following a fire below the 10 Freeway that closed a vital one mile stretch of the interstate for eight days. Public relations staff worked strategically with regional media outlets to ensure existing and potential riders were aware of special expanded San Bernardino Line service, launched in the wake of the emergency, and Metrolink was represented in the mayor's daily press conferences.
- In March 2024, launched an educational public awareness campaign to combat human trafficking on Metrolink's system, which complemented an internal initiative led by the safety, security, and compliance team and built on Metrolink leadership's endorsement of the USDOT Transportation Leaders Against Human Trafficking Pledge.
- Codeshare Program Expansion – Metrolink partnered with the LOSSAN Rail Corridor Agency, which manages the Amtrak Pacific Surfliner service, to expand the existing codeshare program. This newly expanded codeshare reciprocity ran as a pilot program and was slated to end June 30, 2024. It was then subsequently extended for another year. Customers with valid tickets for either rail service now have a total of 30 weekday Metrolink and Pacific Surfliner train options between Los Angeles and Ventura County, making train travel even more convenient along Metrolink's Ventura Line corridor. There are 14 total trains for rail passengers through that corridor on Saturdays and Sundays. Previously, Metrolink Ventura County Line ticket holders could only ride select Amtrak Pacific Surfliner trains between Los Angeles and Ventura.

- Earth Day Fashion Show - In addition to offering free rides on April 22, 2024, Metrolink hosted a sustainable student fashion show competition at L.A. Union Station. Metrolink partnered with local schools across its service area to host a student fashion show competition at L.A. Union Station showcasing sustainable designs created by area high school and college students. 23 designers based within the five primary counties served by Metrolink's system – Los Angeles, Orange, Riverside, San Bernardino and Ventura – entered the competition. Winners were selected, and their fashions were featured across Metrolink's social media platforms. It was a fun event for all!

#### **Goal #4 Modernizing Business Practices**

- Metrolink integrated the Student Adventure Pass Program Pilot into its mobile app providing students with a fast and seamless sign-up experience. This digital pass allows students to travel to school, work, or leisure activities while advancing Metrolink's commitment to sustainability.
- On January 8<sup>th</sup>, 2024, Metrolink issued Request for Proposals (RFP) from qualified firms for a cloud-based Project Management Information System (PMIS) implementation and managed services. The PMIS is expected to be implemented in FY25 and improve operational efficiency through reduction of manual processes, increase in transparency, and streamlined governance. The proposed contract will also help troubleshoot and provide additional training for numerous projects being simultaneously executed within Planning, Program Delivery and Operations Departments.
- Introduced comprehensive thought leadership campaign to elevate the profiles of Metrolink representatives, increase transparency around strategic priorities, and let customers hear directly from Metrolink leadership.
- Engaged in an ambitious six-week communications campaign to proactively raise awareness that Metrolink trains would not be running between December 26-29, 2023, to allow crews to upgrade the signal infrastructure at LA Union Station, complete multiple state-of-good-repair projects at locations across the system and deliver valuable training opportunities for staff and contractors. Media engagement resulted in 474 radio, television, or print/digital mentions with a combined audience reach of more than 422 million.

#### **Goal #5 Advancing Key Regional Goals**

- Zero-Emission Multiple Unit (ZEMU) – Metrolink in partnership with San Bernardino County Transportation Authority (SBCTA), advanced plans to introduce North America's first hydrogen fuel cell-powered train.
- December system-wide closure—Metrolink paused service systemwide from Dec. 26-29 to complete infrastructure upgrades, maintenance and repairs. To minimize the disruption to customers, the four-day service outage was strategically scheduled during a period of historically low ridership when schools were not in session, and

many employers provided time off for the holidays. Trains did not run on any of Metrolink's seven lines, and Arrow service was also suspended during this time. The planned work was intended to help Metrolink provide safer, more efficient service as the Los Angeles mega-region prepares to host high-profile international events, including the 2028 Olympic and Paralympic Games, in the coming decade.

## **2.5 Objectives for FY2024-25**

The COVID-19 pandemic affected businesses worldwide. Public transit systems were especially hard hit. Metrolink experienced a ridership drop of 90% and a corresponding reduction in Farebox Revenue. With the ending of the COVID pandemic, came the expectation of a back-to-normal revival of both ridership and revenue. In FY23, organizations were confronted with the reality of the "new normal"; office complexes at 50% occupancy, most companies offering work from home schedules, increased electronic social interaction, a severe reduction of the commuter base on which public transit depended. Between FY23 and FY24, our Farebox Revenue recovered from 40% of our 2019 Farebox Revenue to 52% of our Farebox Revenue.

This hard reality produced a year in which we regrouped and determined how Metrolink could operate in this "New Normal". How Metrolink could be "Reimagined". Careful consideration was needed to plan what our new horizons and what we would need to do to accomplish those goals. Southern Californians will live in our "New Normal" and it includes less commuting and a return to activities like visiting family and friends, dining out, and participating in social entertainment and sporting events. Metrolink determined that it needed to become an integral part of these activities

To accomplish becoming an integral part of these activities, a major step included "Optimization of Service" beginning in October of 2024. Our plan is to add 36 trains (a 25% increase), in particular increasing mid-day/off peak options to travel. We are also extending the Student Adventure Pass Program Pilot through June of 2025, although significant funding must be provided by our Member Agencies, rather than a government Grant.

Even with such momentous changes, core values must remain and provide the foundation for a revitalized Metrolink.

The FY25 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.
  - Increase of law enforcement presence enhanced by technological innovations.

- Goal #2: Customers are Our Business
  - Metrolink will continue to build on recent ridership trends and encourage and incentivize Southern California residents and visitors to make Metrolink part of their travel, shopping, and leisure experiences.
  
- Goal #3: Connecting and Leveraging Partnerships
  - We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.
  
- Goal #4: Modernizing Business Practices
  - 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.

## **2.6 FY2024-25 Budget Summary**

The FY25 Operating Budget expenses of \$332.1 million are an increase of \$47.9 million or 16.9% from the FY2023-24 (FY24) actual expense. Total SCRRA operating revenues are estimated to be \$68.0 million, up from the FY24 actual revenue by \$3.5 million or 5.4%, reflecting the anticipated recovery of Farebox Revenues in FY25. Required Member Agency Support is \$264.0 million, an increase of \$44.5 million, or 20.3% greater than the actual support required in FY24.

SCRRA's FY25 Capital Program Budget new authorization request totals \$165.5 million; including a request for authorization of \$159.6 million of State of Good Repair funding, and \$5.9 million of New Capital funding.

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.

### Carryover

Capital projects authorized in prior years but that are still in process as of the end of the FY24 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2024. The amounts of Carryover in FY25 are \$327.1 million for SGR, and \$108.8 million for New Capital.

## **2.7 Key FY2024-25 Operational Information**

In FY25, Metrolink will provide service on seven routes to 63 stations with over 536.7 service line miles (excludes Arrow Service). The system map is provided as Exhibit 2.1.

During FY2024-25, Metrolink will operate 174 trains on weekdays, 60 trains on Saturdays, and 60 trains on Sundays and Holidays on traditional Metrolink Lines.

Metrolink operates approximately 63% on Member Agency-owned route miles, remaining 37% is on foreign owned railroad (17% on UPRR, 15% on BNSF, and 5% on NCTD). SCRRA will dispatch 174 Metrolink trains, up to 34 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 391.1 track miles, 266.1 route miles, 327 crossings, 507 absolute signals, 203 intermediate signals, and 518 switches (excluding Arrow Service). Metrolink trains operate over UPRR, BNSF and NCTD maintained and dispatched right-of-way which spans 335.2 track miles and 162.6 route miles. In total, Metrolink operates over 726.3 track miles and 428.7 route miles (excluding Arrow Service).

## **2.8 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, operating costs, and capital program. The net of operating revenues and expenses yields the funding required to carry out the objectives of SCRRA. In FY25 the 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 each of the Member Agencies.

The SCRRA Board approved the transmittal of the FY25 Proposed Budget on April 26, 2024, and the budget documents were transmitted to the Member Agencies on April 26, 2024. Each Member Agency Board Approved the SCRRA request for funding for the FY25 Budget between April 26, 2024, and June 28, 2024. The FY25 Budget was adopted by the SCRRA Board on June 28, 2024.

## **2.9 Budget Development and Assumptions**

The development of SCRRA's FY25 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, Maintenance-of-Way, and Insurance)
- 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 support provided by the five Member Agencies and grants. 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.

## **2.10 The FY2024-25 Operational Budget Statistics**

- Operating Expense per train mile is \$106.42 excluding Extraordinary Maintenance-of-Way (MOW), 0.6% increase over the FY24 Actual expenses.
- Operating Support per passenger mile equals \$1.01, 1.9% decrease from the FY24 Actual expenses.
- Operating Expense per passenger mile is \$1.27, 3.8% decrease from the FY24 Actual expenses.
- Total Operating Revenue recovery ratio is projected to equal 20.6%, a 1.9% decrease from the FY24 Actual Operating Revenue Recovery Ratio.
- Farebox recovery ratio is projected at 14.6%, a 0.4% decrease from the FY24 Actual Farebox Recovery Ratio.
- 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.

## **2.11 Summary of Operating Revenues and Support Funding**

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

*Fare Revenues* – The FY25 Budget forecasts annual ridership of 7.5 million passengers will generate Fare Revenues equal to \$45.3 million, an increase of \$13.2 million, or 40.9%, over the FY24 Actual. The FY25 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 \$2.2 million, a decrease of \$0.5 million or 17.6% from the FY24 Actual Dispatching Revenue.

*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. These revenue rates do not completely offset the escalating costs of maintaining a higher standard of quality for passenger rail service. The FY25 Budget projects MOW revenues at \$13.1 million which is \$0.4 million, or a 3.0%, decrease from the FY24 Actual MOW Revenue.

*Other Revenues* – For FY25, total budgeted amount for Other Revenues is \$4.4 million. Revenues include \$4.1 million for bank interest. SCRRA will continue to offer advertising space on Metrolink trains to select organizations and has budgeted \$0.2 million advertising revenues, and minimal amounts for FlyAway bus commission, Third-Party administrative revenue, and other miscellaneous revenues.

## **2.12 Summary of Operating Expenses**

SCRRA's Operating Expenses include Train Operations, MOW, and Insurance. The combined total expense for the FY25 Budget is \$332.1 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, 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 (“Administration & Services”) costs that support SCRRA's operation of trains. “Contingency” is included in this total as is Member Agency support for the Student Adventure Pass Pilot Program and the Mobilization costs. Total Train Operation costs are \$252.9 million, an increase of \$40.5 million or 19.1% over the FY24 Actual expenses.

*MOW* – For FY25, Ordinary and extraordinary maintenance of Member Agency-owned track, signals, bridges, road crossings, other elements of the infrastructure, and right-of-way, including costs for the maintenance of Metro tracks outside the normal 20 feet from the tracks, totals \$55.9 million. This is an increase of \$2.9 million or 5.3% over the FY24 Actual expenses.

*Insurance and Legal* – Insurance and Legal expenses of \$23.2 million are an increase of \$4.6 million, or 24.8%, over the FY24 Actual expenses.

## 2.13 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.

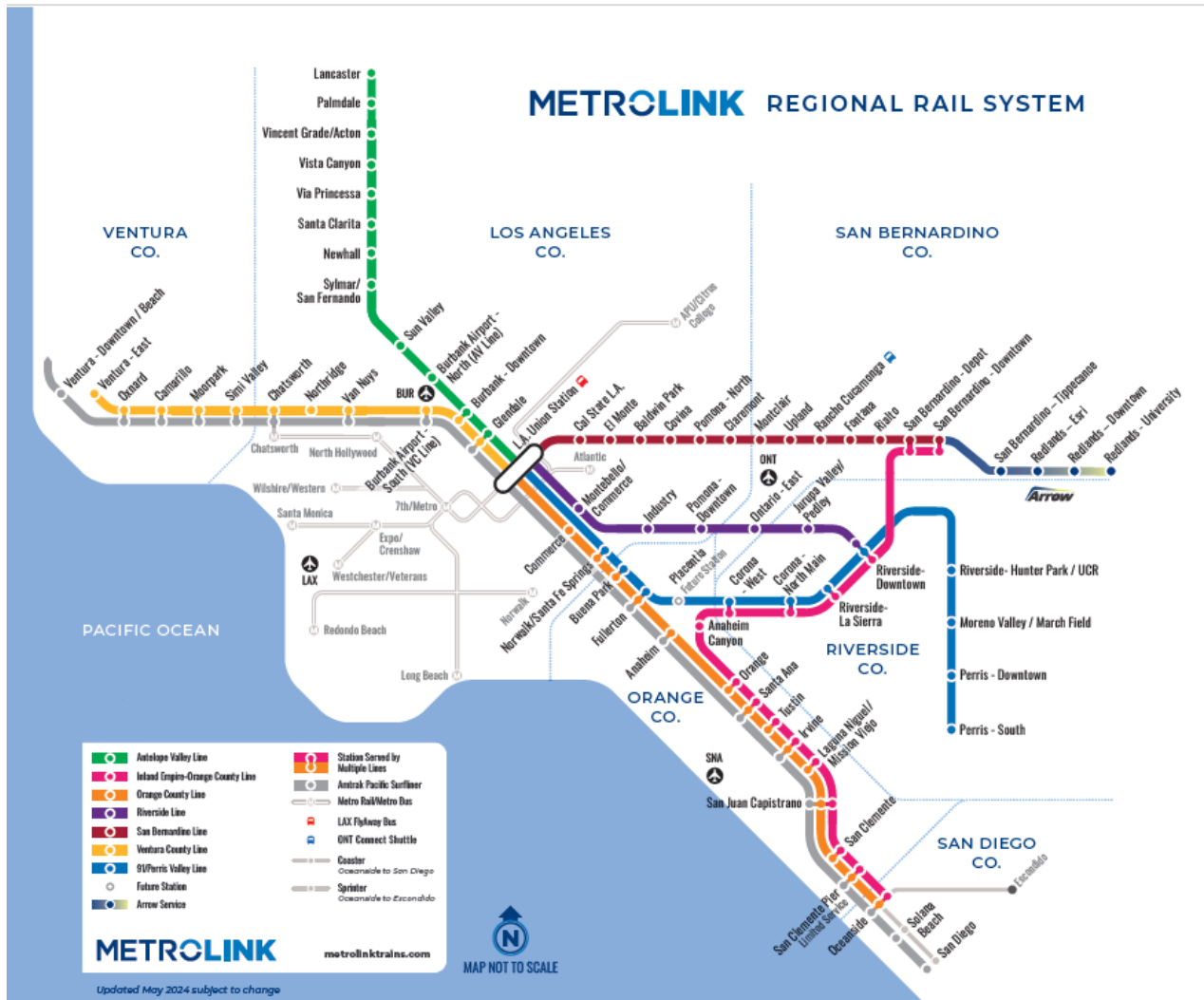
SCRRA's overall FY25 Capital Program Budget request for new authority totals \$165.5 million. The SGR component includes \$159.6 million, and The New Capital Program component includes the \$5.9 million of new authority.

Capital projects authorized in prior years but that are still in process as of the end of the FY24 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2024. The amounts of Carryover in FY25 are \$327.2 million for SGR, and \$108.8 million for New Capital. Section 8 of this budget document contains a detailed listing of the individual projects which these amounts represent.

## 2.14 Exhibit

### Exhibit 2.1: Metrolink Systemwide Map

This exhibit shows the six counties served. It displays Metrolink stations, Rail2Rail stations shared by Metrolink and Amtrak, as well as Los Angeles Union Station (LAUS), which is shared by Metrolink, Amtrak and LA Metro.



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Adopted Budget  
Fiscal Year 2024-2025

# Budget Summary



SECTION 3

# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2024-2025 BUDGET**

### **SECTION 3: Budget Summary**

#### **3.1 Budget Policy**

##### **3.1.1 Budget Authorization**

The SCRRA Budget provides the financial road map to achieve SCRRA's priorities and objectives as presented in the SCRRA 10-Year Strategic Plan. These objectives support Metrolink's mission to provide safe, efficient, and reliable 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 projects which keep SCRRA's assets in a state good repair and create new assets/infrastructure to improve the efficiency and effectiveness of the transportation service.

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<sup>st</sup> of each year and concluding the following June 30<sup>th</sup>.

The FY2024-2025 (FY25) Proposed Budgets were adopted by the SCRRA Board of Directors (Board) on June 28, 2024. This action included both the Metrolink and Arrow Services Operating and Capital Budgets.

Consistent with best practice, our FY25 Budget has been developed based on the following elements:

- Goals and objectives for the new fiscal year.
- Forecasted revenue and expense.
- 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 amendments, the Metrolink Board authorizes SCRRA to expend funds under the direction of the Chief Executive Officer (CEO) 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 CEO of SCRRA the authority 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 CEO of SCRRA authority to approve budget transfers within the adopted Operating Budget that do not increase the Operating Support of any Member Agency. The CEO may delegate this authority to the Chief Financial Officer (CFO). The Adjusted Budget, which includes budget transfers as described above, is regarded as the Adopted Budget for comparison when reporting monthly on the current financial performance.

The SCRRA Board delegates to the CEO of SCRRA the authority 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 approval 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 Member Agency and Board approved carryover of the same unexpended budget (i.e. Fuel, Marketing, etc.).
- A change to the Budget with funding provided by Member Agency and Board approved 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 amounts expire at the end of each fiscal year, June 30<sup>th</sup>, unless approved by the SCRRA Board and Member Agencies 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 required to be presented to the SCRRA Board a minimum of each quarter. To ensure SCRRA Board members are provided the most current financial information, an 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**

- Assumptions for the FY25 Operating Budget
  - No fare increases
  - New optimized schedule with expanded train service beginning October 21, 2024
  - No increase in SCRRA headcount
  - Annual Performance Merit Pool of 3% and a COLA of 3%.

### **3.2 Total Operating Budget**

SCRRA's FY25 budgeted Operating Expense totals \$332.1 million, an increase of \$47.8 million, or 16.8% more than FY2023-2024 (FY24) Actuals. Total Operating Revenues are projected to total \$68.0 million, \$3.5 million more than the FY24 Actuals, an increase of 5.4%. Required operating funding for the FY25 Budget is \$264.0 million, an increase of \$44.6 million, or 20.3% more than the FY24 Actual support required.

### **3.3 Operating Revenues and Support Funding**

SCRRA's Operating Revenue is derived from three principal sources: Fares, Grants supporting special fares, Dispatching Revenue, and MOW Revenue. To minimize the impact to Member Agency Support requirements, SCRRA continues to pursue cost savings and other potential revenue opportunities.

Average weekday ridership (boardings) for FY25 is projected to total 25,439, an increase of 5,078 riders, or 24.9% more than FY24 Actuals. Total ridership, including all weekend services, is expected to equal 7.5 million passenger trips.

Farebox Revenue, including Special Trains, is projected to equal \$45.3 million, an increase of \$13.2 million or 40.8% more than the FY24 Actual Farebox Revenue.

Farebox Subsidies budgeted for FY25 total \$3.0 million, include support for fare discounts on the San Bernardino Line and Support for Access Riders in Los Angeles County. In

FY24, an additional \$7.5 million was provided by LCTOP grant funds to support free rides for all students.

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

Dispatching Revenues are estimated to equal approximately \$2.2 million, a decrease of 17.6% from the FY24 Actual amount.

MOW revenues are estimated at \$13.1 million, a decrease of 3.0% from the FY24 Actual amount.

### **3.4 Operating Expenses**

Total Operating Expenses include Train Operations, Maintenance of Member Agency-owned Rights-of-Way, and Insurance. The FY25 Budget includes a Train Operations budget of \$252.9 million, MOW budget of \$55.9 million, and Insurance/Legal budget of \$23.2 million. The total of \$332.1 million is an increase of \$47.8 million, or 16.8% more than FY24 Actuals.

### **3.5 Capital Program**

SCRRA is responsible for the safety of our passengers. That safety is in part determined by the performance of the railroad system, right-of-way, 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. 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 requested amount for new SGR projects in FY25 totals \$159.6 million, an increase of \$29.8 million over FY24.

The new request amount for New Capital projects in FY25 totals \$5.9 million, a decrease of \$17.4 million from FY24.

Capital funding revenues consist of federal, state, and local agency funds, as well as payments arising from Third-Party Agreements, in the form of direct grants and local participation in specific projects.

#### Cash Flow

The amounts which we expect to expend for all Capital Programs in FY25 is \$207.2 million, funded as shown below:

<b>Funding Sources for Estimated Capital Program</b>	
<b>Expenditures in Fiscal Year 2024-25</b>	
<b>(\$000's)</b>	
Federal Funds	113,674
State Funds	17,013
Member Agency Local Funds	74,778
Other Funds	1,711
<b>Total:</b>	<b>207,176</b>
<i>Numbers may not foot due to rounding.</i>	

### 3.6 Summary of the Total FY25 Budget

The FY25 Budget totals \$497.7 million and consists of an Operating Budget of \$332.1 million and a Capital Program of \$165.5 million.

The Operating Budget includes Train Operations of \$239.4 million, MOW budget of \$54.6 million, \$23.2 million covering Insurance/Legal, \$10.3 million for Mobilization associated with the anticipated placement of a new operating contract, \$3.2 million supplementary funds to cover cost of the Student Adventure Pass Pilot Program, and \$1.3 million for Outside 20' expenses.

Capital Program Budget new authorization request totals \$165.5 million; including a request for authorization of \$159.6 million of State of Good Repair funding, and \$5.9 million of New Capital funding.

Capital projects authorized in prior years but that are still in process as of the end of the FY24 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2024. The amounts of Carryover in FY25 are \$327.2 million for SGR, and \$108.8 million for New Capital. Section 8 of this budget document contains a detailed listing of the individual capital projects which these amounts represent.

### 3.7 Exhibits

**Exhibits 3.1a – 3.1d: Summary of FY2022-23 to FY2024-25 Statistics by Line** provides the actual operating statistics by line for FY2022-23, and FY2023-24, and the budgeted operating statistics by line for FY2024-25, with 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.

The average weekday trip length for FY2024-25 is projected at 38.4 miles. Dependent on ridership and revenues received, individual line operating statistics vary considerably. The Orange County Line has the highest revenue recovery rate at 28.5%. The San Bernardino Line revenue recovery is estimated at 24.6%, the Antelope Valley Line at 19.1%, the 91/PV Line at 16.5%, the Riverside Line at 16.3%, the IEOC Line at 16.1%, and the Ventura County Line at 15.9%.

**Exhibits 3.2 – 3.5: Performance Data (FY2015-16 to FY2024-25)** provides line charts of actual and projected annual operating performance data for 8 years of actuals from FY2015-16 through FY2023-2024, and budgeted amounts for FY2024-25. 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: FY2020-21 to FY2024-25 Annual Operating Budget by Cost Component by Fiscal Year** displays the line items that comprise the FY2024-25 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 FY2020-21 through FY2023-24 and FY2024-25 Budget. It shows variances between FY2023-24 actuals as compared with the FY2024-25 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: FY2024-25 Annual Operating Budget by Cost Component by Member Agency** and **Exhibit 3.8: FY2024-25 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 FY2024-25 most of the Operational funding will be provided by the Member Agencies.

<b>Operation Subsidy Contribution by Member Agency</b>				
	<b>FY2023-24</b>	<b>FY2024-25</b>		
<b>(000s)</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% CHANGE</b>
METRO	\$ 114,630	\$ 137,760	\$ 23,130	20.2%
OCTA	43,661	50,331	6,670	15.3%
RCTC	24,644	30,289	5,645	22.9%
SBCTA	25,785	29,570	3,784	14.7%
VCTC	13,723	16,078	2,355	17.2%
<b>Total Member Subsidies</b>	<b>\$ 222,443</b>	<b>\$ 264,028</b>	<b>\$ 41,585</b>	<b>18.7%</b>
<i>Numbers may not foot due to rounding.</i>				

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

**Exhibit 3.9: FY2020-21 to FY2024-25 Revenue Sources Trend** provides a summary of the actual FY2020-21 to FY2023-24 fund sources used to support expenditures, as well as the budgeted amounts for FY2024-25. 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.

Capital Revenues:

The estimated amounts shown for FY2024-25 above in section 3.5 can be traced to the estimated Cash Flows shown in Exhibit 8.8.8 of \$8.3 million of new authority spending added to the Carryover spending of \$198.9 million, totaling \$207.2 million. Total dollars are divided into funding categories, including state and federal grants, local funds, and other sources.

**Exhibit 3.10: FY2024-25 Budget Revenue Sources and Use by Member Agency** provides a summary by Member Agency of the FY2024-25 Budget Revenue Source and Use to cover Operating Expenses of \$332.2 million and expected expenditures on the Capital Program of \$207.2 million. Operating Budget expenses represent only FY2024-25 approved expenditures, while the Capital Program includes expenditures approved as new capital expense for the current fiscal year and Board approved authority unspent from prior years. Total dollars are separated into funding categories including state and federal grants, local funds, and other sources.

### Exhibit 3.1a Summary of FY2022-23 to FY2024-25 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 / PVL	Total
<b>Service Levels</b>								
Weekday Train Trips - FY23 Actual	36	20	22	11	19	14	12	134
Weekend Train Trips - FY23 Actual	32	2	24	0	16	8	8	90
Total Train Trips - FY23 Actual	68	22	46	11	35	22	20	224
Weekday Train Trips - FY24 Actual	36	20	30	11	19	14	12	142
Weekend Train Trips - FY24 Actual	16	4	24	0	8	4	4	60
Total Train Trips - FY24 Actual	52	24	54	11	27	18	16	202
Weekday Train Trips - FY25 Budget	54	22	30	10	30	18	14	178
Weekend Train Trips - FY25 Budget	32	8	48	0	16	8	8	120
Total Train Trips - FY25 Budget	86	30	78	10	46	26	22	298
<b>Passenger Boardings <sup>(1)</sup></b>								
FY23 Actual	1,562,925	407,375	862,774	258,928	980,366	539,532	463,406	5,075,306
FY24 Actual	1,814,747	531,019	1,090,842	306,116	1,198,075	653,171	556,376	6,150,347
FY25 Budget	2,268,847	689,874	1,356,950	370,961	1,449,455	689,935	654,493	7,480,516
% Change-FY25 Budget to FY23 Actual	45.2%	69.3%	57.3%	43.3%	47.8%	27.9%	41.2%	47.4%
% Change-FY25 Budget to FY24 Actual	25.0%	29.9%	24.4%	21.2%	21.0%	5.6%	17.6%	21.6%
<b>Service Train Miles</b>								
FY23 Actual	655,515	264,817	499,697	180,030	384,693	282,606	274,042	2,541,399
FY24 Actual	649,156	291,900	591,948	176,718	429,515	301,492	269,544	2,710,274
FY25 Budget	727,928	307,293	667,452	167,914	569,535	347,183	314,655	3,101,960
% Change-FY25 Budget to FY23 Actual	11.0%	16.0%	33.6%	(6.7%)	48.0%	22.9%	14.8%	22.1%
% Change-FY25 Budget to FY24 Actual	12.1%	5.3%	12.8%	(5.0%)	32.6%	15.2%	16.7%	14.5%
<b>Passenger Miles (000's) <sup>(2)</sup></b>								
FY23 Actual	55,785	10,233	31,972	8,959	33,544	18,359	18,806	177,657
FY24 Actual	65,226	13,693	40,684	10,592	41,464	22,476	22,752	216,887
FY25 Budget	81,281	17,620	50,667	12,835	49,328	22,507	26,403	260,642
% Change-FY25 Budget to FY23 Actual	45.7%	72.2%	58.5%	43.3%	47.1%	22.6%	40.4%	46.7%
% Change-FY25 Budget to FY24 Actual	24.6%	28.7%	24.5%	21.2%	19.0%	0.1%	16.0%	20.2%
<b>Average Weekday Ridership</b>								
FY23 Actual	5,231	1,525	2,786	996	3,322	1,815	1,577	17,251
FY24 Actual	5,929	1,864	3,455	1,177	3,946	2,151	1,839	20,361
FY25 Budget	7,498	2,481	4,283	1,427	4,975	2,498	2,278	25,439
% Change-FY25 Budget to FY23 Actual	43.3%	62.6%	53.7%	43.3%	49.8%	37.7%	44.4%	47.5%
% Change-FY25 Budget to FY24 Actual	26.5%	33.1%	24.0%	21.2%	26.1%	16.1%	23.9%	24.9%
<b>Average Weekday Trip Length (Miles) <sup>(3)</sup></b>	34.1	24.8	34.7	34.6	32.3	31.4	39.2	33.0

Numbers may not foot due to rounding.

**NOTES:**

- (1) Passenger Boardings are based on ticket sales and unlinked trips
- (2) Passenger is calculated based on ticket sales with origin and destination
- (3) Average trip length is calculated based on ticket sales

### Exhibit 3.1b Summary of FY2022-23 to FY2024-25 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 / PVL	Total
<b>Operating Cost (w/ MOW) (000's) <sup>(1)</sup></b>								
FY23 Actual	60,643	32,984	52,916	20,675	38,056	31,265	26,649	<b>263,188</b>
FY24 Actual	66,779	35,824	60,232	21,618	41,716	32,982	28,196	<b>287,347</b>
FY25 Budget	76,510	41,449	67,296	25,126	49,803	35,620	34,951	<b>330,756</b>
% Change-FY25 Budget to FY23 Actual	26.2%	25.7%	27.2%	21.5%	30.9%	13.9%	31.2%	<b>25.7%</b>
% Change-FY25 Budget to FY24 Actual	14.6%	15.7%	11.7%	16.2%	19.4%	8.0%	24.0%	<b>15.1%</b>
<b>Operating Cost (w/o MOW Extraordinary Maint) (000's) <sup>(1)</sup></b>								
FY23 Actual	60,445	32,846	52,747	20,580	37,923	31,165	26,611	<b>262,316</b>
FY24 Actual	66,627	35,719	60,122	21,522	41,599	32,889	28,175	<b>286,652</b>
FY25 Budget	76,370	41,352	67,194	25,037	49,695	35,534	34,932	<b>330,116</b>
% Change-FY25 Budget to FY23 Actual	26.3%	25.9%	27.4%	21.7%	31.0%	14.0%	31.3%	<b>25.8%</b>
% Change-FY25 Budget to FY24 Actual	14.6%	15.8%	11.8%	16.3%	19.5%	8.0%	24.0%	<b>15.2%</b>
<b>Operating Cost (w/o MOW) (000's)</b>								
FY23 Actual	46,013	25,694	41,302	19,500	31,383	26,358	23,675	<b>213,924</b>
FY24 Actual	51,115	27,818	47,403	20,397	34,655	27,918	24,977	<b>234,284</b>
FY25 Budget	60,194	33,339	54,321	23,843	41,998	30,804	31,637	<b>276,138</b>
% Change-FY25 Budget to FY23 Actual	30.8%	29.8%	31.5%	22.3%	33.8%	16.9%	33.6%	<b>29.1%</b>
% Change-FY25 Budget to FY24 Actual	17.8%	19.8%	14.6%	16.9%	21.2%	10.3%	26.7%	<b>17.9%</b>
<b>Subsidy (w/MOW) (000's) <sup>(4 &amp; 5)</sup></b>								
FY23 Actual	45,786	28,381	43,735	17,777	29,804	26,735	22,604	<b>214,821</b>
FY24 Actual	49,323	29,531	47,762	17,930	28,327	26,887	22,682	<b>222,443</b>
FY25 Budget	57,720	34,862	54,454	21,041	35,598	29,881	29,171	<b>262,728</b>
% Change-FY25 Budget to FY23 Actual	26.1%	22.8%	24.5%	18.4%	19.4%	11.8%	29.1%	<b>22.3%</b>
% Change-FY25 Budget to FY24 Actual	17.0%	18.1%	14.0%	17.4%	25.7%	11.1%	28.6%	<b>18.1%</b>
<b>Farebox Revenue (000's) <sup>(2)</sup></b>								
FY23 Actual	10,186	2,483	5,858	2,489	7,257	3,056	3,216	<b>34,546</b>
FY24 Actual	11,949	3,436	7,568	3,002	9,358	3,897	3,955	<b>43,166</b>
FY25 Budget	13,716	4,020	8,262	3,472	10,601	3,898	4,370	<b>48,341</b>
% Change-FY25 Budget to FY23 Actual	34.7%	61.9%	41.0%	39.5%	46.1%	27.6%	35.9%	<b>39.9%</b>
% Change-FY25 Budget to FY24 Actual	14.8%	17.0%	9.2%	15.7%	13.3%	0.0%	10.5%	<b>12.0%</b>
<b>Other Revenues (000's) <sup>(3)</sup></b>								
FY23 Actual	4,671	2,120	3,903	459	3,048	1,524	1,017	<b>16,742</b>
FY24 Actual	5,507	2,856	4,902	686	4,030	2,198	1,558	<b>21,738</b>
FY25 Budget	5,074	2,566	4,580	612	3,603	1,841	1,410	<b>19,687</b>
% Change-FY25 Budget to FY23 Actual	8.6%	21.1%	17.4%	33.5%	18.2%	20.8%	38.6%	<b>17.6%</b>
% Change-FY25 Budget to FY24 Actual	<b>(7.9%)</b>	<b>(10.2%)</b>	<b>(6.6%)</b>	<b>(10.8%)</b>	<b>(10.6%)</b>	<b>(16.2%)</b>	<b>(9.5%)</b>	<b>(9.4%)</b>

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 (FY23)
- (3) Other revenues include dispatching fees and MOW revenues from freight and Amtrak due to individual member agencies



### Exhibit 3.1c Summary of FY2022-23 to FY2024-25 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 / PVL	Total
<b>Average Fare/Passenger</b>								
FY23 Actual	\$6.52	\$6.10	\$6.79	\$9.61	\$7.40	\$5.66	\$6.94	<b>\$6.81</b>
FY24 Actual	\$6.58	\$6.47	\$6.94	\$9.81	\$7.81	\$5.97	\$7.11	<b>\$7.02</b>
FY25 Budget	\$6.05	\$5.83	\$6.09	\$9.36	\$7.31	\$5.65	\$6.68	<b>\$6.46</b>
% Change-FY25 Budget to FY23 Actual	(7.2%)	(4.4%)	(10.3%)	(2.6%)	(1.2%)	(0.3%)	(3.8%)	(5.1%)
% Change-FY25 Budget to FY24 Actual	(8.2%)	(9.9%)	(12.2%)	(4.5%)	(6.4%)	(5.3%)	(6.1%)	(8.0%)
<b>Op Cost/Passenger (w/o MOW Extraordinary Maint)</b>								
FY23 Actual	\$38.67	\$80.63	\$61.14	\$79.48	\$38.68	\$57.76	\$57.43	<b>\$51.68</b>
FY24 Actual	\$36.71	\$67.26	\$55.12	\$70.31	\$34.72	\$50.35	\$50.64	<b>\$46.61</b>
FY25 Budget	\$33.66	\$59.94	\$49.52	\$67.49	\$34.29	\$51.50	\$53.37	<b>\$44.13</b>
% Change-FY25 Budget to FY23 Actual	(13.0%)	(25.7%)	(19.0%)	(15.1%)	(11.4%)	(10.8%)	(7.1%)	(14.6%)
% Change-FY25 Budget to FY24 Actual	(8.3%)	(10.9%)	(10.2%)	(4.0%)	(1.3%)	2.3%	5.4%	(5.3%)
<b>Op Cost/Passenger Mile (w/o MOW Extraordinary Maint)</b>								
FY23 Actual	\$1.08	\$3.21	\$1.65	\$2.30	\$1.13	\$1.70	\$1.42	<b>\$1.48</b>
FY24 Actual	\$1.02	\$2.61	\$1.48	\$2.03	\$1.00	\$1.46	\$1.24	<b>\$1.32</b>
FY25 Budget	\$0.94	\$2.35	\$1.33	\$1.95	\$1.01	\$1.58	\$1.32	<b>\$1.27</b>
% Change-FY25 Budget to FY23 Actual	(13.3%)	(26.9%)	(19.6%)	(15.1%)	(10.9%)	(7.0%)	(6.5%)	(14.2%)
% Change-FY25 Budget to FY24 Actual	(8.0%)	(10.0%)	(10.3%)	(4.0%)	0.4%	7.9%	6.8%	(3.8%)
<b>Subsidy/Passenger <sup>(1 &amp; 2)</sup></b>								
FY23 Actual	\$29.30	\$69.67	\$50.69	\$68.66	\$30.40	\$49.55	\$48.78	<b>\$42.33</b>
FY24 Actual	\$27.18	\$55.61	\$43.78	\$58.57	\$23.64	\$41.16	\$40.77	<b>\$36.17</b>
FY25 Budget	\$25.44	\$50.53	\$40.13	\$56.72	\$24.56	\$43.31	\$44.57	<b>\$35.12</b>
% Change-FY25 Budget to FY23 Actual	(13.2%)	(27.5%)	(20.8%)	(17.4%)	(19.2%)	(12.6%)	(8.6%)	(17.0%)
% Change-FY25 Budget to FY24 Actual	(6.4%)	(9.1%)	(8.3%)	(3.2%)	3.9%	5.2%	9.3%	(2.9%)
<b>Subsidy/Passenger Mile <sup>(1 &amp; 2)</sup></b>								
FY23 Actual	\$0.82	\$2.77	\$1.37	\$1.98	\$0.89	\$1.46	\$1.20	<b>\$1.21</b>
FY24 Actual	\$0.76	\$2.16	\$1.17	\$1.69	\$0.68	\$1.20	\$1.00	<b>\$1.03</b>
FY25 Budget	\$0.71	\$1.98	\$1.07	\$1.64	\$0.72	\$1.33	\$1.10	<b>\$1.01</b>
% Change-FY25 Budget to FY23 Actual	(13.5%)	(28.7%)	(21.4%)	(17.4%)	(18.8%)	(8.8%)	(8.1%)	(16.5%)
% Change-FY25 Budget to FY24 Actual	(6.1%)	(8.3%)	(8.5%)	(3.2%)	5.6%	11.0%	10.8%	(1.9%)
<b>Op Cost/Service Train Mile (w/o MOW Extraordinary Maint)</b>								
FY23 Actual	\$92.21	\$124.03	\$105.56	\$114.31	\$98.58	\$110.28	\$97.11	<b>\$103.22</b>
FY24 Actual	\$102.64	\$122.37	\$101.57	\$121.79	\$96.85	\$109.09	\$104.53	<b>\$105.77</b>
FY25 Budget	\$104.91	\$134.57	\$100.67	\$149.11	\$87.26	\$102.35	\$111.02	<b>\$106.42</b>
% Change-FY25 Budget to FY23 Actual	13.8%	8.5%	(4.6%)	30.4%	(11.5%)	(7.2%)	14.3%	3.1%
% Change-FY25 Budget to FY24 Actual	2.2%	10.0%	(0.9%)	22.4%	(9.9%)	(6.2%)	6.2%	0.6%

Numbers may not foot due to rounding.

**NOTES:**

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

### Exhibit 3.1d Summary of FY2022-23 to FY2024-25 Statistics by Line

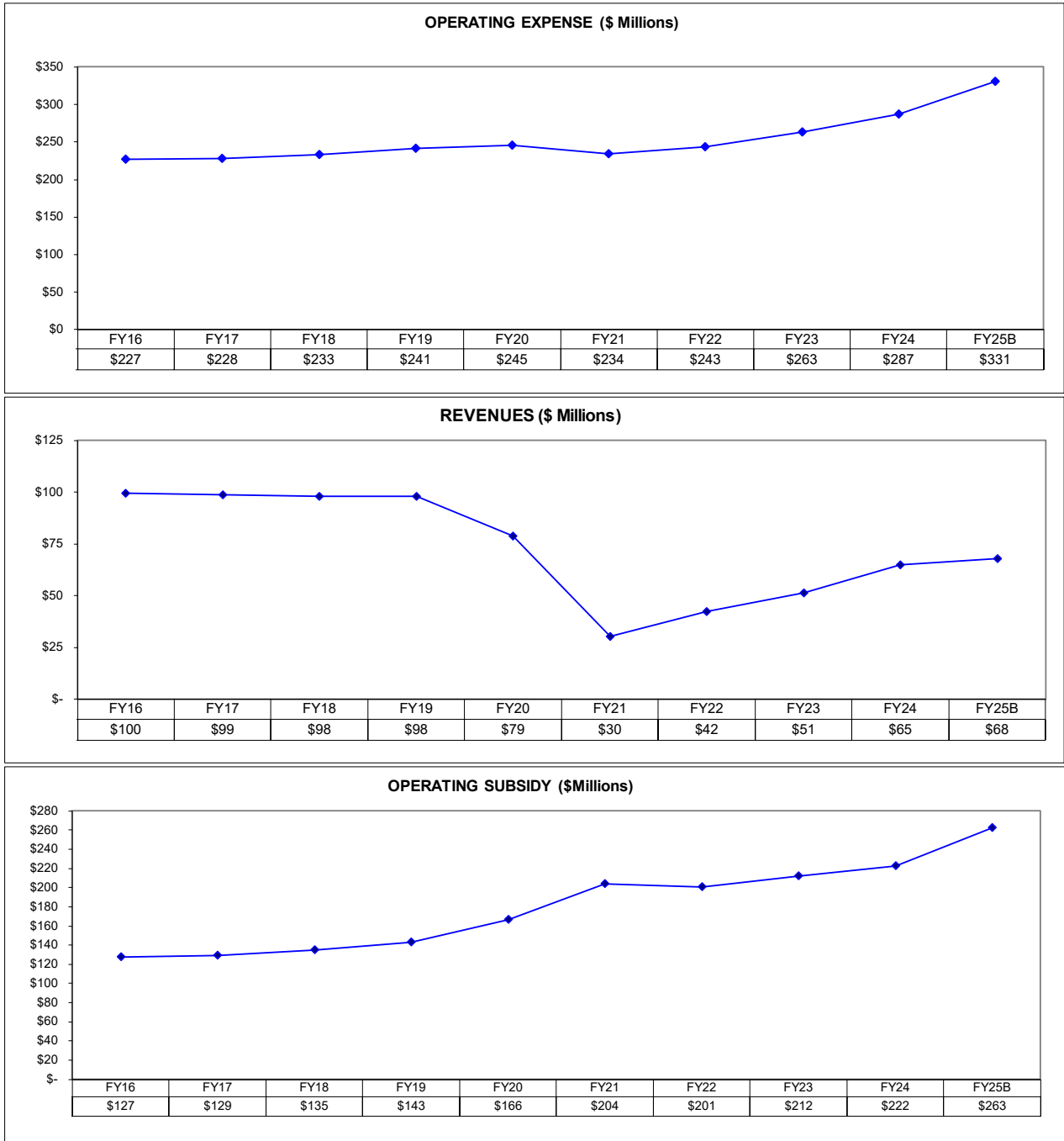
LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 / PVL	Total
<b>Operating Cost/Service Train Mile (w/o MOW)</b>								
FY23 Actual	\$70.19	\$97.03	\$82.65	\$108.31	\$81.58	\$93.27	\$86.39	<b>\$84.18</b>
FY24 Actual	\$78.74	\$95.30	\$80.08	\$115.42	\$80.68	\$92.60	\$92.66	<b>\$86.44</b>
FY25 Budget	\$82.69	\$108.49	\$81.39	\$142.00	\$73.74	\$88.73	\$100.55	<b>\$89.02</b>
% Change-FY25 Budget to FY23 Actual	17.8%	11.8%	(1.5%)	31.1%	(9.6%)	(4.9%)	16.4%	<b>5.7%</b>
% Change-FY25 Budget to FY24 Actual	5.0%	13.8%	1.6%	23.0%	(8.6%)	(4.2%)	8.5%	<b>3.0%</b>
<b>Farebox Recovery <sup>(1)</sup></b>								
FY23 Actual	16.8%	7.5%	11.1%	12.0%	19.1%	9.8%	12.1%	<b>13.1%</b>
FY24 Actual	17.9%	9.6%	12.6%	13.9%	22.4%	11.8%	14.0%	<b>15.0%</b>
FY25 Budget	17.9%	9.7%	12.3%	13.8%	21.3%	10.9%	12.5%	<b>14.6%</b>
Change-FY25 Budget to FY23 Actual	1.1%	2.2%	1.2%	1.8%	2.2%	1.2%	0.4%	<b>1.5%</b>
Change-FY25 Budget to FY24 Actual	0.0%	0.1%	(0.3%)	(0.1%)	(1.1%)	(0.9%)	(1.5%)	<b>(0.4%)</b>
<b>Revenue Recovery <sup>(2)</sup></b>								
FY23 Actual	24.5%	14.0%	18.4%	14.3%	27.1%	14.6%	15.9%	<b>19.5%</b>
FY24 Actual	25.9%	17.5%	20.7%	17.1%	31.9%	18.5%	19.4%	<b>22.5%</b>
FY25 Budget	24.6%	15.9%	19.1%	16.3%	28.5%	16.1%	16.5%	<b>20.6%</b>
Change-FY25 Budget to FY23 Actual	0.1%	1.9%	0.6%	2.0%	1.4%	1.5%	0.7%	<b>1.1%</b>
Change-FY25 Budget to FY24 Actual	(1.3%)	(1.6%)	(1.6%)	(0.8%)	(3.4%)	(2.4%)	(2.9%)	<b>(1.9%)</b>

Numbers may not foot due to rounding.

**NOTES:**

- (1) Farebox recovery is the ratio of farebox revenue to total expenses
- (2) Revenue recovery is the ratio of operating revenues to operating expenses

### Exhibit 3.2 Operating Expense, Revenues and Operating Support



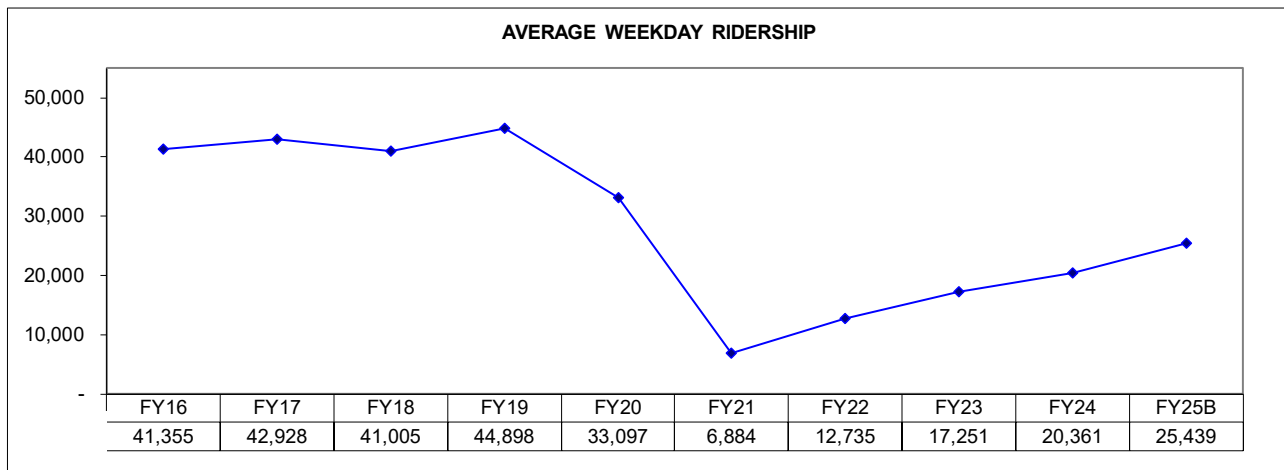
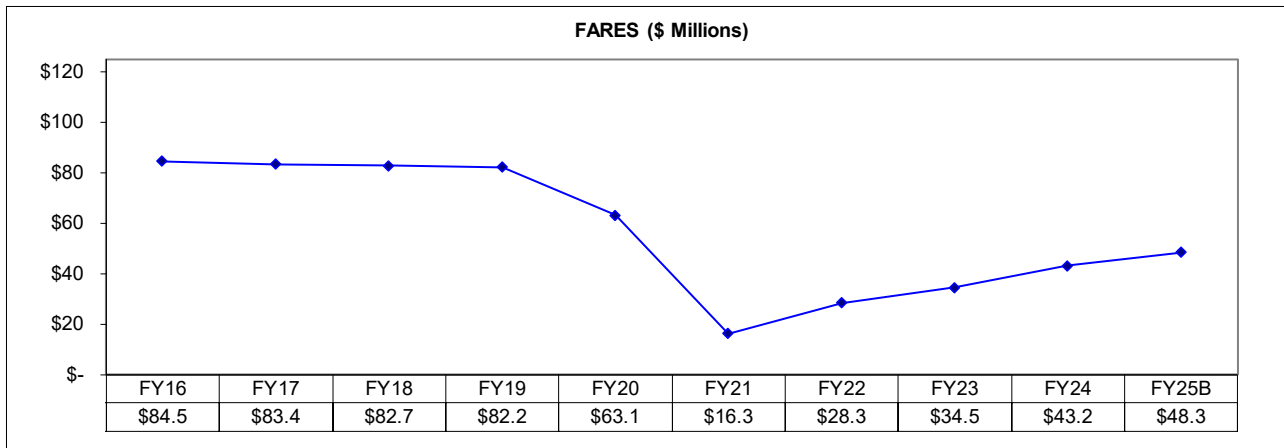
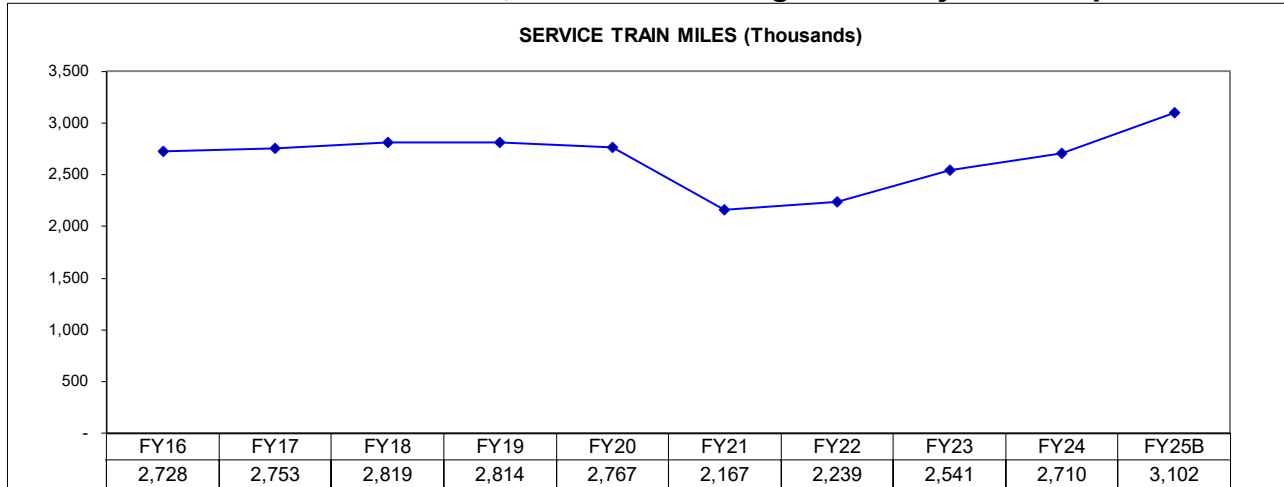
**NOTES:**

Actuals through FY24, Budget for FY25

FY16 and FY17 Actuals include BNSF Lease Locomotives costs

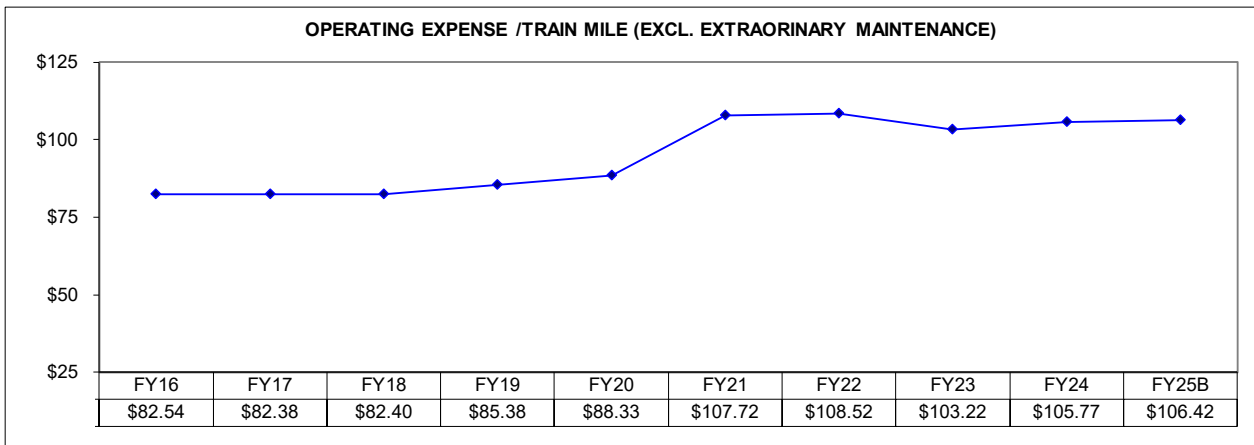
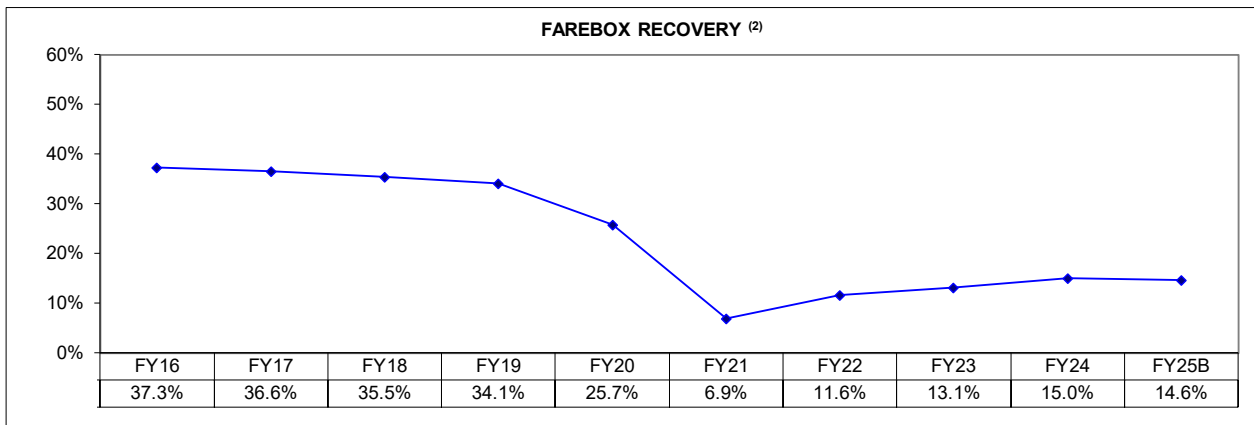
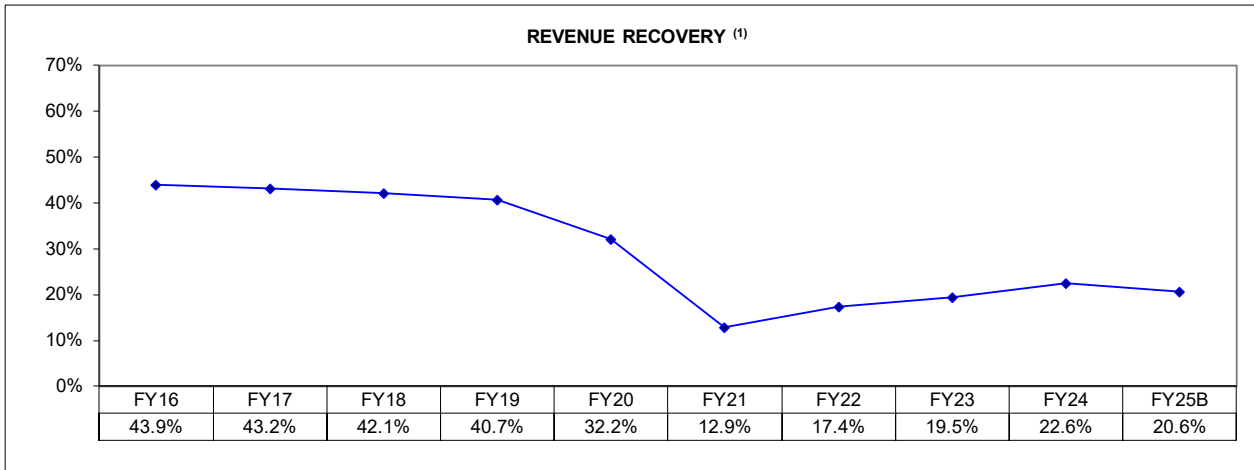
FY22 Actual Subsidies include contribution from Member Agencies and COVID Relief Funding

### Exhibit 3.3 Train Miles, Fares and Average Weekday Ridership



**NOTES:**  
Actuals through FY24, Budget for FY25

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

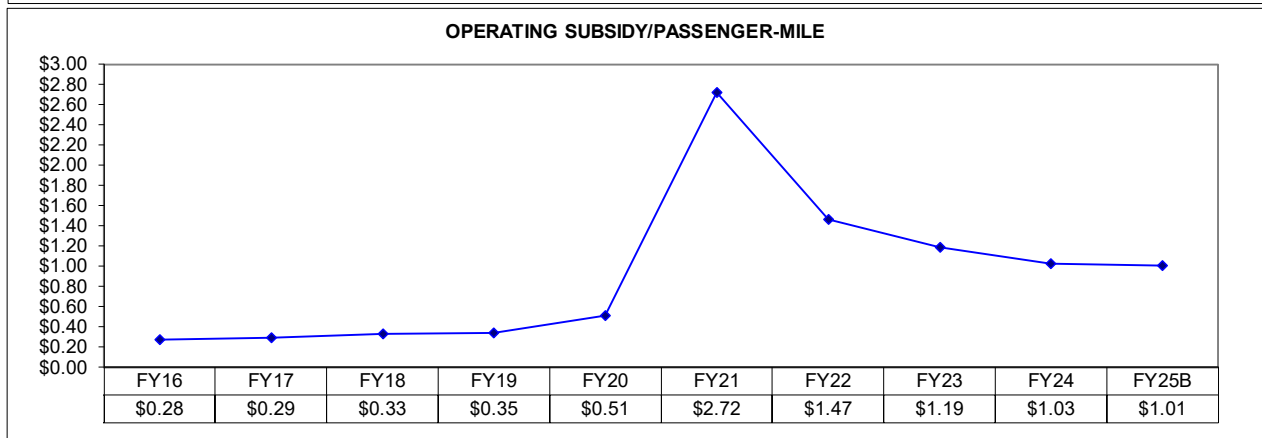
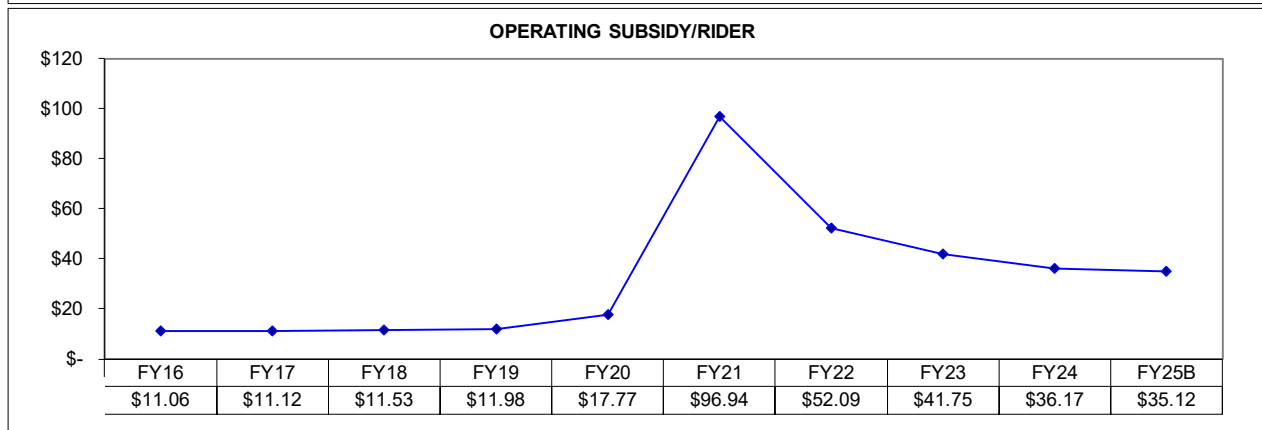
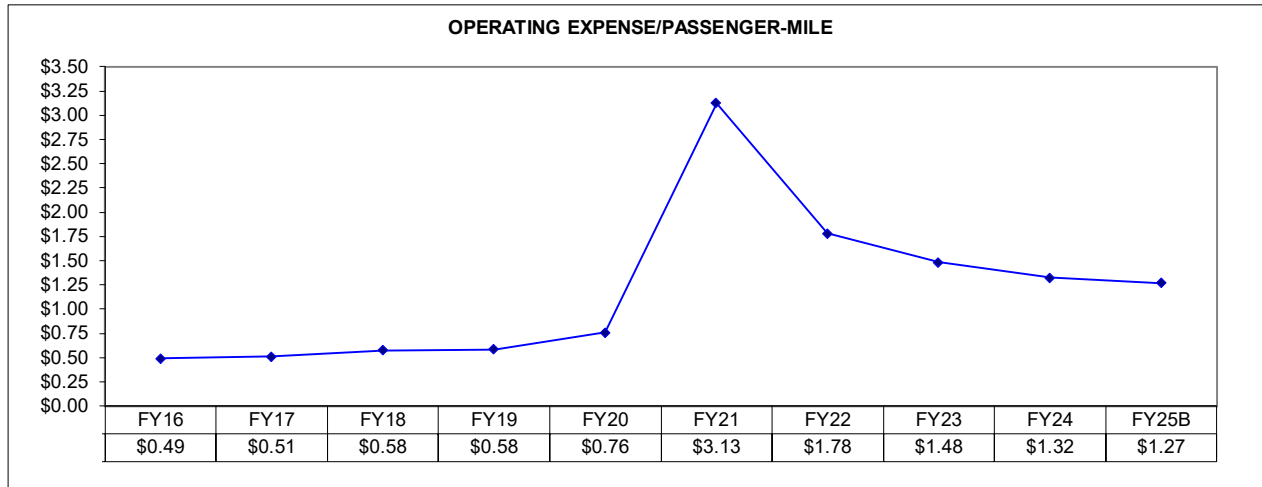


**NOTES:**

(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 FY24, Budget for FY25

FY16 and FY17 Actuals include BNSF Lease Locomotives costs

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

**Exhibit 3.6 FY2020-21 to FY2024-25 Annual Operating Budget by Cost Component by Fiscal Year**

(000s)	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2024-25 BUDGET VS. FY2023-24 ACTUAL	
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	VARIANCE (\$)	VARIANCE (%)
<b>Operating Revenue</b>							
Farebox Revenue	13,811	25,128	31,114	32,175	45,348	13,173	40.9%
Fare Reduction Subsidy	164	689	571	188	427	239	126.7%
A/V Line Discount	(25)	(15)	-	-	-	-	n/a
Mobility 4 All Subsidy	-	-	389	758	-	(758)	-100.0%
Student Adventure Pass	-	-	-	7,475	-	(7,475)	-100.0%
Other Train Subsidies	2,306	2,365	2,443	2,534	2,565	32	1.2%
Special Trains	-	121	29	36	-	(36)	-100.0%
<b>Subtotal-Pro Forma FareBox</b>	<b>16,256</b>	<b>28,288</b>	<b>34,546</b>	<b>43,166</b>	<b>48,341</b>	<b>5,175</b>	<b>12.0%</b>
Dispatching	2,079	2,155	2,245	2,677	2,207	(470)	-17.6%
Other Revenues	345	459	1,094	5,193	4,353	(839)	-16.2%
MOW Revenues	11,545	11,506	13,402	13,528	13,127	(401)	-3.0%
<b>Total Operating Revenue</b>	<b>30,225</b>	<b>42,407</b>	<b>51,287</b>	<b>64,563</b>	<b>68,028</b>	<b>3,464</b>	<b>5.4%</b>
<b>Operating Expenses</b>							
<b>Operations &amp; Services</b>							
Train Operators	37,534	36,314	36,075	40,146	47,776	7,630	19.0%
Train Dispatch	5,351	5,275	5,260	6,131	5,919	(213)	-3.5%
Equipment Maintenance	27,013	27,941	28,750	30,089	31,724	1,635	5.4%
Materials	10,028	11,189	13,594	14,306	12,350	(1,956)	-13.7%
Fuel	18,640	21,245	31,881	29,397	33,293	3,896	13.3%
Non-Scheduled Rolling Stock Repairs	112	43	93	125	150	25	19.7%
Operating Facilities Maintenance	2,130	1,804	2,244	2,241	2,486	245	10.9%
Other Operating Train Services	945	520	532	904	973	70	7.7%
Rolling Stock Lease	230	-	-	-	-	-	n/a
Security - Sheriff	9,627	9,920	10,316	11,530	12,785	1,254	10.9%
Security - Guards	3,966	4,053	4,624	5,493	5,340	(153)	-2.8%
Supplemental Security	4	-	-	413	251	(162)	-39.3%
Public Safety Program	64	14	7	25	53	28	111.1%
Passenger Relations	1,787	1,622	1,636	1,686	1,975	289	17.1%
TVM Maintenance/Revenue Collection	3,503	3,675	4,752	4,473	4,929	455	10.2%
Marketing	2,092	2,646	2,622	2,887	3,003	116	4.0%
Media & External Communications	219	101	232	164	304	140	85.6%
Utilities/Leases	2,899	2,913	2,538	2,370	2,704	334	14.1%
Transfers to Other Operators	662	1,975	2,130	2,664	2,615	(49)	-1.8%
Amtrak Transfers	41	238	322	577	671	94	16.2%
Station Maintenance	1,960	1,984	2,081	4,591	6,266	1,674	36.5%
Rail Agreements	4,812	3,193	5,313	6,280	6,922	642	10.2%
Special Trains	-	74	-	169	500	331	196.0%
<b>Subtotal Operations &amp; Services</b>	<b>133,621</b>	<b>136,741</b>	<b>155,000</b>	<b>166,664</b>	<b>182,987</b>	<b>16,323</b>	<b>9.8%</b>
<b>Maintenance-of-Way</b>							
MoW - Line Segments	43,756	49,740	48,391	52,369	53,978	1,609	3.1%
MoW - Extraordinary Maintenance	599	242	873	695	640	(54)	-7.8%
<b>Subtotal Maintenance-of-Way</b>	<b>44,355</b>	<b>49,982</b>	<b>49,264</b>	<b>53,063</b>	<b>54,618</b>	<b>1,555</b>	<b>2.9%</b>
<b>Administration &amp; Services</b>							
Ops Salaries & Fringe Benefits	15,578	15,107	15,144	16,922	17,764	842	5.0%
Ops Non-Labor Expenses	7,334	7,594	8,616	9,023	11,613	2,591	28.7%
Indirect Administrative Expenses	17,695	17,645	17,614	18,259	24,283	6,024	33.0%
Ops Professional Services	2,311	2,276	1,786	1,573	2,654	1,081	68.7%
<b>Subtotal Admin &amp; Services</b>	<b>42,917</b>	<b>42,622</b>	<b>43,161</b>	<b>45,776</b>	<b>56,314</b>	<b>10,538</b>	<b>23.0%</b>
<b>Contingency (Non-Train Ops)</b>	<b>-</b>	<b>-</b>	<b>40</b>	<b>-</b>	<b>50</b>	<b>50</b>	<b>n/a</b>
<b>Total Operating Expenses</b>	<b>220,893</b>	<b>229,344</b>	<b>247,465</b>	<b>265,503</b>	<b>293,969</b>	<b>28,466</b>	<b>10.7%</b>
<b>Insurance and Legal</b>							
Liability/Property/Auto	12,447	12,857	13,406	15,598	19,201	3,603	23.1%
Net Claims / SI	1	(684)	382	1,065	1,841	776	72.8%
Claims Administration	682	1,708	1,935	1,949	2,196	246	12.6%
<b>Net Insurance and Legal</b>	<b>13,129</b>	<b>13,880</b>	<b>15,723</b>	<b>18,612</b>	<b>23,237</b>	<b>4,625</b>	<b>24.8%</b>

Exhibit 3.6 continued next page

Exhibit 3.6 continued

	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2024-25 BUDGET VS. FY2023-24 ACTUAL	
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	VARIANCE (\$)	VARIANCE (%)
<b>(000s)</b>							
<b>Mobilization Student Adventure Pass Outside 20'</b>	-	-	-	-	10,338	10,338	n/a
					3,211	3,211	n/a
					1,300	1,300	n/a
<b>TOTAL EXPENSES</b>	<b>234,023</b>	<b>243,224</b>	<b>263,188</b>	<b>284,115</b>	<b>332,056</b>	<b>47,941</b>	<b>16.9%</b>
Loss before Non-Recurring	(203,798)	(200,817)	(211,901)	(219,552)	(264,028)	(44,477)	20.3%
<b>Unbudgeted Special Trains</b>							
<b>Holiday Trains</b>							
Revenue	-	-	-	191	-	(191)	(100.0%)
Expense	-	-	-	187	-	(187)	(100.0%)
Surplus / (Deficit)	-	-	-	4	-	(4)	(100.0%)
<b>Insomniac Trains</b>							
Revenue	-	-	-	150	-	(150)	(100.0%)
Expense	-	-	-	45	-	(45)	(100.0%)
Surplus / (Deficit)	-	-	-	104	-	(104)	(100.0%)
<b>Net Effect of Unbudgeted Special Trains</b>	-	-	-	108	-		
Member Support before Non-Recurring	163,176	198,209	229,801	252,342	264,028	11,687	4.6%
Surplus / (Deficit) before Non-Recurring	(40,622)	(2,608)	17,900	32,899	-	(32,899)	(100.0%)
Prior year Carryforward / (Deficit)	-	196	(2,921)	-	-	-	n/a
<b>Net Surplus / (Deficit) before Non-Recurring</b>	<b>(40,622)</b>	<b>(2,412)</b>	<b>14,979</b>	<b>32,899</b>	<b>-</b>	<b>(32,899)</b>	<b>(100.0%)</b>
Non-Recurring Settlement Expense 1	3,234	-	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	2,370	-	-	-	-	-	n/a
Non-Recurring Settlement Expense 3	-	-	-	3,000	-	(3,000)	-100.0%
<b>Total Expenses including Non-Recurring</b>	<b>239,627</b>	<b>243,224</b>	<b>263,188</b>	<b>287,347</b>	<b>332,056</b>	<b>44,709</b>	<b>15.6%</b>
<b>Net Loss including Non-Recurring All Member Support</b>	<b>(209,402)</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(222,443)</b>	<b>(264,028)</b>	<b>(41,585)</b>	<b>18.7%</b>
<b>COVID-19 Relief Funding</b>	<b>46,226</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Net Surplus / (Deficit)</b>		<b>(2,412)</b>	<b>14,979</b>	<b>29,899</b>	<b>-</b>	<b>(29,899)</b>	<b>(100.0%)</b>
<b>San Clemente Track Work</b>							
Member Support	-	5,000	5,896	1,557	-	(1,557)	-100.0%
Total Expense	-	3,604	4,339	60	-	(60)	-100.0%
Surplus / (Deficit)	-	1,396	1,557	1,497	-	(1,497)	-100.0%
Surplus transferred to next year	-	1,396	1,557	1,497	-	(1,497)	-100.0%
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
<b>San Clemente #2</b>							
Member Support	-	-	6,000	4,887	-	(4,887)	-100.0%
Total Expense	-	-	1,113	1,966	-	(1,966)	-100.0%
Surplus / (Deficit)	-	-	4,887	2,922	-	(2,922)	-100.0%
Surplus transferred to next year	-	-	4,887	2,922	-	(2,922)	-100.0%
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
<b>San Clemente #3</b>							
Member Support	-	-	-	8,900	-	(8,900)	-100.0%
Total Expense	-	-	-	5,286	-	(5,286)	-100.0%
Surplus / (Deficit)	-	-	-	3,614	-	(3,614)	-100.0%
Surplus transferred to next year	-	-	-	3,614	-	(3,614)	-100.0%
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a

Numbers may not foot due to rounding.



### Exhibit 3.7 FY2024-25 Annual Operating Budget by Cost Component by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	\$ 23,873	\$ 10,589	\$ 4,138	\$ 5,297	\$ 1,451	\$ 45,348
Fare Reduction Subsidy	255	-	-	172	-	427
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>26,694</b>	<b>10,589</b>	<b>4,138</b>	<b>5,469</b>	<b>1,451</b>	<b>48,341</b>
Dispatching	1,117	693	18	131	248	2,207
Other Revenues	2,197	884	487	509	276	4,353
MOW Revenues	7,145	3,013	863	1,635	472	13,127
<b>Total Operating Revenue</b>	<b>37,153</b>	<b>15,178</b>	<b>5,506</b>	<b>7,744</b>	<b>2,447</b>	<b>68,028</b>
<b>Operating Expenses</b>						
<b>Operations &amp; Services</b>						
Train Operators	25,947	10,372	4,825	4,816	1,815	47,776
Train Dispatch	3,499	1,051	462	580	327	5,919
Equipment Maintenance	16,258	6,085	3,731	4,054	1,596	31,724
Materials	6,329	2,369	1,452	1,578	621	12,350
Fuel	18,082	7,228	3,363	3,356	1,265	33,293
Non-Scheduled Rolling Stock Repairs	80	29	16	19	6	150
Operating Facilities Maintenance	1,325	475	270	317	100	2,486
Other Operating Train Services	481	189	124	107	72	973
Security - Sheriffs	6,812	2,444	1,386	1,629	514	12,785
Security - Guards	2,533	920	795	561	531	5,340
Supplemental Security	131	58	24	30	8	251
Public Safety Program	25	9	8	6	5	53
Passenger Relations	1,025	416	185	286	62	1,975
TVM Maintenance/Revenue Collection	2,154	1,059	803	621	292	4,929
Marketing	1,562	634	279	435	92	3,003
Media & External Communications	144	52	45	32	30	304
Utilities/Leases	1,283	466	402	284	269	2,704
Transfers to Other Operators	1,479	544	185	321	85	2,615
Amtrak Transfers	284	290	-	-	96	671
Station Maintenance	4,085	868	368	678	266	6,266
Rail Agreements	2,022	1,885	1,671	421	922	6,922
Special Trains	238	99	56	72	36	500
<b>Subtotal Operations &amp; Services</b>	<b>95,778</b>	<b>37,544</b>	<b>20,449</b>	<b>20,203</b>	<b>9,012</b>	<b>182,987</b>
<b>Maintenance-of-Way</b>						
MoW - Line Segments	30,593	10,364	3,369	6,757	2,895	53,978
MoW - Extraordinary Maintenance	375	92	61	68	44	640
<b>Subtotal Maintenance-of-Way</b>	<b>30,968</b>	<b>10,456</b>	<b>3,430</b>	<b>6,825</b>	<b>2,939</b>	<b>54,618</b>
<b>Administration &amp; Services</b>						
Ops Salaries & Fringe Benefits	8,427	3,061	2,643	1,865	1,768	17,764
Ops Non-Labor Expenses	6,001	2,369	1,363	1,196	684	11,613
Indirect Administrative Expenses	11,520	4,184	3,613	2,550	2,416	24,283
Ops Professional Services	1,259	457	395	279	264	2,654
<b>Subtotal Admin &amp; Services</b>	<b>27,207</b>	<b>10,071</b>	<b>8,015</b>	<b>5,890</b>	<b>5,132</b>	<b>56,314</b>
<b>Contingency</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>153,977</b>	<b>58,079</b>	<b>31,901</b>	<b>32,924</b>	<b>17,088</b>	<b>293,969</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	10,230	3,671	2,082	2,447	771	19,201
Net Claims / SI	981	352	200	235	74	1,841
Claims Administration	1,170	420	238	280	88	2,196
<b>Total Net Insurance and Legal</b>	<b>12,380</b>	<b>4,442</b>	<b>2,519</b>	<b>2,961</b>	<b>934</b>	<b>23,237</b>
<b>Mobilization</b>	<b>5,615</b>	<b>2,244</b>	<b>1,044</b>	<b>1,042</b>	<b>393</b>	<b>10,338</b>
<b>Student Adventure Pass</b>	<b>1,641</b>	<b>743</b>	<b>331</b>	<b>386</b>	<b>110</b>	<b>3,211</b>
<b>Outside 20'</b>	<b>1,300</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,300</b>
<b>Total Expense</b>	<b>174,913</b>	<b>65,509</b>	<b>35,796</b>	<b>37,313</b>	<b>18,525</b>	<b>332,056</b>
<b>Loss/Member Support Required</b>	<b>(137,760)</b>	<b>(50,331)</b>	<b>(30,289)</b>	<b>(29,570)</b>	<b>(16,078)</b>	<b>(264,028)</b>

Numbers may not foot due to rounding.

**NOTE:**

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

### Exhibit 3.8 FY2024-25 Annual Operating Budget by Line

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
Farebox Revenue	\$ 12,443	\$ 3,867	\$ 7,390	\$ 3,165	\$ 10,422	\$ 3,898	\$ 4,165	\$ 45,348
Fare Reduction Subsidy	427	-	-	-	-	-	-	427
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>13,716</b>	<b>4,020</b>	<b>8,262</b>	<b>3,472</b>	<b>10,601</b>	<b>3,898</b>	<b>4,370</b>	<b>48,341</b>
Dispatching	246	518	368	6	999	26	43	2,207
Other Revenues	980	579	899	351	597	499	449	4,353
MOW Revenues	3,849	1,469	3,313	255	2,007	1,316	917	13,127
<b>Total Operating Revenue</b>	<b>18,791</b>	<b>6,587</b>	<b>12,842</b>	<b>4,085</b>	<b>14,205</b>	<b>5,739</b>	<b>5,780</b>	<b>68,028</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operators	11,121	4,744	10,532	2,575	8,666	5,211	4,926	47,776
Train Dispatch	1,731	906	1,563	123	590	510	497	5,919
Equipment Maintenance	7,693	3,781	6,107	2,389	4,584	3,648	3,521	31,724
Materials	2,995	1,472	2,377	930	1,785	1,420	1,371	12,350
Fuel	7,749	3,306	7,339	1,795	6,039	3,631	3,433	33,293
Non-Scheduled Rolling Stock Repairs	39	16	29	11	23	17	16	150
Operating Facilities Maintenance	641	259	489	176	376	276	268	2,486
Other Operating Train Services	188	133	169	117	141	106	119	973
Security - Sheriffs	3,298	1,332	2,514	906	1,935	1,422	1,379	12,785
Security - Guards	779	887	964	800	508	653	748	5,340
Supplemental Security	69	21	41	18	58	22	23	251
Public Safety Program	8	9	10	8	5	7	7	53
Passenger Relations	605	161	336	102	379	211	181	1,975
TVM Maintenance/Revenue Collection	919	682	864	469	645	736	614	4,929
Marketing	925	241	511	153	580	319	274	3,003
Media & External Communications	44	50	55	46	29	37	43	304
Utilities/Leases	395	449	488	405	257	331	379	2,704
Transfers to Other Operators	798	225	492	145	625	91	239	2,615
Amtrak Transfers	-	250	-	-	421	-	-	671
Station Maintenance	1,995	827	1,438	365	1,087	10	544	6,266
Rail Agreements	-	922	-	2,126	1,173	1,150	1,550	6,922
Special Trains	110	76	80	69	84	67	15	500
<b>Subtotal Operations &amp; Services</b>	<b>42,100</b>	<b>20,751</b>	<b>36,397</b>	<b>13,726</b>	<b>29,991</b>	<b>19,875</b>	<b>20,148</b>	<b>182,987</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	16,176	8,013	12,873	1,194	7,697	4,730	3,294	53,978
MoW - Extraordinary Maintenance	140	97	102	89	108	86	19	640
<b>Subtotal Maintenance-of-Way</b>	<b>16,316</b>	<b>8,110</b>	<b>12,975</b>	<b>1,283</b>	<b>7,805</b>	<b>4,816</b>	<b>3,313</b>	<b>54,618</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	2,592	2,952	3,208	2,661	1,689	2,173	2,489	17,764
Ops Non-Labor Expenses	2,375	1,416	2,363	1,006	1,783	1,341	1,330	11,613
Indirect Administrative Expenses	3,543	4,036	4,385	3,638	2,309	2,970	3,402	24,283
Ops Professional Services	387	441	479	398	252	325	372	2,654
<b>Subtotal Admin &amp; Services</b>	<b>8,897</b>	<b>8,845</b>	<b>10,436</b>	<b>7,702</b>	<b>6,034</b>	<b>6,807</b>	<b>7,593</b>	<b>56,314</b>
<b>Contingency</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>67,321</b>	<b>37,714</b>	<b>59,817</b>	<b>22,718</b>	<b>43,834</b>	<b>31,505</b>	<b>31,061</b>	<b>293,969</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	4,952	2,001	3,775	1,360	2,906	2,135	2,070	19,201
Net Claims/SI	475	192	362	130	279	205	198	1,841
Claims Administration	566	229	432	156	337	244	237	2,196
<b>Total Net Insurance and Legal</b>	<b>5,994</b>	<b>2,421</b>	<b>4,569</b>	<b>1,646</b>	<b>3,517</b>	<b>2,584</b>	<b>2,506</b>	<b>23,237</b>
<b>Mobilization</b>	<b>2,406</b>	<b>1,027</b>	<b>2,279</b>	<b>557</b>	<b>1,875</b>	<b>1,128</b>	<b>1,066</b>	<b>10,338</b>
<b>Total Expense with Mobilization</b>	<b>75,721</b>	<b>41,162</b>	<b>66,665</b>	<b>24,921</b>	<b>49,227</b>	<b>35,216</b>	<b>34,632</b>	<b>327,545</b>
<b>Net Loss / Total Funding Required</b>	<b>56,931</b>	<b>34,575</b>	<b>53,823</b>	<b>20,837</b>	<b>35,022</b>	<b>29,477</b>	<b>28,853</b>	<b>259,517</b>
*Student Adventure Pass	-	-	-	-	-	-	-	3,211
*Outside 20'	-	-	-	-	-	-	-	1,300
<b>Total Expense</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>332,056</b>
<b>Net Loss / Total Funding Required</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 264,028</b>

Numbers may not foot due to rounding.

\*Note: Amounts by Line unavailable

### Exhibit 3.9 FY2020-21 to FY2024-25 Revenue Sources Trend

(000's)	FY2020-21 Actual	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Budget	Change from FY24 Actual to FY25 Budget
<b>Operating Revenues</b>						
Farebox <sup>(1)</sup>	\$ 16,256	\$ 28,288	\$ 34,546	\$ 43,166	\$ 48,341	12.0%
Dispatching Agreements	2,079	2,155	2,245	2,677	2,207	(17.6%)
Other Operating <sup>(2)</sup>	345	459	1,094	5,193	4,353	(16.2%)
Maintenance-of-Way	11,545	11,506	13,402	13,528	13,127	(3.0%)
<b>Subtotal Operating Revenues</b>	<b>\$ 30,225</b>	<b>\$ 42,407</b>	<b>\$ 51,287</b>	<b>\$ 64,563</b>	<b>\$ 68,028</b>	<b>5.4%</b>
Member Agency Support <sup>(3)</sup>	209,402	198,209	214,821	222,443	264,028	18.7%
<b>Total Funds for Operating Activities</b>	<b>\$ 239,627</b>	<b>\$ 240,616</b>	<b>\$ 266,109</b>	<b>\$ 287,007</b>	<b>\$ 332,056</b>	<b>15.7%</b>
<b>Revenue Recovery Ratio</b>	<b>12.6%</b>	<b>17.6%</b>	<b>19.3%</b>	<b>22.5%</b>	<b>20.5%</b>	<b>(8.9%)</b>
<b>Estimated Capital Funding (Cashflow) <sup>(4)</sup></b>						
State	\$ 19,041	\$ 40,864	\$ 32,140	\$ 10,008	\$ 17,013	70.0%
Federal	17,680	20,667	19,513	24,805	113,674	358.3%
Union Pacific Railroad/BNSF	1,071	(20)	-	63	-	(100.0%)
Amtrak	1,905	5,160	1,816	1,232	-	(100.0%)
Other Non-Member <sup>(5)</sup>	44,914	10,265	4,916	(1)	1,711	(148241.3%)
Local Funds for Capital	25,778	19,452	42,583	36,488	74,778	104.9%
<b>Subtotal Capital Expenditure Funding</b>	<b>\$ 110,390</b>	<b>\$ 96,388</b>	<b>\$ 100,969</b>	<b>\$ 72,595</b>	<b>\$ 207,176</b>	<b>185.4%</b>
<b>Total Funding</b>	<b>\$ 350,017</b>	<b>\$ 337,004</b>	<b>\$ 367,077</b>	<b>\$ 359,602</b>	<b>\$ 539,232</b>	<b>50.0%</b>

Numbers may not foot due to rounding.

**NOTES:**

- (1) Farebox includes Farebox Revenue and all Farebox Subsidies.
- (2) Other Revenues include one-time and other non-recurring sources.
- (3) FY2020-21, FY2021-22, FY2022-23, and FY2023 -24, a portion of local funds will be reimbursed by a Federal Preventive Maintenance grant.
- (4) Each year includes only that amount expended within that year.
- (5) Includes Insurance recoveries.

### Exhibit 3.10 FY2024-25 Budget Revenue Sources and Use by Member Agency

(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total FY2024-25	% of Total
<b>Operating Budget</b>								
<b>Member Agency Support</b>	<b>137,760</b>	<b>50,331</b>	<b>30,289</b>	<b>29,570</b>	<b>16,078</b>	-	<b>264,028</b>	<b>79.5%</b>
Operations & Services	113,937	42,889	27,722	24,379	13,611	-	222,537	67.0%
Maintenance-of-Way	23,823	7,443	2,568	5,191	2,467	-	41,491	12.5%
<b>Operating Revenues</b>	<b>37,153</b>	<b>15,178</b>	<b>5,506</b>	<b>7,744</b>	<b>2,447</b>	-	<b>68,028</b>	<b>20.5%</b>
Farebox Revenue	26,694	10,589	4,138	5,469	1,451	-	48,341	14.6%
Dispatching Agreements	1,117	693	18	131	248	-	2,207	
Other Operating	2,197	884	487	509	276	-	4,353	2.0%
MOW Revenues	7,145	3,013	863	1,635	472	-	13,127	4.0%
<b>Total Funding Sources For Operating</b>	<b>174,913</b>	<b>65,509</b>	<b>35,796</b>	<b>37,313</b>	<b>18,525</b>	-	<b>332,056</b>	<b>100.0%</b>

<b>Total Operating Expenditures</b>	<b>174,913</b>	<b>65,509</b>	<b>35,796</b>	<b>37,313</b>	<b>18,525</b>	-	<b>332,056</b>	<b>100.0%</b>
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Capital Program Expenditure in FY2024-25	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total FY2024-25	% of Total
<b>Local Funds For Capital</b>	<b>71,439</b>	<b>2,886</b>	-	<b>198</b>	<b>254</b>	-	<b>74,778</b>	<b>18.0%</b>
New Capital	6,545	1,551	-	98	15	-	8,210	2.0%
State of Good Repair/Renovation	64,894	1,335	-	100	239	-	66,569	16.1%
<b>Other Capital Revenues</b>	-	<b>52,295</b>	<b>15,711</b>	<b>17,825</b>	<b>14,751</b>	<b>31,816</b>	<b>132,398</b>	<b>32.0%</b>
State Funds	-	9,009	335	3,574	1,980	2,115	17,013	4.1%
Federal Funds	-	43,287	15,376	14,251	12,770	27,990	113,674	27.4%
Other Funds	-	-	-	-	-	1,711	1,711	0.4%
<b>Carryover Expenditures in FY25</b>								
<b>Total Funding Sources For Capital Program</b>	<b>71,439</b>	<b>55,182</b>	<b>15,711</b>	<b>18,023</b>	<b>15,005</b>	<b>31,816</b>	<b>207,176</b>	<b>100.0%</b>

<b>Total Capital Program Expenditures in FY25</b>	<b>71,439</b>	<b>55,182</b>	<b>15,711</b>	<b>18,023</b>	<b>15,005</b>	<b>31,816</b>	<b>207,176</b>	<b>100.0%</b>
New Capital	6,545	1,551	-	98	15	-	8,210	4.0%
State of Good Repair/Renovation	64,894	1,335	-	100	239	-	66,569	32.1%
Carryover from prior year	-	52,295	15,711	17,825	14,751	31,816	132,398	63.9%

<b>Total Proposed Expenditures</b>	<b>246,352</b>	<b>120,691</b>	<b>51,506</b>	<b>55,337</b>	<b>33,530</b>	<b>31,816</b>	<b>539,232</b>	N/A
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*Numbers may not foot due to rounding.*

Adopted Budget  
Fiscal Year 2024-2025

# Operating Revenues



# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2024-2025 BUDGET

### SECTION 4: Operating Revenues

#### 4.1 Introduction

SCRRA's funding requirement for the FY2024-25 Operating Budget is \$332.1 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 FY25 net requirement for support is \$264.0 million, an increase of \$44.6 million from the FY24 Actual.

SCRRA's forecasted FY25 Operating Revenues are \$68.0 million, an increase of \$3.5 million from the FY24 Actual Operating Revenues. This increase is a result of the slow ridership recovery following the impacts of the COVID-19 pandemic on ridership and farebox revenues and was provided by a forecast from Sperry Capital/KPMG. In FY24 and FY25, Metrolink funding derives from the sources as shown below:

(\$000)	FY 2023-24		FY 2024-25		Variance FY24 Actual vs FY25 Budget	
	Actual	Budget	Budget	Budget	\$	%
Farebox	\$ 43,166	\$ 48,341	\$ 48,341	\$ 5,175	12.0%	
Dispatching	2,677	2,207	2,207	(470)	(17.6%)	
Other Revenues	5,193	4,353	4,353	(839)	(16.2%)	
MOW Revenues	13,528	13,127	13,127	(401)	(3.0%)	
<b>Subtotal</b>	<b>64,563</b>	<b>68,028</b>	<b>68,028</b>	<b>3,464</b>	<b>5.4%</b>	
Unbudgeted Special Trains	108	-	-	(108)	(100.0%)	
Member Agencies	222,443	264,028	264,028	41,585	18.7%	
<b>Total</b>	<b>\$ 287,115</b>	<b>\$ 332,056</b>	<b>\$ 332,056</b>	<b>\$ 44,941</b>	<b>15.7%</b>	

*Numbers may not foot due to rounding.*

## **4.2 Farebox Revenues – Marketing**

SCRRA is committed to increasing affordability and equitable access to the service. In FY24, the Board adopted a 50% fare discount for low-income riders as part of the SCRRA's regular fare structure. The fare discount program was renamed Mobility-4-All and has provided more than 140,000 discounted trips to low-income riders in FY24. This fare discount program is subsidized with grant funding from the Low Carbon Transit Operations Program (LCTOP).

Metrolink launched the Student Adventure Pass Program Pilot in September 2023. This program offers free rides to K-12 and college students. Through the end of FY24, students took more than 1.125 million free Metrolink trips, accounting for one in four boardings.

In FY25, Member Agencies will contribute \$3.2 million to support the Student Adventure Pass Program Pilot. This cost will be reflected in Operating Expenses.

Thanks to these fare discount programs Metrolink has more affordable fares than many other commuter railroads. Adjusted for inflation, the average price paid by Metrolink riders is the now lowest it has been in Metrolink's history.

## **4.3 MOW Revenues**

Freight railroads and Amtrak Intercity Services operating over territory owned by Member Agencies provide MOW revenues, based upon existing agreements. These agreements are typically adjusted by an index published annually by the American Association of Railroads in April of each year. MOW revenue is projected at \$13.1 million, or 3.0% less than the FY24 Actual. 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. These agreements are also typically adjusted by an index published annually by the American Association of Railroads in April of each year. Dispatching Revenues in FY25 are projected at \$2.2 million, which is a 17.6% decrease from the FY24 Actual.

## 4.5 Exhibits

**Exhibit 4.1: FY2020-21 to FY2024-25 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. Years FY2020-21 through FY2023-24 are actuals while FY2024-25 is Budget.

**Exhibit 4.2: FY2020-21 to FY2024-25 MOW Revenue Trends** details various MOW revenue agreements by territory and source with annual actual revenues for FY2020-21 through FY2023-24, and budgeted revenues for FY2024-25.

**Exhibit 4.3: FY2020-21 to FY2024-25 Dispatching Revenue Trends** lists various dispatching revenue agreements by territory with annual actual revenues for FY2020-21 through FY2023-24, and budgeted revenues for FY2024-25.

**Exhibit 4.4: FY2020-21 to FY2024-25 Other Operating Revenue Trends** lists various revenue sources such as Marketing Revenues with annual actual revenues for FY2020-21 through FY2023-24, and budgeted revenues for FY2024-25.

**Exhibit 4.5: FY2023-24 to FY2024-25 *Unbudgeted Special Trains*** lists various revenue sources such as Holiday Express Train and Insomniac Trains for FY2022-23 through FY2023-24, and budgeted revenues for FY2024-25.



### Exhibit 4.1 FY2020-21 to FY2024-25 Fare Revenue and Ridership

Operating Line	AVERAGE DAILY RIDERSHIP						REVENUE/RIDER (\$'s)					FARE REVENUE (\$000's)					
	FY21	FY22	FY23	FY24	FY25	% Change from FY24 Actual to FY25 Budget	FY21	FY22	FY23	FY24	FY25	FY21	FY22	FY23	FY24	FY25	% Change from FY24 Actual to FY25 Budget
	Actual				Budget		Actual				Budget	Actual				Budget	
San Bernardino																	
Weekday	2,099	3,851	5,231	5,929	7,498	26.5%	6.31	6.70	5.97	6.34	5.70	3,444	6,707	8,114	9,768	11,116	13.8%
Weekend	975	1,723	1,950	2,626	3,071	16.9%	6.56	6.22	6.10	4.92	2.20	665	1,115	1,237	1,344	1,754	30.5%
Ventura County																	
Weekday	490	967	1,525	1,864	2,481	33.1%	5.82	5.97	5.75	6.36	5.60	742	1,500	2,279	3,084	3,615	17.2%
Weekend	2	20	41	179	172	(3.4%)	45.96	122.71	107.02	86.38	5.61	1	32	58	201	251	25.4%
Antelope Valley																	
Weekday	1,305	1,997	2,786	3,455	4,283	24.0%	6.15	5.95	5.67	6.33	5.45	2,087	3,089	4,103	5,684	6,064	6.7%
Weekend	789	1,121	1,332	1,852	2,341	26.4%	7.14	6.18	6.67	5.31	2.18	586	721	924	1,023	1,325	29.6%
Riverside	405	728	996	1,177	1,427	21.2%	8.49	7.78	8.48	8.81	8.53	894	1,473	2,196	2,698	3,165	17.3%
Orange County																	
Weekday	1,088	2,403	3,322	3,946	4,975	26.1%	8.32	7.91	7.24	7.98	7.19	2,353	4,940	6,254	8,187	9,299	13.6%
Weekend	600	1,200	1,123	1,655	1,500	(9.4%)	7.46	8.02	7.13	5.63	2.88	465	1,001	832	969	1,123	15.9%
OC MSEP	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IEOC																	
Weekday	891	1,606	1,815	2,151	2,498	16.1%	6.11	6.01	6.03	6.58	5.65	1,416	2,510	2,847	3,678	3,672	(0.2%)
Weekend	400	708	651	903	389	(56.9%)	2.83	3.13	3.09	2.22	2.24	118	231	209	208	227	8.9%
91/Perris Valley																	
Weekday	579	1,183	1,577	1,839	2,278	23.9%	7.11	7.33	6.69	7.21	6.36	1,071	2,256	2,743	3,447	3,769	9.4%
Weekend	235	427	513	753	598	(20.5%)	4.44	5.12	5.21	3.91	2.54	108	228	278	306	395	29.3%
Totals																	
Weekday	6,884	12,735	17,251	20,361	25,439	24.9%	6.71	6.79	6.36	6.90	6.15	12,007	22,475	28,535	36,546	40,700	11.4%
Weekend	3,001	5,199	5,610	7,968	8,071	1.3%	6.23	6.15	6.06	4.89	2.42	1,943	3,327	3,538	4,050	5,075	25.3%
<b>Total</b>	<b>9,886</b>	<b>17,935</b>	<b>22,862</b>	<b>28,329</b>	<b>33,511</b>	<b>18.3%</b>	<b>6.64</b>	<b>6.70</b>	<b>6.33</b>	<b>6.63</b>	<b>5.25</b>	<b>13,951</b>	<b>25,802</b>	<b>32,073</b>	<b>40,596</b>	<b>45,775</b>	<b>12.8%</b>

Numbers may not foot due to rounding.

**NOTES:**

(1) Includes farebox revenue and member-supported fare discount subsidies, but does not include Access Rider revenue.

**Exhibit 4.2 FY2020-21 to FY2024-25 Maintenance-of-Way (MOW) Revenue Trends**

<b>(\$000's)</b>	<b>FY2020-21</b>	<b>FY2021-22</b>	<b>FY2022-23</b>	<b>FY2023-24</b>	<b>FY2024-25</b>	<b>% CHANGE FROM FY24 ACTUAL TO FY25 BUDGET</b>
<b>Agreement/Territory</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>BUDGET</b>	
Amtrak Intercity Services	\$ 873	\$ 922	\$ 920	\$ 1,165	\$ 938	(19.5%)
LAUS Rail Yard Operations & Maintenance (Amtrak)	702	586	749	500	546	9.1%
Azusa Branch Shared Use (UPRR/SPTC)	154	146	149	161	183	13.7%
Baldwin Park Branch Shared Use (UPRR/SPTC)	256	236	240	259	251	(3.0%)
Coast & Saugus Shared Use (UPRR/SPTC)	3,645	3,228	3,561	3,829	3,763	(1.7%)
East Bank Joint Facility (UPRR/SPTC)	184	562	1,311	554	880	58.9%
Mission Tower (UPRR/SPTC)	70	88	227	332	163	(51.0%)
San Diego & Olive Subdivision Shared Use (BNSF)	1,828	1,873	2,027	2,290	2,175	(5.0%)
Pasadena Subdivision Shared Use (BNSF)	2,375	2,433	2,892	2,977	2,826	(5.1%)
State Grade Crossing (CPUC)	341	335	335	364	352	(3.2%)
PVL/San Jacinto Subdivision Shared Use (BNSF)	731	748	806	906	863	(4.8%)
Redlands Subdivision Shared Use (BNSF)	231	189	-	-	-	n/a
Crossing Maintenance Fees	155	161	184	191	187	(2.1%)
<b>Total</b>	<b>\$ 11,545</b>	<b>\$ 11,506</b>	<b>\$ 13,402</b>	<b>\$ 13,528</b>	<b>\$ 13,127</b>	<b>(3.0%)</b>

Numbers may not foot due to rounding.

**Exhibit 4.3 FY2020-21 to FY2024-25 Dispatching Revenue Trends**

(\$000's)	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	% CHANGE FROM
Agreement/Territory	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	FY24 ACTUAL TO FY25 BUDGET
Amtrak Intercity Services	\$ 1,359	\$ 1,632	\$ 1,646	\$ 1,812	\$ 1,407	(22.4%)
Coast & Saugus Shared Use (UPRR/SPTC)	257	257	257	257	257	0.0%
East Bank Joint Facility (UPRR/SPTC)	88	67	128	360	303	(15.9%)
Mission Tower (UPRR/SPTC)	196	-	-	-	-	n/a
San Diego & Olive Subdivision Shared Use (BNSF)	61	60	62	76	77	1.2%
Pasadena Subdivision Shared Use (BNSF)	106	121	136	153	146	(4.8%)
San Jacinto Subdivision	14	18	16	19	18	(6.0%)
<b>Total</b>	<b>\$ 2,079</b>	<b>\$ 2,155</b>	<b>\$ 2,245</b>	<b>\$ 2,677</b>	<b>\$ 2,207</b>	<b>-17.6%</b>

*Numbers may not foot due to rounding.*

**Exhibit 4.4 FY2020-21 to FY2024-25 Other Operating Revenue Trends**

<b>(\$000's)</b>	<b>FY2020-21</b>	<b>FY2021-22</b>	<b>FY2022-23</b>	<b>FY2023-24</b>	<b>FY2024-25</b>	<b>% CHANGE FROM</b>
<b>Revenue Source</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FY24 ACTUAL TO FY25 BUDGET</b>
Marketing Revenues	\$ 344	\$ 235	\$ 268	\$ 5	\$ 222	4,732.7%
LAWA (Fly-away) Commission	-	-	-	-	32	n/a
Allocable Interest	-	-	797	4,835	4,100	(15.2%)
Insurance Recoveries	1	-	-	-	-	n/a
Miscellaneous Revenues	-	27	13	185	-	(100.0%)
Gain On Disposal Of Asset	-	39	-	-	-	n/a
Scrap and Salvage Sales	-	157	17	167	-	(100.0%)
<b>Total</b>	<b>\$ 345</b>	<b>\$ 459</b>	<b>\$ 1,094</b>	<b>\$ 5,193</b>	<b>\$ 4,353</b>	<b>(16.2%)</b>

*Numbers may not foot due to rounding.*

**Exhibit 4.5: FY2023-24 to FY2024-25 Unbudgeted Special Trains**

	<b>FY2023-24 Actual</b>	<b>FY2024-25 Budget</b>
<b><u>Unbudgeted Special Trains</u></b>		
<b>Holiday Trains</b>		
Revenue	190,837	-
Expense	186,812	-
<b>Surplus / (Deficit)</b>	<b>4,025</b>	<b>-</b>
<b>Insomniac Trains</b>		
Revenue	149,583	-
Expense	45,277	-
<b>Surplus / (Deficit)</b>	<b>104,306</b>	<b>-</b>
<b>Net Effect of Unbudgeted Special Trains</b>	<b>108,331</b>	<b>-</b>

Adopted Budget  
Fiscal Year 2024-2025

# Operating Expenses



# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2024-2025 BUDGET

### SECTION 5: Operating Expenses

#### 5.1 Introduction

SCRRA's Operating Expenses for FY2024-2025 (FY25) are projected at \$332.1 million. This cost as presented in the Operating Statement, includes four key budgetary components: Train Operations (including segregated amounts for Student Adventure Pass Program Pilot support and Mobilization expense), Maintenance-of-Way (MOW) (including segregated LA Metro Outside 20' expense), Administration and Services related to Train Operations, and Insurance Expense. Categories of Train Operations, Administration & Services and Contingency are herein combined and referred to as "Train Operations." Train Operations costs are \$252.9 million, or 76.2% of the total Operating Budget. MOW costs are \$55.9 million, or 16.8% of the total Operating Budget. Insurance expenses are \$23.2 million, or 7.0% of the total Operating Budget.

A zero-based approach was used for budgeting. Each budget item submitted for inclusion in the FY25 Budget required detailed justification. Justification for cost submissions were reviewed by Agency Department Chiefs, line-by-line. Controls were instituted to ensure conformance to established guidelines. Meetings were held with staff to review expenses. Special attention was dedicated to the "Big Four" vendors (Amtrak, Alstom, LA Sheriff Department, Herzog) as they comprise more than 41% of the Operating Expenses.

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

Monthly Department financial reports are provided and meetings are held each month with Department Chiefs to compare actual expenses to budget.

As a final 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**

The FY25 Budget includes the addition of 32 weekday trains beginning Monday, October 21, 2024, accounting for a nearly 23% increase in service with more midday and late-evening options. The new schedule will streamline connections between lines, making it easier for riders to navigate Metrolink's six-county service area. Changes to service by line are displayed in Exhibit 5.1.

### **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, among others.

These cost 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 budgeted expenses for FY25 of \$252.9 million increased \$40.5 million, or 19.0%, over the FY2023-24 (FY24) actual expenses. 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.

#### **Train Operations – Crews (Engineers and Conductors)**

Cost in FY25 is \$47.8 million, an increase of \$7.6 million or 19.0% over the FY24 actuals expense. Changes to the service, as described above, which included an additional 32 weekday trains, was the primary driver of this increase. Contractually mandated increases were also a contributor.

#### **Train Operations - Dispatching**

The budgeted cost of dispatching services over tracks owned by the SCRRA Member Agencies in FY25 is \$5.9 million, a decrease of \$0.2 million or 3.5% under the FY24 actual expenses. A portion of this cost is offset by revenues provided by freight railroads and Amtrak running on SCRRA Member Agencies tracks. These payments are shown in the Revenue section of the operating statement.

#### **Equipment Maintenance**

The Equipment Maintenance is the cost related to the maintenance of rolling stock (locomotives, passenger and cab cars). The budget for FY25 totals \$31.7 million, an increase of \$1.6 million, or 5.4% over the FY24 actual expense. This increase is primarily the result of rolling stock coming off warranty.

#### **Equipment Materials**

Equipment Materials categorized here are the materials used to maintain rolling stock. The Materials budget for rolling stock repairs totals \$12.3 million, a decrease of \$2.0 million, or 13.7% under the FY24 actual expense.

#### **Fuel**

The budget assumes an annual consumption of 10.1 million gallons of fuel for train operations. FY25 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 \$33.3 million is a \$3.9 million or 13.3% increase over the FY24 actual expenses. Addition of service is a primary driver of this increase.

#### **Non-Scheduled Rolling Stock Repairs**

Repairs to accommodate unforeseen medium-scale damage to rolling stock is budgeted at \$0.2 million, a <\$0.1 million or 19.7% increase from the FY24 actual expenses.

#### **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 SCRRA-owned rubber tire vehicles and facilities equipment (forklifts, cranes, etc.); maintenance of equipment used to enable the routine repair of

rolling stock. The total budget for this category for FY25 is \$2.5 million, a \$0.2 million or 10.9% increase from the FY24 actual expenses.

### **Other Operating Train Services**

Emergency bus services provided in cases of track closures constitutes the major portion of this expense. The category also includes standard informational service costs including the following: weather data forecast and emergency reporting services, publications, printing of required manuals. An increase was budgeted to provide for anticipated track closures due to maintenance activities. The projected expenditures of \$1.0 million are an increase of \$0.1 million or 7.7% over the FY24 actual expenses.

### **Security – Sheriff**

To ensure passenger safety, security is provided on Metrolink trains and platforms. Our contract with the Los Angeles County Sheriff's Department at \$12.8 million for FY25 is \$1.3 million, or 10.9%, higher than the FY24 actual expense. Rates are determined by the Los Angeles County Supervisors.

### **Security – Guards**

The \$5.3 million FY25 cost for Security Guards is \$0.2 million or 2.8% less than prior year. Wherever possible, security Guards are used in lieu of Sheriffs to reduce costs.

### **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. The FY25 budget is \$0.3 million.

### **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 FY25 Public Safety Budget is <\$0.1 million, an increase of the FY24 actual expenses.

### **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 \$2.0 million budget is a \$0.3 million or 17.1% increase over the FY24 actual expenses. This contract is based on actual call volume. Significant changes to our service schedule is expected to result in a significant increase in call volume.

### **Ticket Vending Device (TVD) Maintenance/Revenue Collection**

This category includes maintenance of TVDs, 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 FY25 Budget is \$4.9 million, a \$0.5 million or 10.2% increase over the FY24 actual expense. Although new

ticket vending devices have reduced repair costs and a more favorable maintenance contract has been negotiated, increases in ridership means more ticket stock, additional bank charges, and a higher commission cost on Mobile Application transactions. Software changes required for promotional fares also influence these costs.

### **Marketing**

The Marketing category totaling \$3.0 million is comprised of the Marketing and Partnership Department's budget of \$2.7 million and Customer Experience market research budget of \$0.3 million. For FY25, the overall budget for Marketing increased by \$0.1 million or 4% over the FY24 actual expenses. 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 \$0.3 million, this line item is a \$0.1 million increase over the FY24 actual expenses.

### **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 the FY25 Budget is \$2.7 million, a budget increase of \$0.3 million, or 14.1%, over the FY24 actual expense.

### **Transfers to Other Operators**

Metrolink compensates 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 \$2.6 million for FY25, a decrease of \$0.1 million or 1.8% under the FY24 actual expenses.

### **Amtrak Transfers**

These funds represent costs to Metrolink for the Rail2Rail program. Under this program, Metrolink, 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 FY25 is \$0.7 million, an increase of \$0.1 million over the FY24 actual expenses.

### **Station Maintenance**

For FY25, Station Maintenance is budgeted at \$6.3 million. The largest driver of this category is the proportion of Common Area Maintenance for the Union Station Complex assigned to Metrolink, which totals \$5.8 million. The balance of the amount covers costs to maintain station equipment, including station displays, and the Union Station platforms. This category increased by \$1.7 million and is 36.5% more than the FY24 actual expense.

### **Rail Agreements**

This category consists of charges to Metrolink by Union Pacific Railroad (UPRR) 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 \$6.9 million, reflecting an increase of \$0.6 million or 10.2% over the FY24 actual expense. Changes to these charges are dictated by indexing published annually by AAR (Association of American Railroads). The costs are also influenced by increases in service.

### **Holiday Trains**

No Holiday train was included in the FY25 Budgeted expenses. The Holiday train is included in the category of “Unbudgeted Special Trains”, which are required to provide enough revenue to cover cost. In FY24, the Holiday Train provided enough revenue to cover its costs.

### **Special Trains**

The amount budgeted is \$0.5 million, reflecting an increase of \$0.3 million or 196.0% over the FY24 actual expense. The amount in the FY25 Budget represents a placeholder agreed to by Member Agencies to provide funding for certain Special Trains, including Angels Express, Rose Bowl train, etc.

### **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 estimated fringe benefit additive. An annual Performance Merit Pool of 3.0% and COLA of 3.0% is included in the FY25 budget. The total salary and fringe benefit budget for individuals charged to Train Operations is \$17.8 million for FY25, an increase of \$0.8 million, or 5.0% over the FY24 actual expenses. Budgeted amounts cover all authorized positions without respect to vacancies.

### **Operations Non-Labor Costs**

This category totals \$11.6 million for FY25, an increase of \$2.6 million, or 28.7% over the FY24 actual expenses. A total of \$7.7 million, or 66.4%, is PTC software, maintenance agreements, technology support and utility costs which have increased \$1.2 million over the FY24 actual expenses. Also included is \$2.8 million in Information Technology costs, which have increased \$1.0 million over the FY24 actual expenses. 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 has increased by \$0.4 million from FY24 actuals.

### **Indirect Administrative Expenses**

The Indirect Administrative Expense category represents the Train Operations sector's share of Metrolink's General and Administrative (G&A) budgeted costs. These costs include all administrative (i.e. Finance, Procurement, IT, etc.) salaries and benefits. This area also includes Board costs, Other Post Employment Benefits (OPEB) contributions, Agency-wide Software and Computer Equipment, Lobbyists, and Agency-wide relative

consultants. The Indirect expense allocation totals \$24.3 million for FY25, an increase of \$6.0 million, or 33.0%, over the FY24 actual expenses.

### **Operations Professional Services**

This category consists of consultants and other outside professional services utilized by Train Operations. In FY25, the total budget is \$2.7 million which is an increase of \$1.0 million over the FY24 actual expenses. Planning and Development studies comprise \$1.1 million, or 40.7%, of the costs in this category. These studies support completion of the Riverside Line Study, the Station Parking Policy Study, and an update of the Rail Fleet Management Plan to reflect maintenance facility constraints and zero emissions policy, market analysis, service planning support and operations simulation and coordination with transit-oriented developments.

### **Contingency**

The contingency 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, contingency remains at \$0.1 million, representing less than 0.1% of the Operating Budget for FY25.

### **5.3.2 Train Operations Note**

FY2024-25 cost components by line-item expenditure for Train Operations:

- Exhibit 3.6 – FY2020-21 to FY2024-25 Annual Operating Budget by Cost Component by Fiscal Year and
- Exhibit 3.7 - FY2024-25 Annual Operating Budget by Cost Component by Member Agency.

### **5.4 Maintenance-of-Way (MOW)**

MOW covers maintenance of the right-of-way and assets owned by Member Agencies and includes routine maintenance, inspection and repairs of track, structures, right-of-way, signal, communication and the train control systems.

Metrolink budgets for MOW consist of expenses 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 highly dependent on the historical level of funding available for Capital Maintenance (State of Good Repair) in the Capital Program of the Budget. Assets not kept in a “State of Good Repair” are more costly to maintain. Requests for funding are presented annually by the Program Delivery department.

### **5.4.1 Assumptions**

The primary function of MOW contract is 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 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 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 and adjusted annually by indexes specified in the contract.

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 commuter 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 at the most effective cost.

Many factors impact costs, therefore, the actual operating allocations 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 Metrolink 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 maintenance and inspection effort. The Ventura County line has light to moderate curves and grades, but older signal and grade crossing warning systems which require an increase level of maintenance and repairs with less time for preventative maintenance efforts.

### 5.4.3 MOW Expenditure Components

MOW includes six primary cost categories. Totals by categories 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 Metrolink 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.

Costs which provide benefit to the entire MOW system, are charged to a collector pool and 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 FY25 MOW expenditures are projected at \$55.9 million, an increase of \$2.9 million or 5.4%. These costs and revenues are allocated over operating lines and Member Agencies. Exhibit 5.3 FY2024-25 Maintenance-of-Way Expenditures and Revenue Offsets shows the Operating and Non-Operating line allocation.

### 5.4.5 MOW by Line Segment

The FY25 MOW Line Segment Budget of \$54.0 million is allocated across the various line segments of Metrolink. 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

<b>Maintenance-of-Way</b>		
(\$000's)	FY2023-24 Actual	FY2024-25 Budget
Operating Lines - MOW	\$ 48,909	\$ 50,689
Non-Operating Lines	3,460	3,289
<b>Total Line Segments</b>	<b>52,369</b>	<b>53,978</b>
Extraordinary Maintenance	695	640
<b>MOW Budgeted Expenses</b>	<b>\$ 53,063</b>	<b>\$ 54,618</b>
<b>Outside 20'</b>	<b>\$ -</b>	<b>\$ 1,300</b>
<i>Numbers may not foot due to rounding.</i>		
<b><u>NOTES:</u></b>		
Includes both MOW - Line Segments and Extraordinary MOW		



- Exhibit 5.4 - FY2020-21 to FY2024-25 Maintenance-of-Way Expenditures by Line Segment / Territory – Operating Lines and Extraordinary
- Exhibit 5.5 - FY2020-21 to FY2024-25 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). These 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). Metrolink will also look to emergency funding (e.g., FEMA) when appropriate. After deductibles, Metrolink insurance coverage may reimburse for expenditure costs.

#### **5.5 Insurance and Legal Expense**

Insurance covers premiums for Property, Liability, and Auto. Funds are also budgeted here for claims, self-insurance costs and claims administration. In FY25, Insurance and Legal total expenses of \$23.2 million are an increase of \$4.6 million over the FY24 actual expenses. This increase is due primarily to higher Insurance Premiums, which increased \$3.6 million or 23.1%. The Net Claims budget was also increased as a buffer against any unexpected costs.

## 5.6 Exhibits

**Exhibit 5.1: FY2024-25 Service Assumptions** details the operating service assumptions for weekday, Saturday, and Sunday trains by operating line. FY2023-24 includes 143 weekday trains and 120 weekend trains. FY2024-25 includes 178 weekday trains and 120 weekend trains.

**Exhibit 5.2: FY 2020-21 to FY2024-25 Service Train Miles** provides revenue train miles by operating line with annual actuals for FY2020-21, FY2021-22, FY2022-23, FY2023-24 and budgeted cost for FY2024-25.

**Exhibit 5.3: FY2024-25 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: FY2020-21 to FY2024-25 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 actual expenses for FY2020-21, FY2021-22, FY2022-23, FY2023-24 and budgeted cost for FY2024-25.

**Exhibit 5.5: FY2020-21 to FY2024-25 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 actual expenses for FY2020-21, FY2021-22, FY2022-23, FY2023-24 and budgeted cost for FY2024-25.

**Exhibit 5.1 FY2023-24 - FY2024-25 Service Assumptions**

	FY2023-24 Actuals			FY2024-25 Budget		
	Number of Trains			Number of Trains		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
<b>San Bernardino Line</b>						
San Bernardino Downtown-LAUS	34	16	16	32	16	16
Covina-LAUS				20		
Redlands-LAUS	2			2		
<b>Ventura County Line</b>						
Chatsworth-LAUS	4			6		
Moorpark-LAUS	10			10		
East Ventura-LAUS	6	4	4	6	4	4
<b>Antelope Valley Line</b>						
Lancaster-LAUS	22	12	12	22	12	12
Via Princessa-LAUS	8	12	12		12	12
Vista Canyon-LAUS				8		
<b>Riverside Line</b>						
Riverside-LAUS	11			10		
<b>91/Perris Valley Line</b>						
Riverside-LAUS	2					
South Perris-LAUS	10	4	4	14	4	4
<b>Orange County Line</b>						
Irvine-LAUS	3			2		
Laguna Niguel-LAUS	6			18		
Oceanside-Orange	1					
Oceanside-LAUS	10	8	8	10	8	8
<b>IEOC Line</b>						
San Bernardino Downtown-Irvine	1					
San Bernardino Downtown-Laguna Niguel	4			6		
San Bernardino Downtown-Oceanside	3	4	4	2	4	4
Riverside-Laguna Niguel	5			10		
Riverside-Oceanside	1					
<b>Total</b>	<b>143</b>	<b>60</b>	<b>60</b>	<b>178</b>	<b>60</b>	<b>60</b>

**Exhibit 5.2 FY2020-21 to FY2024-25 Service Train Miles**

Line	FY2020-21 ACTUAL	FY2021-22 ACTUAL	FY2022-23 ACTUAL	FY2023-24 ACTUAL	FY2024-25 BUDGET	Variance FY24 Actual vs FY25 Budget	
						MILES	%
San Bernardino Line	539,722	556,791	655,515	649,156	727,928	78,772	12.1%
Ventura County Line	182,235	200,016	264,817	291,900	307,293	15,392	5.3%
Antelope Valley Line	376,724	423,902	499,697	591,948	667,452	75,504	12.8%
Riverside Line	125,315	127,868	180,030	176,718	167,914	(8,804)	(5.0%)
91/Perris Valley Line	215,441	224,306	274,042	269,544	314,655	45,111	16.7%
Orange County Line	420,681	401,845	384,693	429,515	569,535	140,020	32.6%
Inland Empire/Orange County Line	306,913	304,345	282,606	301,492	347,183	45,691	15.2%
<b>Total Service Train Miles</b>	<b>2,167,030</b>	<b>2,239,073</b>	<b>2,541,399</b>	<b>2,710,274</b>	<b>3,101,960</b>	<b>391,686</b>	<b>14.5%</b>

*Numbers may not foot due to rounding.*

## Exhibit 5.3 FY2024-25 MOW Expenditures and Revenue Offsets

### Revenue Forecast Allocation (\$000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2024-25 BUDGET
<b>Operating Lines</b>	<b>\$ 5,854</b>	<b>\$ 3,013</b>	<b>\$ 863</b>	<b>\$ 1,635</b>	<b>\$ 472</b>	<b>\$ 11,835</b>
LA - San Bernardino	519	-	-	1,635	-	2,153
LA - Ventura (Burbank Jct to Moorpark)	719	-	-	-	472	1,191
LA - Lancaster	3,020	-	-	-	-	3,020
Fullerton - San Diego County Line	-	2,787	-	-	-	2,787
Olive Subdivision	-	225	-	-	-	225
River Corridor	1,596	-	-	-	-	1,596
Perris Valley	-	-	863	-	-	863
<b>Non-Operating Lines</b>	<b>1,291</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,291</b>
Sierra Madre - Claremont (Pasadena Sub)	1,291	-	-	-	-	1,291
<b>Total</b>	<b>\$ 7,145</b>	<b>\$ 3,013</b>	<b>\$ 863</b>	<b>\$ 1,635</b>	<b>\$ 472</b>	<b>\$ 13,127</b>

### Net Subsidy Allocation (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2024-25 BUDGET
<b>Operating Lines</b>	<b>\$ 22,552</b>	<b>\$ 7,239</b>	<b>\$ 2,463</b>	<b>\$ 4,772</b>	<b>\$ 2,467</b>	<b>\$ 39,494</b>
LA - San Bernardino <sup>(1)</sup>	5,259	-	-	3,716	-	8,975
LA - Ventura (Burbank Jct to Moorpark) <sup>(2)</sup>	3,574	-	-	-	2,038	5,613
LA - Lancaster	8,579	-	-	-	-	8,579
Fullerton - San Diego County Line	1,422	5,092	955	169	-	7,638
Olive Subdivision	-	265	136	24	-	425
Riverside Layover Facility <sup>(3)</sup>	68	28	60	15	-	171
River Corridor <sup>(4)</sup>	2,538	1,058	593	769	385	5,343
Perris Valley	736	704	658	11	-	2,110
Extraordinary Maintenance <sup>(5)</sup> (Storm Damage, Vandalism, Gate Knockdowns)	375	92	61	68	44	640
<b>Non-Operating Lines</b>	<b>1,271</b>	<b>204</b>	<b>104</b>	<b>418</b>	<b>-</b>	<b>1,997</b>
Sierra Madre - Claremont (Pasadena Sub)	1,050	-	-	-	-	1,050
Rialto Sub (San Bernardino Co.)	-	-	-	244	-	244
Shortway Sub	221	204	104	174	-	703
<b>Total</b>	<b>\$ 23,823</b>	<b>\$ 7,443</b>	<b>\$ 2,568</b>	<b>\$ 5,191</b>	<b>\$ 2,467</b>	<b>\$ 41,491</b>

### Total Expenditure Forecast (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2024-25 BUDGET
<b>Operating Lines</b>	<b>\$ 28,406</b>	<b>\$ 10,252</b>	<b>\$ 3,326</b>	<b>\$ 6,407</b>	<b>\$ 2,939</b>	<b>\$ 51,329</b>
LA - San Bernardino	5,778	-	-	5,351	-	11,129
LA - Ventura (Burbank Jct to Moorpark)	4,293	-	-	-	2,510	6,803
LA - Lancaster	11,599	-	-	-	-	11,599
Fullerton - San Diego County Line	1,422	7,880	955	169	-	10,426
Olive Subdivision	-	490	136	24	-	650
Riverside Layover Facility	68	28	60	15	-	171
River Corridor	4,134	1,058	593	769	385	6,939
Perris Valley <sup>(6)</sup>	736	704	1,521	11	-	2,973
Extraordinary Maintenance (Storm Damage, Vandalism, Gate Knockdowns)	375	92	61	68	44	640
<b>Non-Operating Lines</b>	<b>2,562</b>	<b>204</b>	<b>104</b>	<b>418</b>	<b>-</b>	<b>3,289</b>
Sierra Madre - Claremont (Pasadena Sub)	2,341	-	-	-	-	2,341
Rialto Sub (San Bernardino Co.)	-	-	-	244	-	244
Shortway	221	204	104	174	-	703
<b>Total</b>	<b>\$ 30,968</b>	<b>\$ 10,456</b>	<b>\$ 3,430</b>	<b>\$ 6,825</b>	<b>\$ 2,939</b>	<b>\$ 54,618</b>

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 FY2020-21 to FY2024-25 MOW Expenditures by Line Segment/Territory – Operating Lines and Extraordinary**

(\$000's) Line Segment/Territory	FY2020-21 ACTUAL	FY2021-22 ACTUAL	FY2022-23 ACTUAL	FY2023-24 ACTUAL	FY2024-25 BUDGET	Variance FY24 Actual vs FY25 Budget	
						\$	%
<b>Operating Lines</b>	<b>\$ 42,138</b>	<b>\$ 46,720</b>	<b>\$ 46,290</b>	<b>\$ 49,603</b>	<b>\$ 50,689</b>	<b>\$ 1,086</b>	<b>2.2%</b>
<b>LA - San Bernardino</b>	<b>8,427</b>	<b>9,843</b>	<b>9,861</b>	<b>10,402</b>	<b>11,129</b>	<b>727</b>	<b>7.0%</b>
Track	1,375	3,084	1,416	1,190	1,376	186	15.7%
Signal & Communications	3,275	3,429	2,335	2,563	3,127	564	22.0%
Structures	206	23	24	57	49	(8)	(13.5%)
Procurement	669	573	648	622	629	7	1.1%
Other	1,092	1,138	3,746	4,118	3,724	(394)	(9.6%)
Agency Costs	1,809	1,596	1,692	1,853	2,224	372	20.1%
<b>LA - Ventura (Burbank Jct to Moorpark)</b>	<b>5,793</b>	<b>6,659</b>	<b>6,052</b>	<b>6,765</b>	<b>6,803</b>	<b>38</b>	<b>0.6%</b>
Track	1,174	2,398	940	853	1,075	223	26.1%
Signal & Communications	1,999	1,992	993	1,227	1,305	78	6.4%
Structures	203	17	17	41	34	(7)	(16.5%)
Procurement	335	314	210	331	276	(55)	(16.6%)
Other	778	818	2,703	3,036	2,592	(444)	(14.6%)
Agency Costs	1,305	1,121	1,189	1,277	1,521	244	19.1%
<b>LA - Lancaster</b>	<b>8,923</b>	<b>10,289</b>	<b>10,288</b>	<b>11,522</b>	<b>11,599</b>	<b>76</b>	<b>0.7%</b>
Track	2,011	3,406	1,250	1,415	1,456	41	2.9%
Signal & Communications	2,701	3,062	1,793	1,904	2,497	593	31.1%
Structures	252	30	31	74	62	(12)	(16.5%)
Procurement	519	477	458	668	465	(203)	(30.3%)
Other	1,285	1,469	4,863	5,435	4,664	(771)	(14.2%)
Agency Costs	2,154	1,845	1,892	2,026	2,454	427	21.1%
<b>Fullerton - San Diego County Line</b>	<b>8,637</b>	<b>9,347</b>	<b>9,552</b>	<b>9,953</b>	<b>10,426</b>	<b>473</b>	<b>4.7%</b>
Track	1,338	2,768	1,033	945	1,162	217	23.0%
Signal & Communications	3,442	3,350	2,250	2,230	2,833	603	27.0%
Structures	239	24	25	60	50	(10)	(16.5%)
Procurement	672	457	632	608	498	(110)	(18.1%)
Other	1,173	1,207	3,992	4,343	3,797	(547)	(12.6%)
Agency Costs	1,774	1,541	1,620	1,767	2,086	319	18.0%
<b>Olive Subdivision</b>	<b>828</b>	<b>662</b>	<b>568</b>	<b>693</b>	<b>650</b>	<b>(43)</b>	<b>(6.2%)</b>
Track	132	210	97	82	111	29	35.7%
Signal & Communications	438	185	18	99	56	(42)	(42.9%)
Structures	16	2	2	5	4	(1)	(16.5%)
Procurement	5	39	10	24	13	(10)	(43.9%)
Other	79	90	299	329	287	(42)	(12.7%)
Agency Costs	158	136	141	156	179	23	14.8%
<b>Riverside Layover Facility</b>	<b>158</b>	<b>135</b>	<b>146</b>	<b>168</b>	<b>171</b>	<b>3</b>	<b>1.9%</b>
Track	82	91	92	108	108	( )	(0.1%)
Signal & Communications	6	12	1	1	4	3	569.7%
Structures				1		(0)	(16.5%)
Procurement	24	6			3	3	634.5%
Other	24	11	35	39	34	(5)	(12.7%)
Agency Costs	22	16	17	19	22	2	12.2%

Continued next page

**Exhibit 5.4 FY2020-21 to FY2024-25 MOW Expenditures by Line Segment/Territory – Operating Lines and Extraordinary (Continued)**

( \$000's) Line Segment/Territory	FY2020-21 ACTUAL	FY2021-22 ACTUAL	FY2022-23 ACTUAL	FY2023-24 ACTUAL	FY2024-25 BUDGET	Variance FY24 Actual vs FY25 Budget	
						\$	%
<b>River Corridor</b>	<b>6,278</b>	<b>6,595</b>	<b>6,301</b>	<b>6,513</b>	<b>6,939</b>	<b>426</b>	<b>6.5%</b>
Track	1,136	2,066	1,146	1,009	1,187	178	17.7%
Signal & Communications	3,459	3,049	2,312	2,375	2,748	373	15.7%
Structures	40	11	11	27	23	(4)	(16.5%)
Procurement	296	274	376	434	396	(38)	(8.8%)
Other	573	540	1,788	1,964	1,714	(250)	(12.7%)
Agency Costs	774	656	669	703	871	168	23.8%
<b>Perris Valley</b>	<b>2,495</b>	<b>2,947</b>	<b>2,649</b>	<b>2,893</b>	<b>2,973</b>	<b>80</b>	<b>2.8%</b>
Track	513	1,032	315	305	329	24	7.9%
Signal & Communications	946	1,012	721	733	910	177	24.2%
Structures	41	7	7	16	14	(3)	(16.5%)
Procurement	121	137	78	135	105	(30)	(22.5%)
Other	374	327	1,083	1,191	1,040	(151)	(12.7%)
Agency Costs	500	432	447	513	\$ 576	\$ 63	12.2%
<b>Extraordinary Maintenance</b>	<b>\$ 599</b>	<b>\$ 242</b>	<b>\$ 873</b>	<b>\$ 695</b>	<b>\$ 640</b>	<b>\$ (54)</b>	<b>(7.8%)</b>
(Derailments, Storm Damage, Gate Knockdowns, Vandalism)							

*Numbers may not foot due to rounding.*

Excludes Non-Operating Lines

**Exhibit 5.5 FY2021-22 to FY2024-25 MOW Expenditures by Line Segment/Territory –  
Non-Operating Lines and Total including Extraordinary**

(\$000's) Line Segment/Territory	FY2020-21 ACTUAL	FY2021-22 ACTUAL	FY2022-23 ACTUAL	FY2023-24 ACTUAL	FY2024-25 BUDGET	Variance FY24 Actual vs FY25 Budget	
						\$	%
<b>Non-Operating Lines</b>	<b>\$ 2,217</b>	<b>\$ 3,262</b>	<b>\$ 2,973</b>	<b>\$ 3,460</b>	<b>\$ 3,289</b>	<b>(171)</b>	<b>(4.9%)</b>
<b>Sierra Madre - Claremont (Pasa. Sub.)</b>	<b>1,363</b>	<b>1,969</b>	<b>1,960</b>	<b>2,308</b>	<b>2,341</b>	<b>33</b>	<b>1.4%</b>
Track	306	777	505	630	635	6	0.9%
Signal & Communications	597	726	515	634	682	49	7.7%
Structures	1	4	4	11	9	(2)	(16.5%)
Procurement	54	13	1	17	34	17	103.0%
Other	128	211	699	768	670	(98)	(12.7%)
Agency Costs	278	237	235	250	310	61	24.3%
<b>Rialto Subdivision (San Bernardino Co.)</b>	<b>274</b>	<b>316</b>	<b>175</b>	<b>283</b>	<b>244</b>	<b>(39)</b>	<b>(13.7%)</b>
Track	79	85	1	17	19	2	11.7%
Signal & Communications	91	123	7	86	43	(43)	(49.8%)
Structures	()	1	1	2	2	(0)	(16.5%)
Procurement	11	27	7	3	12	10	341.5%
Other	44	36	120	132	115	(17)	(12.7%)
Agency Costs	49	44	40	44	53	9	21.3%
<b>Shortway Sub</b>	<b>341</b>	<b>770</b>	<b>649</b>	<b>668</b>	<b>703</b>	<b>35</b>	<b>5.3%</b>
Track	52	356	178	151	190	39	26.1%
Signal & Communications	89	145	42	61	71	10	16.1%
Structures	8	2	2	4	4	(1)	(16.5%)
Procurement	8	59	29	10	20	10	96.3%
Other	54	90	295	324	283	(41)	(12.7%)
Agency Costs	130	119	103	117	136	19	15.9%
<b>Redlands 1st Mile</b>	<b>109</b>	<b>199</b>	<b>189</b>	<b>201</b>	<b>-</b>	<b>(201)</b>	<b>(100.0%)</b>
Track	2	55	1	1	-	(1)	(100.0%)
Signal & Communications	24	45	3	2	-	(2)	(100.0%)
Structures	4	1	1	2	-	(2)	(100.0%)
Procurement	2	2	-	2	-	(2)	(100.0%)
Other	20	41	134	147	-	(147)	(100.0%)
Agency Costs	57	54	51	47	-	(47)	(100.0%)
<b>Redlands Sub MP1+</b>	<b>131</b>	<b>8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>N/A</b>
Track	2	-	-	-	-	-	N/A
Signal & Communications	29	-	-	-	-	-	N/A
Structures	-	-	-	-	-	-	N/A
Procurement	3	-	-	-	-	-	N/A
Other	25	-	-	-	-	-	N/A
Agency Costs	71	8	-	-	-	-	N/A

Line Segment/Territory	FY2020-21 ACTUAL	FY2021-22 ACTUAL	FY2022-23 ACTUAL	FY2023-24 ACTUAL	FY2024-25 BUDGET	FY24 Actual vs FY25 Budget	
						\$	%
<b>Total Maintenance-of-Way</b>	<b>\$ 47,662</b>	<b>\$ 49,982</b>	<b>\$ 49,264</b>	<b>\$ 53,063</b>	<b>\$ 54,618</b>	<b>\$ 1,555</b>	<b>2.9%</b>
Track	8,325	16,327	6,975	6,704	7,648	944	14.1%
Signal & Communications	16,668	17,130	10,988	11,913	14,277	2,363	19.8%
Structures	1,181	121	125	299	250	(49)	(16.5%)
Procurement	1,892	2,378	2,449	2,854	2,452	(402)	(14.1%)
Other	7,797	5,979	19,758	21,826	18,919	(2,906)	(13.3%)
Extraordinary Maintenance	1,050	242	873	695	640	(54)	(7.8%)
Agency Costs	\$ 10,748	\$ 7,806	\$ 8,096	\$ 8,772	\$ 10,431	\$ 1,659	18.9%

Numbers may not foot due to rounding.



Adopted Budget  
Fiscal Year 2024-2025

# Member Agency Support



SECTION 6

# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2024-2025 BUDGET

### SECTION 6: Member Agency Support

#### 6.1 Member Agency Funding

For FY2024-25, Metrolink will require \$264.0 million in total Operating Support funding. This represents an increase of \$41.6 million, or 18.7% from the FY2023-24 Actual support requirement. Member Agencies will provide the major source of funding in FY2024-25.

(\$000's)	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25
	<u>ACTUAL</u>	<u>ACTUAL</u>	<u>ACTUAL</u>	<u>ACTUAL</u>	<u>BUDGET</u>
Member Agency Support	\$ 57,916	\$ 198,209	\$ 214,821	\$ 222,443	\$ 264,028
Federal Relief & Metro local for Federal Relief	151,486	-	-	-	-
<b>Total Funding Required</b>	<b>\$ 209,402</b>	<b>\$ 198,209</b>	<b>\$ 214,821</b>	<b>\$ 222,443</b>	<b>\$ 264,028</b>
% Change from prior year	25.9%	-5.3%	8.4%	3.5%	18.7%

*Numbers may not foot due to rounding.*

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Adopted Budget  
Fiscal Year 2024-2025

# Arrow Service



# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2024-2025 BUDGET**

### **SECTION 7: Arrow Service**

#### **7.1 Introduction to Arrow Service**

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 serves local and regional communities, including San Bernardino, Loma Linda, and Redlands. Arrow Service marked the debut of Diesel Multiple Units (DMUs) to Metrolink's fleet and expands Metrolink's current service offering on the San Bernardino line. This service consists of nine track miles and four new stations – Tippecanoe, Esri, Downtown Redlands, and Redlands University.

##### **7.1.2 Arrow Service Overview**

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 also provides round-trip service from the Redlands-Downtown Station to Los Angeles Union Station each morning.

##### **Arrow Service Frequency of Service and Connections**

- During morning and afternoon peak commute hours, trains operate every 30 minutes.
- During non-commute or off-peak hours, trains operate every 60 minutes.
- Weekday service starts at approximately 4:30 a.m. and continues to 10:45 p.m. and on weekends from approximately 5:30 a.m. to 11:30 p.m.
- Easy connections to L.A. Union Station 7 days a week.
- Weekday trains between Downtown Redlands and Los Angeles.

##### **Arrow Service Equipment**

Arrow Service utilizes Diesel Multiple Units (DMUs). 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 Service Financial Information**

On June 28, 2024, the SCRRA Boards of Directors adopted the FY25 Operating Budget for Arrow Service. The Operating Budget included revenue of \$0.2 million, expense totaling \$15.7 million and support of \$15.5 million. Subsequent to the adoption of the FY25 Budget, SBCTA reached an agreement with a new vendor to provide mechanical services for the DMU, including materials and maintenance for the AMF.

The Train Operations section of the Budget totals \$12.1 million, MOW \$1.3 million, Administration and Services \$2.2 million, Insurance and Legal \$0.1 million.

### **Accounting Method**

Arrow Service is treated as a separate entity. All financial information related to Arrow Service is segregated and presented as a business unit separate from Metrolink.

### Exhibit 7.1 FY2024-25 Annual Operating Budget - Arrow Service

(\$000's)	FY24 Actuals	FY25 Adopted Budget	Variance FY24 Actual vs FY25 Budget
<b>Operating Revenue</b>			
Farebox Revenue	198	202	4
Fare Reduction Subsidy	-	-	-
Mobility-for-All	9	10	1
Student Adventure Pass	206	-	(206)
<b>Subtotal-Pro Forma FareBox</b>	<b>413</b>	<b>212</b>	<b>(201)</b>
MOW Revenues	260	-	(260)
Other Revenues	-	-	-
<b>Total Operating Revenue</b>	<b>674</b>	<b>212</b>	<b>(462)</b>
<b>Operating Expenses</b>			
<b><u>Operations &amp; Services</u></b>			
Train Operators	3,703	4,198	495
Train Dispatch	23	34	11
Equipment Maintenance	3,233	3,351	119
Materials	92	150	58
Fuel	501	513	12
Operating Facilities Maintenance	147	355	208
Other Operating Train Services	-	17	17
Security-San Bernardino Sheriff	1,804	2,625	821
Security-Guards	250	269	19
Public Safety Program	-	17	17
Passenger Relations	13	14	1
TVM Maintenance/Revenue Collection	97	93	(4)
Marketing	109	150	41
Media & External Communications	-	4	4
Utilities/Leases	277	357	81
Transfers to Other Operators	3	-	(3)
Station Maintenance	-	-	-
<b>Subtotal Operations &amp; Services</b>	<b>10,252</b>	<b>12,147</b>	<b>1,895</b>
<b><u>Maintenance-of-Way</u></b>			
MoW - Line Segments	1,759	1,253	(506)
MoW - Extraordinary Maintenance	-	-	-
<b>Subtotal Maintenance-of-Way</b>	<b>1,759</b>	<b>1,253</b>	<b>(506)</b>
<b><u>Administration &amp; Services</u></b>			
Ops Salaries & Fringe Benefits	664	1,115	451
Ops Non-Labor Expenses	230	196	(34)
Indirect Administrative Expenses	384	890	506
Ops Professional Services	107	7	(100)
<b>Subtotal Admin &amp; Services</b>	<b>1,385</b>	<b>2,209</b>	<b>824</b>
<b><u>Contingency</u></b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Operating Expenses</b>	<b>13,397</b>	<b>15,609</b>	<b>2,212</b>
<b>Insurance and Legal</b>			
Liability/Property/Auto	251	104	(146)
Net Claims / SI	(100)	9	109
Claims Administration	-	5	5
<b>Total Net Insurance and Legal</b>	<b>151</b>	<b>119</b>	<b>(32)</b>
<b>Mobilization</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expense</b>	<b>13,547</b>	<b>15,728</b>	<b>2,180</b>
<b>Loss/Member Support Required</b>	<b>(12,874)</b>	<b>(15,516)</b>	<b>(2,642)</b>

Numbers may not foot due to rounding

## **7.2 The Future for Arrow Service**

North America's first federally compliant self-powered, zero-emission passenger train arrived in San Bernardino County on June 20, 2024. The train's arrival at the San Bernardino Depot Train Station marks a significant milestone on its incredible journey from concept to reality. The passenger train, a Zero-Emission Multiple Unit (ZEMU), uses a hybrid hydrogen and battery technology to propel the train and power onboard electrical systems. Water vapor is the only emission generated from the propulsion system, making this a clean transit alternative.

SBCTA is leading the charge for a greener passenger rail future by piloting zero-emission rail technology for the new Arrow service between San Bernardino and Redlands and has the goal of safe entry into service in 2025. ZEMU will offer passengers the most environmentally friendly rail vehicle in the United States and deliver a balanced and sustainable transportation system for San Bernardino County's future.



Adopted Budget  
Fiscal Year 2024-2025

# Capital Program Budget



# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2024-2025 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.

SCRRA's FY2024-2025 (FY25) Capital Program Budget new authorization request totals \$165.5 million; including a request for authorization of \$159.6 million of State of Good Repair funding, and \$5.9 million of New Capital funding.

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.

SGR projects were prioritized and selected based on keeping our assets in a state of good repair to maximize safety and ensure 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 SGR projects considered to be of lesser priority to fund the high priority need. This re-allocation also requires the concurrence of the Member Agencies.

#### Carryover

Capital projects authorized in prior years but that are still in process as of the end of FY24 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2024. The amounts of Carryover in FY25 are \$327.2 million for SGR, and \$108.8 million for New Capital.

Detailed listings of all new authority and carryover projects are shown in exhibits 8.1 through 8.9.

	<b>FY2024-25</b>
<b>NEW AUTHORITY</b>	
<b><i>State of Good Repair</i></b>	
Member Agency State of Good Repair	\$ 159,615
Other Funding Sources	\$ -
Subtotal State of Good Repair New Authority	<u>\$ 159,615</u>
<b><i>New Capital</i></b>	
Member Agency New Capital	\$ 5,925
Other Funding Sources	\$ -
Subtotal New Capital New Authority	<u>\$ 5,925</u>
<b>Total FY2024-25 Capital Program New Authority</b>	<b><u>\$ 165,540</u></b>
<b>CARRYOVER</b>	
<b><i>State of Good Repair</i></b>	
Member Agency State of Good Repair	\$ 292,373
Other Funding Sources	\$ 34,854
Subtotal State of Good Repair Carryover	<u>\$ 327,227</u>
<b><i>New Capital</i></b>	
Member Agency New Capital	\$ 80,007
Other Funding Sources	\$ 28,820
Subtotal New Capital Carryover	<u>\$ 108,828</u>
<b>Total FY2024-25 Capital Program Carryover</b>	<b><u>\$ 436,055</u></b>
<b>Grand Total FY2024-25 Capital Program</b>	<b><u>\$ 601,594</u></b>

*Numbers may not foot due to rounding.*

In addition to our core business of providing public transit, which includes SGR and New Capital Project activities as described, Metrolink provides services to manage projects or provide consulting assistance under “Third-Party Agreements” or projects outside the scope of the annual budget. These projects and the Agreements covering them are approved by the SCRRA Board. The largest of these projects are frequently performed for our Member Agencies. Third-Party projects completed and closed in FY24 are detailed in Exhibit 8.9, in the total amount of \$17.8 million.

## 8.2 State of Good Repair (SGR) Program

SGR 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.

Metrolink maintains the following in a state of good repair:

- Bridges: 242 (36,728 total feet)
- Tunnels: 6 (16,400 total feet)
- Culverts: 720 (53,316 total feet)
- Total Feet of Bridges, Tunnels, Culverts: 106,444
- Miles of Track: 421.67
- Turnouts: 521
- Grade Crossings: 353
- Non-revenue Maintenance-of-way (MOW) vehicles: 170
- Signal Control Points: 127
- Intermediate Signals: 135
- Communication Sites with Positive Train Control (PTC) Antennas: 210
- Train Control Centers with Computer-aided Dispatch/PTC: 2
- Maintenance Facilities: 3
- Pomona Campus Facilities: (4)
  - Dispatch Operations Center (DOC)
  - Metrolink Operations Center (MOC)
  - Melbourne Warehouse
  - Santa Fe Depot
- Layover Yards/Support Facilities: 11
- Locomotives: 60
- Cab Cars: 57
- Passenger Coaches: 201

Capital projects may 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 SCRRRA Board in December 2016 which is compliant with MAP-21.

### **8.2.1 Metrolink State of Good Repair (SGR)**

The FY25 Capital Program SGR 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 SGR Plan, and to address requests by the Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of the Authority's SGR needs so that Member Agencies, the Authority, and others could develop long range financial programming to address critical SGR needs.

The MRP achieves this by addressing two critical elements:

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

### **8.2.2 Budget Development**

As in previous years, early drafts of the FY24 SGR 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 will reassess the condition of SCRRA's assets and quantify the operational budget impacts of carrying a large backlog of SGR 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 SGR 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 SCRRRA 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 SGR program is required to overcome this deterioration and obsolescence to maintain a SGR. A SGR 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, and/or improved reliability.

SGR 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 SGR 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. SGR 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. SGR of road crossings is difficult because they require detour routes for highway traffic, and halt train traffic while the crossing is under repair. SGR 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. SGR 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 60 diesel locomotives, 57 cab cars, 201 passenger coach cars. The condition of 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 SGR maintenance work is performed on key rail car



subsystems, such as heating, ventilation, air conditioning (HVAC), door controls, lighting, and battery.

For depreciation purposes, SCRRA 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. These vehicles have not yet undergone their comprehensive midlife overhauls. Vehicle replacement or rebuilding is necessary to prevent service degradation. 40 Tier 4 F125 units have been deployed and the remaining 15 legacy locomotives will begin to require midlife overhauls sometime after FY24. Funding will be necessary to fulfill this important requirement.

#### I. Facilities

SCRRA 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 major 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.

Most Capital projects are multi-year in nature. Most projects approved in years prior to FY25 will not be completed by June 30, 2024, and will be carried forward into FY25. SGR projects carried over to FY25 amount to \$327.2 million and are detailed in the FY25 SGR Carryover Projects Summary section 8.3. The new SGR projects seeking new authority in FY25 amount to \$159.6 million are detailed in the New SGR Projects section 8.1.

### **8.3 FY2024-25 New State of Good Repair Projects**

New SGR projects in FY25 are shown in **Exhibits 8.1 and 8.2** in summary by subdivision and in detail, respectively, and total \$159.6 million.

### **8.4 FY2024-25 State of Good Repair Carryover Projects**

The unexpended balance for ongoing projects authorized in FY24 or earlier that we estimate will not be completed by June 30, 2024, are shown in **Exhibits 8.3 and 8.4** in summary by subdivision and detail, respectively. The exhibit represents staff's estimate of the outstanding authorized balance on each project as of the adoption of the FY25 fiscal year budget. These estimations in no way alter the actual project authority as approved by the SCRRA Board. SGR Carryover Projects total \$327.2 million. Member Agencies share is \$292.4 million, and the amount covered by "Other" funding sources is \$34.9 million.

### **8.5 FY2024-25 New Capital New Authority Projects**

New Capital projects in FY25 are shown in **Exhibit 8.5** and total \$5.9 million. Member Agencies share for New Capital request is \$5.9 million and no "Other" funding sources are being used.

### **8.6 FY2024-25 New Capital Carryover Projects**

The unexpended balance for ongoing New Capital Carryover projects authorized in FY24 or earlier that were not completed prior to June 30, 2024, are depicted on **Exhibit 8.6**. The New Capital Carryover amount totals \$108.8 million, Member Agencies share is \$80.0 million, and the amount covered by "Other" funding sources is \$28.8 million.

## 8.7 Exhibits

**Exhibit 8.1: FY2024-25 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 8.2: FY2024-25 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 8.3: FY2024-25 State of Good Repair Carryover Projects Summary by Subdivision** - Lists State of Good Repair carryover authority by subdivision, project category and funding source.

**Exhibit 8.4: FY2024-25 State of Good Repair Carryover Projects Detail** - Provides a detailed listing of State of Good Repair carryover authority by project.

**Exhibit 8.5: FY2024-25 New Capital New Authority Projects Detail** - Lists New Capital authority by project and funding source.

**Exhibit 8.6: FY2024-25 New Capital Carryover Projects Detail** - Lists New Capital carryover authority by subdivision, project category and funding source.

**Exhibit 8.7: FY2024-25 Summary of Total Capital Program** - Lists State of Good Repair and New Capital program totals for FY2024-25, including carryover thereof.

**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 FY2024-25.

**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 FY2024-25.

**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 FY2024-25.

**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 FY2024-25.

**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 FY2024-25.

**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 FY2024-25.

**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 FY2024-25.

**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 FY2024-25.

**Exhibit 8.9: FY2023-24 Third-Party Projects Summary** - Lists projects completed for Third Parties in FY24.

## Exhibit 8.1 FY2024-25 State of Good Repair New Authority Projects Summary by Subdivision

(\$000's)

SUBDIVISION	CATEGORY	METRO <sup>(1)</sup>	OCTA <sup>(2)</sup>	RCTC <sup>(3)</sup>	SBCTA <sup>(4)</sup>	VCTC <sup>(5)</sup>	OTHER <sup>(6)</sup>	TOTAL
Orange	Communications	-	549	-	-	-	-	549
	Structures	-	1,864	-	-	-	-	1,864
	Track	-	6,554	-	-	-	-	6,554
	Train Control	-	8,008	-	-	-	-	8,008
<b>Orange Total</b>		<b>-</b>	<b>16,975</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,975</b>
River	Communications	90	37	21	27	14	-	189
	Structures	404	168	94	123	61	-	851
	Track	1,503	627	351	456	228	-	3,165
	Train Control	1,796	748	420	544	272	-	3,780
<b>River Total</b>		<b>3,793</b>	<b>1,581</b>	<b>886</b>	<b>1,150</b>	<b>575</b>	<b>-</b>	<b>7,985</b>
Riverside	Communications	-	-	343	-	-	-	343
<b>Riverside Total</b>		<b>-</b>	<b>-</b>	<b>343</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>343</b>
San Gabriel	Communications	351	-	-	234	-	-	585
	Structures	680	-	-	454	-	-	1,134
	Track	3,319	-	-	2,213	-	-	5,532
	Train Control	5,571	-	-	3,714	-	-	9,285
<b>San Gabriel Total</b>		<b>9,922</b>	<b>-</b>	<b>-</b>	<b>6,614</b>	<b>-</b>	<b>-</b>	<b>16,536</b>
San Jacinto (PVL)	Structures	-	-	6,152	-	-	-	6,152
	Track	-	-	780	-	-	-	780
	Train Control	-	-	1,701	-	-	-	1,701
<b>San Jacinto (PVL) Total</b>		<b>-</b>	<b>-</b>	<b>8,633</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,633</b>
Valley	Track	4,725	-	-	-	-	-	4,725
	Train Control	2,641	-	-	-	-	-	2,641
<b>Valley Total</b>		<b>7,366</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,366</b>
Ventura - VC County	Communications	-	-	-	-	284	-	284
	Track	-	-	-	-	1,643	-	1,643
	Train Control	-	-	-	-	2,000	-	2,000
<b>Ventura - VC County Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,927</b>	<b>-</b>	<b>3,927</b>
All	Business Systems	2,137	891	499	648	324	-	4,499
	Facilities	471	196	110	143	71	-	991
	Information Technology	904	377	211	274	137	-	1,904
	Rolling Stock	34,895	14,546	8,154	10,579	5,289	-	73,463
	Structures	898	374	210	272	136	-	1,890
	Track	3,922	1,635	916	1,189	594	-	8,256
	Train Control	2,469	1,029	577	748	374	-	5,197
	Right of Way	784	327	183	238	119	-	1,650
<b>All Total</b>		<b>46,479</b>	<b>19,374</b>	<b>10,861</b>	<b>14,090</b>	<b>7,045</b>	<b>-</b>	<b>97,850</b>
<b>FY2024-25 State of Good Repair New Authority Projects Summary by Subdivision</b>		<b>67,559</b>	<b>37,930</b>	<b>20,724</b>	<b>21,855</b>	<b>11,547</b>	<b>-</b>	<b>159,615</b>

## Exhibit 8.2 FY2024-25 State of Good Repair New Authority Projects Detail

(\$000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Bombardier Railcar Rebuild	All	Rolling Stock	12,569	5,239	2,937	3,810	1,905	-	26,460
CMF HVAC Replacement	All	Facilities	202	84	47	61	31	-	426
EAM Software Enhancement	All	Business Systems	674	281	157	204	102	-	1,418
F125 Locomotive Engine Intermediate Overhauls	All	Rolling Stock	2,889	1,204	675	876	438	-	6,082
FY25 Back-Office Train Control System	All	Train Control	1,346	561	314	408	204	-	2,833
FY25 Systemwide On-Board Train Control Systems Rehabilitation	All	Train Control	1,123	468	262	340	170	-	2,364
FY25 Systemwide Track Rehabilitation Rail Grinding/Surfacing	All	Track	1,647	687	385	499	250	-	3,468
FY25 Systemwide Track Rehabilitation Rail Grinding/Surfacing Backlog	All	Track	928	387	217	281	141	-	1,953
Hyundai-Rotem Railcar Overhaul	All	Rolling Stock	11,222	4,678	2,622	3,402	1,701	-	23,625
LAUS Main Waterline Replacement	All	Facilities	111	46	26	34	17	-	233
LDVR & Camera Replacement	All	Rolling Stock	974	406	228	295	148	-	2,051
Locomotive Overhauls	All	Rolling Stock	3,950	1,647	923	1,198	599	-	8,316
Maintenance-Of-Way (MOW) & OPS. Vehicles & Equipment - Replacement & Overhaul	All	Business Systems	1,463	610	342	444	222	-	3,081
Orange Subdivision Train Control, CIS, VSS, Systems Rehabilitation	Orange	Communications	-	549	-	-	-	-	549
Out-of-Service Car Repair project	All	Rolling Stock	1,729	721	404	524	262	-	3,639
Rehab of End-User Computing Infrastructure Assets	All	Information Technology	217	90	51	66	33	-	457
Rehab Of Network Backup Systems And Disaster Recover (DR) Systems	All	Information Technology	177	74	41	54	27	-	373
Rehab of Network Infrastructure and Improve the Health and Stability of our Systems	All	Information Technology	510	213	119	155	77	-	1,074
River Subdivision Train Control, CIS, VSS, Systems Rehabilitation	River	Communications	90	37	21	27	14	-	189
Riverside Line Train Control, CIS, VSS, Systems Rehabilitation	Riverside	Communications	-	-	343	-	-	-	343

*Continued next page*

**Exhibit 8.2 FY2024-25 State of Good Repair New Authority Projects Detail  
(continued)**

(\$000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Rolling Stock Fleet PA/PEI Comm Upgrades	All	Rolling Stock	557	232	130	169	84	-	1,173
Rotem HVAC Overhaul/Rebuild	All	Rolling Stock	1,006	419	235	305	152	-	2,117
San Gabriel Subdivision Train Control, CIS, VSS, Systems Rehabilitation	San Gabriel	Communications	351	-	-	234	-	-	585
SCADA System Installation & MCC upgrade	All	Facilities	158	66	37	48	24	-	332
SoGR FY25 Orange signal	Orange	Train Control	-	8,008	-	-	-	-	8,008
SoGR FY25 Orange Structures Construction	Orange	Structures	-	1,864	-	-	-	-	1,864
SoGR FY25 Orange Track	Orange	Track	-	6,554	-	-	-	-	6,554
SoGR FY25 Perris Valley Signal	San Jacinto (PVL)	Train Control	-	-	1,701	-	-	-	1,701
SoGR FY25 Perris Valley Structures Construction Deferred From FY23 Budget Process	San Jacinto (PVL)	Structures	-	-	6,152	-	-	-	6,152
SoGR FY25 Perris Valley Track	San Jacinto (PVL)	Track	-	-	780	-	-	-	780
SoGR FY25 River Signal	River	Train Control	1,796	748	420	544	272	-	3,780
SoGR FY25 River Structures Design Drainage Improvement	River	Structures	404	168	94	123	61	-	851
SoGR FY25 River Track	River	Track	1,503	627	351	456	228	-	3,165
SoGR FY25 San Gabriel Signal	San Gabriel	Train Control	5,571	-	-	3,714	-	-	9,285
SoGR FY25 San Gabriel Structures Construction	San Gabriel	Structures	680	-	-	454	-	-	1,134
SoGR FY25 San Gabriel Track	San Gabriel	Track	3,319	-	-	2,213	-	-	5,532
SoGR FY25 Systemwide Structures Maintenance & Crew Bridge Inspector	All	Structures	898	374	210	272	136	-	1,890
SoGR FY25 Systemwide Track Measurement	All	Track	1,347	561	315	408	204	-	2,835
SoGR FY25 Valley Signal	Valley	Train Control	2,641	-	-	-	-	-	2,641
SoGR FY25 Valley Track	Valley	Track	4,725	-	-	-	-	-	4,725
SoGR FY25 Ventura (VN) Signal	Ventura - VC County	Train Control	-	-	-	-	2,000	-	2,000
SoGR FY25 Ventura (VN) Track	Ventura - VC County	Track	-	-	-	-	1,643	-	1,643
Ventura Subdivision Train Control, CIS, VSS, Systems Rehabilitation (Vn)	Ventura - VC County	Communications	-	-	-	-	284	-	284
Metrolink CAM Expenses for Fiscal 2025	All	Right of Way	784	327	183	238	119	-	1,650
<b>Total FY2024-25 State of Good Repair New Authority Projects Detail</b>			<b>67,559</b>	<b>37,930</b>	<b>20,724</b>	<b>21,855</b>	<b>11,547</b>	<b>-</b>	<b>159,615</b>

### Exhibit 8.3 FY2024-25 State of Good Repair Carryover Projects Summary by Subdivision

(\$000)

Subdivision	Category	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total Carryover
Olive	Structures	-	122	-	-	-	-	122
	Train Control	-	186	-	-	-	-	186
<b>Olive Total</b>		<b>-</b>	<b>309</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>309</b>
Orange	Bridge / Structure	-	2,240	-	-	-	-	2,240
	Communications	-	425	-	-	-	-	425
	Signal	-	1,339	-	-	-	-	1,339
	Structures	-	3,688	-	-	-	-	3,688
	Track	-	8,733	-	0.00	-	-	8,733
	Train Control	-	3,892	-	-	-	-	3,892
<b>Orange Total</b>		<b>-</b>	<b>20,318</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20,318</b>
Orange Sub	Structures	-	2,114	-	-	-	-	2,114
	Track	-	6,301	-	-	-	-	6,301
	Train Control	-	2,633	-	-	-	-	2,633
<b>Orange Sub Total</b>		<b>-</b>	<b>11,048</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,048</b>
Perris Valley	Signal	-	-	540	-	-	-	540
	Structures	-	-	3,548	-	-	-	3,548
	Track	-	-	25	-	-	-	25
<b>Perris Valley Total</b>		<b>-</b>	<b>-</b>	<b>4,113</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,113</b>
Perris Valley Line	Structures	-	-	5,250	-	-	-	5,250
<b>Perris Valley Line Total</b>		<b>-</b>	<b>-</b>	<b>5,250</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,250</b>
River	Communications	1	-	-	-	-	-	2
	Signal	145	18	27	35	17	-	241
	Track	535	119	108	140	70	3,431	4,403
<b>River Total</b>		<b>681</b>	<b>137</b>	<b>135</b>	<b>175</b>	<b>88</b>	<b>3,431</b>	<b>4,646</b>
River Sub	Communications	998	416	233	302	151	-	2,100
	Track	950	396	222	288	144	-	2,000
<b>River Sub Total</b>		<b>1,948</b>	<b>812</b>	<b>455</b>	<b>590</b>	<b>295</b>	<b>-</b>	<b>4,100</b>
River Sub - West Bank	Structures	3,114	1,722	728	944	-	48	6,555
<b>River Sub - West Bank Total</b>		<b>3,114</b>	<b>1,722</b>	<b>728</b>	<b>944</b>	<b>-</b>	<b>48</b>	<b>6,555</b>
River-East Bank	Signal	-	-	-	-	-	-	-
	Structures	8	1	1	2	1	81	94
<b>River-East Bank Total</b>		<b>8</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>94</b>
River-West Bank	Signal	1,163	291	240	311	156	-	2,160
	Track	15	6	4	5	2	-	32
<b>River-West Bank Total</b>		<b>1,178</b>	<b>297</b>	<b>243</b>	<b>316</b>	<b>158</b>	<b>-</b>	<b>2,192</b>
San Gabriel	Communications	262	-	38	175	-	-	474
	Signal	2,130	-	-	1,420	-	-	3,550
	Structures	801	-	-	443	-	-	1,244
	Track	1,535	-	-	903	-	-	2,438
<b>San Gabriel Total</b>		<b>4,727</b>	<b>-</b>	<b>38</b>	<b>2,941</b>	<b>-</b>	<b>-</b>	<b>7,706</b>
San Gabriel Sub	Structures	778	-	-	518	-	-	1,296
	Track	3,420	-	-	2,280	-	-	5,700
	Train Control	2,565	-	-	1,710	-	-	4,275
<b>San Gabriel Sub Total</b>		<b>6,763</b>	<b>-</b>	<b>-</b>	<b>4,508</b>	<b>-</b>	<b>-</b>	<b>11,271</b>

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**Exhibit 8.3 FY2024-25 State of Good Repair Carryover Projects Summary by Subdivision (continued)**

(\$000)

Subdivision	Category	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total Carryover
Short Way	Track	131	54	31	40	-	-	255
<b>Short Way Total</b>		<b>131</b>	<b>54</b>	<b>31</b>	<b>40</b>	<b>-</b>	<b>-</b>	<b>255</b>
Shortway	Facilities	-	-	-	-	-	-	-
	Signal	-	-	-	-	-	-	-
	Track	-	-	-	-	-	-	-
<b>Shortway Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Signal	Signal	-	-	-	-	-	-	-
<b>Signal Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Valley	Communications	413	-	-	-	-	-	413
	Signal	3,435	-	-	-	-	-	3,435
	Structures	6,324	-	-	-	-	-	6,324
	Track	16,279	-	-	-	-	-	16,279
	Train Control	7,249	-	-	-	-	-	7,249
<b>Valley Total</b>		<b>33,700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33,700</b>
Valley Sub	Bridge/Structure	-	-	-	-	-	9	9
	Tracks	15	-	-	-	-	-	15
<b>Valley Sub Total</b>		<b>15,494</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9,000</b>	<b>24</b>
Ventura - LA County	Communications	93	-	-	-	-	-	93
	Signal	1,491	-	-	-	-	-	1,491
	Track	67	-	-	-	-	-	67
<b>Ventura - LA County Total</b>		<b>1,651</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,651</b>
Ventura - VC County	Communications	-	-	-	-	80	-	80
	Facilities	-	-	-	-	-	-	-
	Signal	-	-	-	-	3,779	-	3,779
	Structures	-	-	-	-	2,949	12,628	15,577
	Track	-	-	-	-	2,001	-	2,001
	Train Control	-	-	-	-	968	-	968
<b>Ventura - VC County</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9,777</b>	<b>12,628</b>	<b>22,405</b>
Ventura (LA)	Structures	200	-	-	-	-	-	200
	Track	3,176	-	-	-	-	-	3,176
	Train Control	1,477	-	-	-	-	-	1,477
<b>Ventura (LA) Total</b>		<b>4,853</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,853</b>

*Continued next page*

**Exhibit 8.3 FY2024-25 State of Good Repair Carryover Projects Summary by Subdivision (continued)**

(\$000)

Subdivision	Category	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total Carryover
Ventura (VC)	Structures	-	-	-	-	1,856	-	1,856
	Track	-	-	-	-	1,816	-	1,816
	Train Control	-	-	-	-	3,491	-	3,491
<b>Ventura (VC) Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,163</b>		<b>7,163</b>
Ventura Sub - Los Ange Track		-	-	-	-	-	17,390	17,390
<b>Ventura Sub - Los Angeles County Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>17,390</b>	<b>17,390</b>
Ventura Sub - Ventura C Signal		-	-	-	-	-	-	-
<b>Ventura Sub - Ventura County Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Systemwide	Business Systems	102	43	24	28	16	-	213
	Communications	-	-	-	-	-	-	-
	Facilities	5,215	2,174	1,215	1,519	794	-	10,917
	Information Technoloç	165	40	34	44	22	-	304
	Non-Revenue Fleet	3,007	1,240	703	925	456	-	6,330
	Right of Way	796	332	186	241	121	-	1,675
	Rolling Stock	53,559	19,830	12,104	15,702	7,845	1,267	110,307
	Signal	-	-	-	-	-	-	-
	Structures	78	33	18	24	12	-	165
	Track	4,546	1,893	1,028	1,380	689	-	9,536
	Train Control	7,396	3,089	1,718	2,246	1,123	-	15,572
	Vehicle	3,406	1,420	796	1,033	513	-	7,167
<b>Systemwide Total</b>		<b>78,269</b>	<b>30,091</b>	<b>17,825</b>	<b>23,142</b>	<b>11,590</b>	<b>1,267</b>	<b>162,184</b>
<b>FY2024-25 State of Good Repair Carryover Projects Summary by Subdivision</b>		<b>137,037</b>	<b>64,789</b>	<b>28,818</b>	<b>32,658</b>	<b>29,072</b>	<b>34,854</b>	<b>327,227</b>

Numbers may not foot due to rounding.

## Exhibit 8.4 FY2024-25 State of Good Repair Carryover Projects Detail

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Structures	521520	-	122	-	-	-	-	122
Olive	Train Control	521530	-	186	-	-	-	-	186
Orange	Bridge / Structure	522620	-	2,240	-	-	-	-	2,240
Orange	Communications	520640	-	-	-	-	-	-	-
Orange	Communications	522640	-	425	-	-	-	-	425
Orange	Signal	519630	-	-	-	-	-	-	-
Orange	Signal	522630	-	1,339	-	-	-	-	1,339
Orange	Signal	572002	-	-	-	-	-	-	-
Orange	Structures	518620	-	-	-	-	-	-	-
Orange	Structures	519621	-	158	-	-	-	-	158
Orange	Structures	520620	-	96	-	-	-	-	96
Orange	Structures	521620	-	1,325	-	-	-	-	1,325
Orange	Structures	523620	-	2,109	-	-	-	-	2,109
Orange	Track	518630	-	-	-	-	-	-	-
Orange	Track	521610	-	1,492	-	-	-	-	1,492
Orange	Track	522610	-	876	-	-	-	-	876
Orange	Track	523610	-	6,365	-	-	-	-	6,365
Orange	Train Control	521630	-	625	-	-	-	-	625
Orange	Train Control	523630	-	2,664	-	-	-	-	2,664
Orange	Train Control	523640	-	604	-	-	-	-	604
Orange Sub	Structures	524620	-	2,114	-	-	-	-	2,114
Orange Sub	Track	524610	-	6,301	-	-	-	-	6,301
Orange Sub	Train Control	524630	-	2,203	-	-	-	-	2,203
Orange Sub	Train Control	524640	-	430	-	-	-	-	430
Perris Valley	Signal	522930	-	-	178	-	-	-	178
Perris Valley	Signal	522940	-	-	362	-	-	-	362
Perris Valley	Structures	521920	-	-	1,968	-	-	-	1,968
Perris Valley	Structures	522910	-	-	1,580	-	-	-	1,580
Perris Valley	Track	519910	-	-	25	-	-	-	25
Perris Valley	Track	521910	-	-	-	-	-	-	-
Perris Valley Line	Structures	524920	-	-	5,250	-	-	-	5,250
River	Communications	520740	1	-	-	-	-	-	2
River	Signal	517730	-	-	-	-	-	-	-
River	Signal	519730	145	18	27	35	17	-	241
River	Track	572004	474	104	95	124	62	957	1,817
River	Track	572005	4	1	1	1	1	24	32
River	Track	572006	-	-	-	-	-	907	907
River	Track	572008	11	3	2	3	1	301	321
River	Track	572010	-	-	-	-	-	138	138

*Continued next page*

**Exhibit 8.4 FY2024-25 State of Good Repair Carryover Projects Detail (continued)**

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
River	Track	572012	46	11	9	12	6	400	485
River	Track	591806	-	-	-	-	-	703	703
River Sub	Communications	524730	950	396	222	288	144	-	2,000
River Sub	Communications	524740	48	20	11	14	7	-	100
River Sub	Track	524710	950	396	222	288	144	-	2,000
River Sub	Track	572009	-	-	-	-	-	-	-
River Sub - West Bank	Structures	523720	3,114	1,722	728	944	-	48	6,555
River-East Bank	Signal	517731	-	-	-	-	-	-	-
River-East Bank	Structures	572301	8	1	1	2	1	81	94
River-West Bank	Signal	519732	1,163	291	240	311	156	-	2,160
River-West Bank	Track	521710	15	6	4	5	2	-	32
River-West Bank	Track	521720	-	-	-	-	-	-	-
San Gabriel	Communications	520440	1	-	-	1	-	-	2
San Gabriel	Communications	520940	-	-	38	-	-	-	38
San Gabriel	Communications	522440	261	-	-	174	-	-	435
San Gabriel	Signal	519430	-	-	-	-	-	-	-
San Gabriel	Signal	520430	855	-	-	570	-	-	1,425
San Gabriel	Signal	522430	1,275	-	-	850	-	-	2,125
San Gabriel	Structures	519420	111	-	-	4	-	-	115
San Gabriel	Structures	520420	605	-	-	383	-	-	987
San Gabriel	Structures	521420	-	-	-	-	-	-	-
San Gabriel	Structures	522420	85	-	-	56	-	-	141
San Gabriel	Track	519410	165	-	-	6	-	-	171
San Gabriel	Track	520410	392	-	-	243	-	-	635
San Gabriel	Track	521411	335	-	-	223	-	-	559
San Gabriel	Track	522410	643	-	-	431	-	-	1,074
San Gabriel Sub	Structures	524420	778	-	-	518	-	-	1,296
San Gabriel Sub	Track	524410	3,420	-	-	2,280	-	-	5,700
San Gabriel Sub	Train Control	524430	2,263	-	-	1,508	-	-	3,771
San Gabriel Sub	Train Control	524440	302	-	-	202	-	-	504
Short Way	Track	524411	131	54	31	40	-	-	255
Shortway	Facilities	519034	-	-	-	-	-	-	-
Shortway	Signal	519033	-	-	-	-	-	-	-
Shortway	Track	521410	-	-	-	-	-	-	-
Shortway	Track	522411	-	-	-	-	-	-	-
Signal	Signal	519032	-	-	-	-	-	-	-
Valley	Communications	520340	-	-	-	-	-	-	-
Valley	Communications	522340	413	-	-	-	-	-	413
Valley	Signal	519330	-	-	-	-	-	-	-

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**Exhibit 8.4 FY2024-25 State of Good Repair Carryover Projects Detail (continued)**

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Valley	Signal	520330	286	-	-	-	-	-	286
Valley	Signal	520331	619	-	-	-	-	-	619
Valley	Signal	522330	2,530	-	-	-	-	-	2,530
Valley	Structures	522320	2,821	-	-	-	-	-	2,821
Valley	Structures	524320	3,503	-	-	-	-	-	3,503
Valley	Track	519310	58	-	-	-	-	-	58
Valley	Track	520310	-	-	-	-	-	-	-
Valley	Track	522310	77	-	-	-	-	-	77
Valley	Track	523310	7,799	-	-	-	-	-	7,799
Valley	Track	524310	8,345	-	-	-	-	-	8,345
Valley	Train Control	523330	1,894	-	-	-	-	-	1,894
Valley	Train Control	523340	475	-	-	-	-	-	475
Valley	Train Control	524330	4,400	-	-	-	-	-	4,400
Valley	Train Control	524340	480	-	-	-	-	-	480
Valley Sub	Bridge/Structure	572304	-	-	-	-	-	9	9
Valley Sub	Tracks	572014	15	-	-	-	-	-	15
Ventura - LA County	Communications	519240	-	-	-	-	-	-	-
Ventura - LA County	Communications	520240	1	-	-	-	-	-	1
Ventura - LA County	Communications	522240	91	-	-	-	-	-	91
Ventura - LA County	Signal	522230	1,491	-	-	-	-	-	1,491
Ventura - LA County	Track	519210	59	-	-	-	-	-	59
Ventura - LA County	Track	520210	8	-	-	-	-	-	8
Ventura - VC County	Communications	522140	-	-	-	-	80	-	80
Ventura - VC County	Facilities	519160	-	-	-	-	-	-	-
Ventura - VC County	Facilities	591804	-	-	-	-	-	-	-
Ventura - VC County	Signal	520130	-	-	-	-	2,838	-	2,838
Ventura - VC County	Signal	522130	-	-	-	-	941	-	941
Ventura - VC County	Structures	519120	-	-	-	-	2,949	6,228	9,177
Ventura - VC County	Structures	520120	-	-	-	-	-	-	-
Ventura - VC County	Structures	521120	-	-	-	-	-	-	-
Ventura - VC County	Structures	522120	-	-	-	-	-	-	-
Ventura - VC County	Structures	522220	-	-	-	-	-	6,400	6,400
Ventura - VC County	Track	519130	-	-	-	-	110	-	110

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**Exhibit 8.4 FY2024-25 State of Good Repair Carryover Projects Detail (continued)**

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Ventura - VC County	Track	520110	-	-	-	-	26	-	26
Ventura - VC County	Track	521110	-	-	-	-	1,865	-	1,865
Ventura - VC County	Train Control	521130	-	-	-	-	808	-	808
Ventura - VC County	Train Control	521140	-	-	-	-	161	-	161
Ventura (LA)	Structures	524220	200	-	-	-	-	-	200
Ventura (LA)	Track	524210	3,176	-	-	-	-	-	3,176
Ventura (LA)	Train Control	524230	1,287	-	-	-	-	-	1,287
Ventura (LA)	Train Control	524240	190	-	-	-	-	-	190
Ventura (VC)	Structures	524120	-	-	-	-	1,000	-	1,000
Ventura (VC)	Structures	524121	-	-	-	-	856	-	856
Ventura (VC)	Track	524110	-	-	-	-	1,816	-	1,816
Ventura (VC)	Train Control	524130	-	-	-	-	801	-	801
Ventura (VC)	Train Control	524131	-	-	-	-	950	-	950
Ventura (VC)	Train Control	524132	-	-	-	-	1,550	-	1,550
Ventura (VC)	Train Control	524140	-	-	-	-	190	-	190
Ventura Sub - Los Angeles County	Track	522210	-	-	-	-	-	3,000	3,000
Ventura Sub - Los Angeles County	Track	522211	-	-	-	-	-	14,390	14,390
Ventura Sub - Ventura County	Signal	517130	-	-	-	-	-	-	-
Systemwide	Business Systems	521070	102	43	24	28	16	-	213
Systemwide	Business Systems	521071	-	-	-	-	-	-	-
Systemwide	Communications	519003	-	-	-	-	-	-	-
Systemwide	Communications	519040	-	-	-	-	-	-	-
Systemwide	Facilities	519060	68	23	15	20	10	-	136
Systemwide	Facilities	519062	96	40	22	29	15	-	202
Systemwide	Facilities	519064	92	44	18	29	18	-	202
Systemwide	Facilities	520060	426	177	99	114	64	-	881
Systemwide	Facilities	520061	230	96	54	70	35	-	485
Systemwide	Facilities	521060	787	328	184	192	119	-	1,610
Systemwide	Facilities	522060	219	91	51	66	33	-	461
Systemwide	Facilities	523060	2,347	978	548	711	356	-	4,940
Systemwide	Facilities	524060	428	178	100	130	65	-	900
Systemwide	Facilities	524061	48	20	11	14	7	-	100
Systemwide	Facilities	524062	95	40	22	29	14	-	200
Systemwide	Facilities	524063	380	158	89	115	58	-	800
Systemwide	Information Technology	519093	70	-	12	15	7	-	104
Systemwide	Information Technology	523091	-	-	-	-	-	-	-
Systemwide	Information Technology	524070	95	40	22	29	14	-	200

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### Exhibit 8.4 FY2024-25 State of Good Repair Carryover Projects Detail (continued)

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Non-Revenue Fleet	523090	1,549	645	362	469	235	-	3,260
Systemwide	Non-Revenue Fleet	524090	1,340	558	313	406	203	-	2,820
Systemwide	Non-Revenue Fleet	524091	119	36	28	50	18	-	250
Systemwide	Right of Way	524064	796	332	186	241	121	-	1,675
Systemwide	Rolling Stock	518050	338	-	58	71	31	1,267	1,765
Systemwide	Rolling Stock	519050	6,575	386	1,148	1,489	745	-	10,343
Systemwide	Rolling Stock	519051	450	188	105	136	68	-	948
Systemwide	Rolling Stock	519052	119	50	28	36	18	-	252
Systemwide	Rolling Stock	519053	-	-	-	-	-	-	-
Systemwide	Rolling Stock	519054	286	119	67	87	43	-	602
Systemwide	Rolling Stock	519055	1,511	629	353	457	229	-	3,178
Systemwide	Rolling Stock	520050	60	25	14	18	9	-	127
Systemwide	Rolling Stock	520051	5	2		1		-	8
Systemwide	Rolling Stock	520052	140	58	33	43	21	-	295
Systemwide	Rolling Stock	520053	-	-	-	-	-	-	-
Systemwide	Rolling Stock	521050	2,164	902	506	656	328	-	4,556
Systemwide	Rolling Stock	521051	1,040	433	242	315	158	-	2,188
Systemwide	Rolling Stock	521052	390	162	91	118	59	-	820
Systemwide	Rolling Stock	522050	849	354	198	257	129	-	1,788
Systemwide	Rolling Stock	523050	13,538	5,643	3,164	4,104	2,052	-	28,500
Systemwide	Rolling Stock	523051	3,610	1,505	844	1,094	547	-	7,600
Systemwide	Rolling Stock	523052	903	376	211	274	137	-	1,900
Systemwide	Rolling Stock	523053	1,306	545	305	396	198	-	2,750
Systemwide	Rolling Stock	523054	316	132	74	96	48	-	665
Systemwide	Rolling Stock	523055	1,038	433	243	315	157	-	2,185
Systemwide	Rolling Stock	523056	1,625	677	380	492	246	-	3,420
Systemwide	Rolling Stock	524050	12,350	5,148	2,886	3,744	1,872	-	26,000
Systemwide	Rolling Stock	524051	867	361	203	263	131	-	1,825
Systemwide	Rolling Stock	524052	689	287	161	209	104	-	1,450
Systemwide	Rolling Stock	524053	2,158	899	504	654	327	-	4,542
Systemwide	Rolling Stock	524054	1,235	515	289	374	187	-	2,600
Systemwide	Signal	519001	-	-	-	-	-	-	-
Systemwide	Structures	519020	78	33	18	24	12	-	165
Systemwide	Track	520010	-	-	-	-	-	-	-
Systemwide	Track	520011	-	-	-	-	-	-	-
Systemwide	Track	521010	-	-	-	-	-	-	-
Systemwide	Track	521011	7	1	2	4	1	-	15
Systemwide	Track	521012	-	-	-	-	-	-	-
Systemwide	Track	522010	4	1	1	2	1	-	9

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### Exhibit 8.4 FY2024-25 State of Good Repair Carryover Projects Detail (continued)

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Track	522011	329	137	77	100	50	-	692
Systemwide	Track	523010	1,154	481	235	350	175	-	2,395
Systemwide	Track	523011	677	282	158	205	103	-	1,425
Systemwide	Track	524010	1,663	-	-	-	-	-	1,663
Systemwide	Track	524011	713	297	167	216	108	-	1,500
Systemwide	Track	572303	-	-	-	-	-	-	-
Systemwide	Track	524010		693	389	504	252	-	1,838
Systemwide	Train Control	521040	17	7	4	5	3	-	36
Systemwide	Train Control	521041	325	141	79	103	51	-	700
Systemwide	Train Control	522040	1,160	483	271	352	176	-	2,441
Systemwide	Train Control	522041	1,144	477	267	347	173	-	2,409
Systemwide	Train Control	523040	1,188	495	278	360	180	-	2,500
Systemwide	Train Control	523041	1,188	495	264	360	180	-	2,486
Systemwide	Train Control	524040	1,188	495	278	360	180	-	2,500
Systemwide	Train Control	524041	1,188	495	278	360	180	-	2,500
Systemwide	Vehicle	520062	369	154	86	112	53	-	774
Systemwide	Vehicle	521090	1,784	744	417	541	270	-	3,756
Systemwide	Vehicle	522090	1,252	522	293	380	190	-	2,637
<b>Grand Total</b>			<b>137,037</b>	<b>64,789</b>	<b>28,818</b>	<b>32,658</b>	<b>29,072</b>	<b>34,854</b>	<b>327,227</b>



## Exhibit 8.5 FY2024-25 New Capital New Authority Projects Detail

(\$000's)

Project Description	Subdivision	Category	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
CMF Car/Loco Shop Additional Fall Protection	Systemwide	Facilities	52	22	12	16	8	-	110
EV Infrastructure	Systemwide	Facilities	660	275	154	200	100	-	1,390
New Train Control Simulators and Wayside Detectors	Systemwide	Train Control	1,033	430	241	313	157	-	709
Project Management Information System Support	Systemwide	Business Systems	449	187	105	136	68	-	2,174
PTC Colocation Phase 2	Systemwide	Train Control	247	103	58	75	37	-	945
West Portal Olympic Readiness Upgrade Project	Systemwide	Facilities	373	156	87	113	57	-	520
<b>FY2024-25 New Capital New Authority Projects Detail</b>			<b>2,814</b>	<b>1,173</b>	<b>658</b>	<b>853</b>	<b>427</b>	<b>-</b>	<b>5,925</b>

## Exhibit 8.6 FY2024-25 New Capital Carryover Projects Detail

(\$000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Grand Total
Olive	Track	419005	-		-	-	-	-	-
Orange	Structure	419004	-	50,724	-	-	-	-	50,724
Orange Sub	Facilities	418002	-	-	-	-	-	-	-
Other	Information Technology	472401	-	-	-	-	-	222	222
River	Signal	420001	145	-	205	68			418
San Gabriel	Communications	418004	-	-		1,367			1,367
Valley	Signal	421001	-	-	-	-	-	1,541	1,541
Valley	Signal	421002	-	-	-	-	-	901	901
Valley	Signal	421003	-	-	-	-	-	815	815
Valley	Signal	421004	-	-	-	-	-	1,457	1,457
Valley	Signal	423001	-	-	-	-	-	490	490
Valley	Track	420310	-	-	-	-	-	17,392	17,392
Ventura-LA	Track	421110	14	-	-	-	-	-	14
Systemwide	Business Systems	423090	2,583	1,077	604	783	392	-	5,439
Systemwide	Business Systems	423091	138	57	32	42	21	-	290
Systemwide	Business Systems	424090	456	190	107	138	69	-	960
Systemwide	Business Systems	424091	220	92	52	67	33	-	464
Systemwide	Communications	450120	-	-	-	-	-	-	-
Systemwide	Communications	450121	-	-	-	-	-	22	22
Systemwide	Communications	450122	-	-	-	-	-	-	-
Systemwide	Communications	450123	-	-	-	-	-	1,973	1,973
Systemwide	Communications	450124	-	-	-	-	-	-	-
Systemwide	Communications	450130	-	-	-	-	-	2,622	2,622
Systemwide	Communications	472202	-	-	-	-	-	-	-
Systemwide	Communications	472404	-	-	-	-	-	909	909
Systemwide	Facilities	423060	-	-	-	-	-	489	489
Systemwide	Facilities	423061	1,679	700	392	509	255	-	3,535
Systemwide	Facilities	424060	618	257	144	187	94	-	1,300
Systemwide	Facilities	620003	100	42	23	30	15	-	211
Systemwide	Information Technology	423070	209	87	49	63	32	-	439
Systemwide	IT	450110	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613001	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613002	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613003	40	-	-	-	-	-15	25
Systemwide	Rolling Stock	613005	-	-	-	-	-	-	-
Systemwide	Rolling Stock	616002	416	-	-	-	-	2	419
Systemwide	Rolling Stock	616003	-	-	-	-	-	-	-
Systemwide	Rolling Stock	616004	-	-	-	-	-	-	-
Systemwide	Rolling Stock	624001	2,653	1,106	620	804	402	-	5,585
Systemwide	Rolling Stock	624050	356	149	83	108	54	-	750
Systemwide	Rolling Stock	624051	1,853	772	433	562	281	-	3,900
Systemwide	Rolling Stock	624052	143	59	33	43	22	-	300
Systemwide	Rolling Stock	624053	594	248	139	180	90	-	1,250
Systemwide	Rolling Stock	624054	1,237	516	289	375	188	-	2,605
Systemwide	Security	422080	-	-	-	-	-	-	-
<b>FY2024-25 New Capital Carryover Projects Detail</b>			<b>13,454</b>	<b>56,076</b>	<b>3,205</b>	<b>5,327</b>	<b>1,946</b>	<b>28,820</b>	<b>108,828</b>

Numbers may not foot due to rounding.

**Exhibit 8.7 FY2024-25 Summary of Total Capital Program**

	<b>FY2024-25</b>
<b>STATE OF GOOD REPAIR</b>	
FY2024-25 SGR New Authority Projects	\$ 159,614
SGR Carryover from Prior Years	\$ 327,227
<b>Total SGR Capital Program</b>	<b>\$ 486,841</b>
<b>NEW CAPITAL</b>	
FY2024-25 New Capital New Authority Projects	\$ 5,925
New Capital Carryover from Prior Years	\$ 108,828
<b>Total New Capital Program</b>	<b>\$ 114,753</b>
<b>Grand Total FY2024-25 Capital Program</b>	<b>\$ 601,594</b>

Numbers may not foot due to rounding.

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

(000's)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 292,373	\$ 80,007	\$ 372,380
FY2024-25 New Authority	\$ 159,615	\$ 5,925	\$ 165,540
<b>TOTALS</b>	<b>\$ 451,988</b>	<b>\$ 85,932</b>	<b>\$ 537,920</b>
<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	2024/25	2025/26	2026/27	2027/28	2028/29	TOTAL
<b>Carryover from prior years</b>						
SGR	\$ 132,233	\$ 83,333	\$ 57,946	\$ 15,434	\$ 3,426	\$ 292,373
NEW CAPITAL	\$ 34,850	\$ 12,804	\$ 31,408	\$ 945	-	\$ 80,007
<b>SUBTOTAL</b>	<b>\$ 167,083</b>	<b>\$ 96,138</b>	<b>\$ 89,355</b>	<b>\$ 16,379</b>	<b>\$ 3,426</b>	<b>\$ 372,380</b>
<b>FY2024-25 New Authority</b>						
SGR	\$ 7,981	\$ 55,865	\$ 47,884	\$ 47,884	-	\$ 159,615
NEW CAPITAL	\$ 296	\$ 2,074	\$ 1,778	\$ 1,778	-	\$ 5,925
<b>SUBTOTAL</b>	<b>\$ 8,277</b>	<b>\$ 57,939</b>	<b>\$ 49,662</b>	<b>\$ 49,662</b>	<b>-</b>	<b>\$ 165,540</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 175,360</b>	<b>\$ 154,076</b>	<b>\$ 139,017</b>	<b>\$ 66,041</b>	<b>\$ 3,426</b>	<b>\$ 537,920</b>

*Numbers may not foot due to rounding.*

**NOTE:**

New Capital - Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 (Member Agency's portion of \$5,825,858.94) has been excluded as a result of unsuccessful effort to obtain additional funds.

**Exhibit 8.8.2 Capital Program Summary and Cash Flow Detail – METRO**

(000's)

<b>CAPITAL PROGRAM</b>	<b>SGR PROJECTS</b>	<b>NEW CAPITAL PROJECTS</b>	<b>TOTAL</b>
Carryover from Prior Years	\$ 137,037	\$ 13,454	\$ 150,491
FY2024-25 New Authority	\$ 67,559	\$ 2,814	\$ 70,373
<b>TOTALS</b>	<b>\$ 204,596</b>	<b>\$ 16,268</b>	<b>\$ 220,864</b>
<i>Numbers may not foot due to rounding.</i>			

<b>CAPITAL PROGRAM BUDGET SUMMARY METRO CASH FLOW BY FISCAL YEAR</b>						
<b>(000's)</b>						
<b>BUDGET FISCAL YEAR</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>TOTAL</b>
<b>Carryover from prior years</b>						
SGR	\$ 61,516	\$ 38,910	\$ 28,502	\$ 6,627	\$ 1,482	\$ 137,037
NEW CAPITAL	\$ 6,404	\$ 4,754	\$ 1,847	\$ 449	-	\$ 13,454
<b>SUBTOTAL</b>	<b>\$ 67,921</b>	<b>\$ 43,664</b>	<b>\$ 30,349</b>	<b>\$ 7,075</b>	<b>\$ 1,482</b>	<b>\$ 150,491</b>
<b>FY2024-25 New Authority</b>						
SGR	\$ 3,378	\$ 23,646	\$ 20,268	\$ 20,268	-	\$ 67,559
NEW CAPITAL	\$ 141	\$ 985	\$ 844	\$ 844	-	\$ 2,814
<b>SUBTOTAL</b>	<b>\$ 3,519</b>	<b>\$ 24,631</b>	<b>\$ 21,112</b>	<b>\$ 21,112</b>	<b>-</b>	<b>\$ 70,373</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 71,439</b>	<b>\$ 68,295</b>	<b>\$ 51,461</b>	<b>\$ 28,187</b>	<b>\$ 1,482</b>	<b>\$ 220,864</b>
<i>Numbers may not foot due to rounding.</i>						

**NOTE:**

New Capital - Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 (METRO's portion of \$2,767,283.00) has been excluded as a result of unsuccessful effort to obtain additional funds.

**Exhibit 8.8.3 Capital Program Summary and Cash Flow Detail – OCTA**

(000's)

<b>CAPITAL PROGRAM</b>	<b>REHAB PROJECTS</b>	<b>NEW CAPITAL PROJECTS</b>	<b>TOTAL</b>
Carryover from Prior Years	\$ 64,789	\$ 56,076	\$ 120,865
FY2024-25 New Authority	\$ 37,930	\$ 1,173	\$ 39,103
<b>TOTALS</b>	<b>\$ 102,719</b>	<b>\$ 57,249</b>	<b>\$ 159,968</b>

*Numbers may not foot due to rounding.*

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

(000's)

<b>BUDGET FISCAL YEAR</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>TOTAL</b>
<b>Carryover from prior years</b>						
SGR	\$ 29,137	\$ 17,695	\$ 13,306	\$ 3,653	\$ 998	\$ 64,789
NEW CAPITAL	\$ 24,090	\$ 4,778	\$ 27,021	\$ 187	-	\$ 56,076
<b>SUBTOTAL</b>	<b>\$ 53,227</b>	<b>\$ 22,474</b>	<b>\$ 40,326</b>	<b>\$ 3,840</b>	<b>\$ 998</b>	<b>\$ 120,865</b>
<b>FY2024-25 New Authority</b>						
SGR	\$ 1,897	\$ 13,276	\$ 11,379	\$ 11,379	-	\$ 37,930
NEW CAPITAL	\$ 59	\$ 411	\$ 352	\$ 352	-	\$ 1,173
<b>SUBTOTAL</b>	<b>\$ 1,955</b>	<b>\$ 13,686</b>	<b>\$ 11,731</b>	<b>\$ 11,731</b>	<b>-</b>	<b>\$ 39,103</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 55,182</b>	<b>\$ 36,160</b>	<b>\$ 52,057</b>	<b>\$ 15,571</b>	<b>\$ 998</b>	<b>\$ 159,968</b>

*Numbers may not foot due to rounding.*

**NOTE:**

New Capital - Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 (OCTA's portion of \$1,153,519.91) has been excluded as a result of unsuccessful effort to obtain additional funds.

**Exhibit 8.8.4 Capital Program Summary and Cash Flow Detail – RCTC**

(000's)

<b>CAPITAL PROGRAM</b>	<b>REHAB PROJECTS</b>	<b>NEW CAPITAL PROJECTS</b>	<b>TOTAL</b>
Carryover from Prior Years	\$ 28,818	\$ 3,205	\$ 32,023
FY2024-25 New Authority	\$ 20,724	\$ 658	\$ 21,381
<b>TOTALS</b>	<b>\$ 49,542</b>	<b>\$ 3,863</b>	<b>\$ 53,404</b>
<i>Numbers may not foot due to rounding.</i>			

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

(000's)

<b>BUDGET FISCAL YEAR</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>TOTAL</b>
<b>Carryover from prior years</b>						
SGR	\$ 13,084	\$ 8,292	\$ 5,402	\$ 1,904	\$ 135	\$ 28,818
NEW CAPITAL	\$ 1,557	\$ 1,111	\$ 432	\$ 105	-	\$ 3,205
<b>SUBTOTAL</b>	<b>\$ 14,642</b>	<b>\$ 9,403</b>	<b>\$ 5,834</b>	<b>\$ 2,008</b>	<b>\$ 135</b>	<b>\$ 32,023</b>
<b>FY2024-25 New Authority</b>						
SGR	\$ 1,036	\$ 7,253	\$ 6,217	\$ 6,217	-	\$ 20,724
NEW CAPITAL	\$ 33	\$ 230	\$ 197	\$ 197	-	\$ 658
<b>SUBTOTAL</b>	<b>\$ 1,069</b>	<b>\$ 7,483</b>	<b>\$ 6,414</b>	<b>\$ 6,414</b>	<b>-</b>	<b>\$ 21,381</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 15,711</b>	<b>\$ 16,886</b>	<b>\$ 12,249</b>	<b>\$ 8,423</b>	<b>\$ 135</b>	<b>\$ 53,404</b>
<i>Numbers may not foot due to rounding.</i>						

**NOTE:**

New Capital - Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 (RCTC's portion of \$646,670.25) has been excluded as a result of unsuccessful effort to obtain additional funds.

**Exhibit 8.8.5 Capital Program Summary and Cash Flow Detail – SBCTA**

(000's)

<b>CAPITAL PROGRAM</b>	<b>SGR PROJECTS</b>	<b>NEW CAPITAL PROJECTS</b>	<b>TOTAL</b>
Carryover from Prior Years	\$ 32,658	\$ 5,327	\$ 37,985
FY2024-25 New Authority	\$ 21,855	\$ 853	\$ 22,708
<b>TOTALS</b>	<b>\$ 54,513</b>	<b>\$ 6,180</b>	<b>\$ 60,693</b>
<i>Numbers may not foot due to rounding.</i>			

<b>CAPITAL PROGRAM BUDGET SUMMARY SBCTA CASH FLOW BY FISCAL YEAR</b>						
<b>(000's)</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>TOTAL</b>
<b>BUDGET FISCAL YEAR</b>						
<b>Carryover from prior years</b>						
SGR	\$ 14,967	\$ 9,240	\$ 6,432	\$ 1,659	\$ 360	\$ 32,658
NEW CAPITAL	\$ 1,921	\$ 1,441	\$ 1,829	\$ 136	-	\$ 5,327
<b>SUBTOTAL</b>	<b>\$ 16,888</b>	<b>\$ 10,681</b>	<b>\$ 8,261</b>	<b>\$ 1,795</b>	<b>\$ 360</b>	<b>\$ 37,985</b>
<b>FY2024-25 New Authority</b>						
SGR	\$ 1,093	\$ 7,649	\$ 6,556	\$ 6,556	-	\$ 21,855
NEW CAPITAL	\$ 43	\$ 299	\$ 256	\$ 256	-	\$ 853
<b>SUBTOTAL</b>	<b>\$ 1,135</b>	<b>\$ 7,948</b>	<b>\$ 6,812</b>	<b>\$ 6,812</b>	<b>-</b>	<b>\$ 22,708</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 18,023</b>	<b>\$ 18,629</b>	<b>\$ 15,073</b>	<b>\$ 8,607</b>	<b>\$ 360</b>	<b>\$ 60,693</b>
<i>Numbers may not foot due to rounding.</i>						

**NOTE:**

New Capital - Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 (SBCTA's portion of \$838,924.00) has been excluded as a result of unsuccessful effort to obtain additional funds.



**Exhibit 8.8.6 Capital Program Summary and Cash Flow Detail – VCTC**

(000's)

<b>CAPITAL PROGRAM</b>	<b>SGR PROJECTS</b>	<b>NEW CAPITAL PROJECTS</b>	<b>TOTAL</b>
Carryover from Prior Years	\$ 29,072	\$ 1,946	\$ 31,018
FY2024-25 New Authority	\$ 11,547	\$ 427	\$ 11,974
<b>TOTALS</b>	<b>\$ 40,619</b>	<b>\$ 2,373</b>	<b>\$ 42,991</b>

*Numbers may not foot due to rounding.*

<b>CAPITAL PROGRAM BUDGET SUMMARY VCTC CASH FLOW BY FISCAL YEAR</b>						
<b>(000's)</b>						
<b>BUDGET FISCAL YEAR</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>TOTAL</b>
<b>Carryover from prior years</b>						
SGR	\$ 13,529	\$ 9,195	\$ 4,304	\$ 1,592	\$ 451	\$ 29,072
NEW CAPITAL	\$ 878	\$ 720	\$ 280	\$ 68	-	\$ 1,946
<b>SUBTOTAL</b>	<b>\$ 14,407</b>	<b>\$ 9,916</b>	<b>\$ 4,584</b>	<b>\$ 1,660</b>	<b>\$ 451</b>	<b>\$ 31,018</b>
<b>FY2024-25 New Authority</b>						
SGR	\$ 577	\$ 4,041	\$ 3,464	\$ 3,464	-	\$ 11,547
NEW CAPITAL	\$ 21	\$ 149	\$ 128	\$ 128	-	\$ 427
<b>SUBTOTAL</b>	<b>\$ 599</b>	<b>\$ 4,191</b>	<b>\$ 3,592</b>	<b>\$ 3,592</b>	<b>-</b>	<b>\$ 11,974</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 15,005</b>	<b>\$ 14,106</b>	<b>\$ 8,176</b>	<b>\$ 5,252</b>	<b>\$ 451</b>	<b>\$ 42,991</b>

*Numbers may not foot due to rounding.*

**NOTE:**

New Capital - Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 (VCTC's portion \$419,461.79) has been excluded as a result of unsuccessful effort to obtain additional funds.

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

(000's)

<b>CAPITAL PROGRAM</b>	<b>SGR PROJECTS</b>	<b>NEW CAPITAL PROJECTS</b>	<b>TOTAL</b>
Carryover from Prior Years	\$ 34,854	\$ 28,820	\$ 63,674
FY2024-25 New Authority	-	-	-
<b>TOTALS</b>	<b>\$ 34,854</b>	<b>\$ 28,820</b>	<b>\$ 63,674</b>
<i>Numbers may not foot due to rounding.</i>			

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

(000's)

<b>BUDGET FISCAL YEAR</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>TOTAL</b>
<b>Carryover from prior years</b>						
SGR	\$ 8,748	\$ 15,391	\$ 7,147	\$ 3,569	-	\$ 34,854
NEW CAPITAL	\$ 23,068	\$ 4,849	\$ 851	\$ 52	-	\$ 28,820
<b>SUBTOTAL</b>	<b>\$ 31,816</b>	<b>\$ 20,240</b>	<b>\$ 7,998</b>	<b>\$ 3,620</b>	<b>-</b>	<b>\$ 63,674</b>
<b>FY2024-25 New Authority</b>						
SGR	-	-	-	-	-	-
NEW CAPITAL	-	-	-	-	-	-
<b>SUBTOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 31,816</b>	<b>\$ 20,240</b>	<b>\$ 7,998</b>	<b>\$ 3,620</b>	<b>-</b>	<b>\$ 63,674</b>
<i>Numbers may not foot due to rounding.</i>						

**NOTE:**

New Capital - Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 (OTHER's portion \$96,696,093.01) has been excluded as a result of unsuccessful effort to obtain additional funds.

**Exhibit 8.8.8 Capital Program Summary and Cash Flow Detail – Grand Total of All Member Agencies and Other Funding Sources**

(000's)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 327,227	\$ 108,828	\$ 436,055
FY2024-25 New Authority	\$ 159,615	\$ 5,925	\$ 165,540
<b>TOTALS</b>	<b>\$ 486,842</b>	<b>\$ 114,753</b>	<b>\$ 601,594</b>
<i>Numbers may not foot due to rounding.</i>			

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

(000's)

BUDGET FISCAL YEAR	2024/25	2025/26	2026/27	2027/28	2028/29	TOTAL
<b>Carryover from prior years</b>						
SGR	\$ 140,981	\$ 98,724	\$ 65,093	\$ 19,003	\$ 3,426	\$ 327,227
NEW CAPITAL	\$ 57,918	\$ 17,654	\$ 32,260	\$ 996	-	\$ 108,828
<b>SUBTOTAL</b>	<b>\$ 198,899</b>	<b>\$ 116,378</b>	<b>\$ 97,353</b>	<b>\$ 19,999</b>	<b>\$ 3,426</b>	<b>\$ 436,055</b>
<b>FY2024-25 New Authority</b>						
SGR	\$ 7,981	\$ 55,865	\$ 47,884	\$ 47,884	-	\$ 159,615
NEW CAPITAL	\$ 296	\$ 2,074	\$ 1,778	\$ 1,778	-	\$ 5,925
<b>SUBTOTAL</b>	<b>\$ 8,277</b>	<b>\$ 57,939</b>	<b>\$ 49,662</b>	<b>\$ 49,662</b>	<b>-</b>	<b>\$ 165,540</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 207,176</b>	<b>\$ 174,316</b>	<b>\$ 147,015</b>	<b>\$ 69,661</b>	<b>\$ 3,426</b>	<b>\$ 601,594</b>

*Numbers may not foot due to rounding.*

**NOTE:**

New Capital- Project number 623050 for Tier 4 Locomotives for \$102,521,951.95 has been excluded as a result of unsuccessful effort to obtain additional funds.

**Exhibit 8.9 FY2023-24 Completed Third Party Projects**

<b>PROJECT NAME</b>	<b>AMOUNT</b>
CITY LA 6TH STRT VIADUCT REPLC	\$ 11,198,176
LCTOP EXPANDED SERVICE	\$ 3,356,337
HYUNDAI ROTEM USA-USE OF EMF	\$ 934,018
SF BIKE PATH III W/COLA	\$ 494,961
BUENA VISTA STREET QUIET ZONE	\$ 333,312
LATC INTRMDAL FACLTY MODZATION	\$ 282,027
OCSD 2-72B TRUNK SEWER REPL	\$ 187,051
PACIFIC AVE & BOGART AVE SIG	\$ 161,658
GRADING IVY LN & LOS CANYON RD	\$ 70,901
JUAN CREEK BRIDGE REPOR	\$ 61,848
SR 55 WIDENING BTW I5 & I405	\$ 55,841
EUCLID AVE PED SAFETY IMPROVE	\$ 54,423
OCTA IRVINE STA. SURVEY WORK	\$ 26,250
SCE RR203804436	\$ 19,063
UG FOC INSTALL NR TYBURN	\$ 17,658
LA PAZ RD OH WIDENING	\$ 17,115
POLE REPLACEMENT SUB OR.	\$ 16,914
OH TEMP SHOOFLY RR203545631	\$ 14,436
SCE TD1500086	\$ 13,385
PIPELINE RELOCATION CITY SB	\$ 12,608
SCE FILE# RR203688192	\$ 12,217
INSOMNIAC ESCAPE HALLOWEEN	\$ 11,834
POLE REPLACEMENT RR203520061	\$ 11,719
INSOMNIAC-BEYOND WONDERLAND	\$ 11,594
FLAGGING ANAHM CYN MLK STATION	\$ 11,385
INSOMNIAC COUNTDOWN	\$ 11,259
SCE FILE #RR203622312	\$ 11,139
THE STRANGER - SEASON 1	\$ 10,767
INSOMNIAC HARD SUMMER	\$ 10,705
STEEL CASING INSTALL.	\$ 10,698
REPL POLE SPRINGBROOK BOUQUET	\$ 10,443
COLD MILL REPAVING	\$ 10,401
VERDUGO ST BEAUTIFICATION	\$ 9,789
UP LATC IN CITY OF LA	\$ 9,094
SCE RR203836521	\$ 9,038
SCE RR#203831255	\$ 8,307
SCE RR203864277	\$ 7,873
SCE TD1656580	\$ 7,173
SCE RR801988941	\$ 6,383
SCE RR802000026	\$ 6,266
CROSSING TRACKS MP 204.75	\$ 6,208
SCE FILE #RR203676830	\$ 6,007

*Continued next page*

**Exhibit 8.9 FY2023-24 Completed Third Party Projects (continued)**

PROJECT NAME	AMOUNT
SCE RR203520107	\$ 5,847
SCE RR801961550	\$ 5,706
OH FOC INSTL AT ORANGETHORPE	\$ 5,048
UG FOC INSTALL MP 8.26	\$ 4,974
OH FOC INSTALL.	\$ 4,897
REPLACE POLE AVISO CORDERO	\$ 4,882
SCE RR203750707	\$ 4,831
SCE TD1638533 MP40.65	\$ 4,770
SCE RR801982592	\$ 4,707
SCE FILE #RR203678090	\$ 4,647
SDGE, REPLACE POLE #Z227137	\$ 4,483
SCE RR203727823	\$ 4,359
OH FOC INSTALL. MP 55.80	\$ 4,311
SC EDISON RR203706747	\$ 4,254
SCE RR203760676	\$ 4,222
GEOCAL-SOIL TEST BORINGS	\$ 4,209
SDGE: REPLACE POLE #Z22138	\$ 4,111
FENCE & GATE INSTALL.	\$ 4,070
SCE RR203747815	\$ 4,037
SCE RR203853215	\$ 3,942
OH FOC INSTALL MP 448.79	\$ 3,729
SCE RR#203747437	\$ 3,720
OH FOC INSTALL MP 451.78	\$ 3,593
SCE RR203618958 MP 60.29	\$ 3,446
SCE FILE #RR203676898	\$ 3,444
OH FOC INSTALL MP 448.27	\$ 3,408
RPLC POLE IRWINDALE EDNA	\$ 3,291
POLE INSTALLATION #RR203498725	\$ 3,141
FOC INSTALLATION, SNB	\$ 3,140
SCE FILE #RR203676444	\$ 3,072
SCE FILE#RR203649365	\$ 3,050
SC EDISON RR203688702	\$ 3,040
SCE RR203844962	\$ 2,919
SC EDISON RR203589892	\$ 2,871
ERECTING OF SCAFFOLDING	\$ 2,825
INST. UG FOC GLENDORA	\$ 2,764
SCE FILE#RR203595223	\$ 2,733
FOC INST #8716 FONTANA	\$ 2,708
UG FOC INSTALL MP 114.80	\$ 2,703
OH FOC INSTALL MP 47.16	\$ 2,698
POLE REPLACEMENT RR20363228	\$ 2,666
REPLACE POLE AVE A 8TH ST	\$ 2,649

*Continued next page*

**Exhibit 8.9 FY2023-24 Completed Third Party Projects (continued)**

PROJECT NAME	AMOUNT
SCE RR203747437	\$ 2,596
CHAIN LINK INSTALL MP 203.56	\$ 2,545
SAFETY TRAINING CRC	\$ 2,534
SCE FILE #RR203622645	\$ 2,503
NBC DATELINE PRODUCTION SHOOT	\$ 2,449
POLE REPLACEMENT RR203573502	\$ 2,298
UG FOC INSTALL MP 449.94	\$ 2,289
POLE REPLACEMENT RR203654366	\$ 2,217
OH FOC INSTALLATION CAJALCO RD	\$ 2,110
FOC INSTALLATION, #135 RIALTO	\$ 2,109
SCE RR203660502	\$ 2,097
TREE REMOVAL MP 8.47	\$ 2,023
TEMP CHAIN LINK INSTALLTION	\$ 1,911
FOC INSTALLATION, RIALTO	\$ 1,904
EMERGENCY REPAIR MP3.0	\$ 1,887
OH FOC INSTALL MP2	\$ 1,854
GOLDLINE PRO- AZUSA-MONCLAIR	\$ 1,838
INSTALL OH FOC MP 1.21	\$ 1,829
SCE FILE #RR203679306	\$ 1,716
POLE REPLACEMENT MP19.89	\$ 1,696
OH FOC INSTALL MP 36.27	\$ 1,609
SCE RR2801990136	\$ 1,591
UG FOC INSTALL MP12.28	\$ 1,561
SC EDISON RR203705690	\$ 1,555
SCE FILE #RR203648925	\$ 1,534
ML PARKING EXPAND RIALTO	\$ 1,502
SAFETY TRAINING 022219	\$ 1,409
SAFETY TRAINING 11-09-20	\$ 1,378
UG FOC INSTALL MP 447.76	\$ 1,369
SCE FILE #RR203656566	\$ 1,345
UG FOC MP113.54	\$ 1,314
SCE FILE# RR203683193	\$ 1,268
OH FOC BOX SPRINGS MP 71.00	\$ 1,253
EDISON-IRWINDALE AVENUE	\$ 1,240
UG FOC VIGNES &BAUCHET	\$ 1,024
SCE FILE #RR203676895	\$ 880
FRONTIER #5261572 MP114.17	\$ 866
SCE FILE# RR203561625	\$ 855

*Continued next page*

**Exhibit 8.9 FY2023-24 Completed Third Party Projects (continued)**

PROJECT NAME	AMOUNT
SCE RR203717423	\$ 820
UG FOC INSTALL MP 113.17	\$ 782
DISNEY FLOATS MOVE	\$ 714
VISIBLE-SAN FERNANDO ROAD	\$ 684
SCE FILE #RR203676554	\$ 657
SCE TD1591442	\$ 638
SCE FILE #RR203651471	\$ 625
SCE FILE#RR203649428	\$ 625
SC EDISON RR203689883	\$ 592
SCE FILE #RR203648606	\$ 592
SCE FILE #RR203676894	\$ 579
POLE REPLACEMENT RR203599314	\$ 559
SC EDISON RR203688696	\$ 543
REPLACE POLE NANDINA AVE	\$ 293
<b>FY2023-24 Completed Third Party Projects</b>	<b>\$ 17,774,998</b>

Adopted Budget  
Fiscal Year 2024-2025

# SCORE Budget

(Southern California  
Optimized Rail Expansion)





# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2024-2025 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 FY 2022-23, FY 2023-24 and FY 2024-25. The total SCORE Program funded amount as shown in Exhibit 9.1 below is \$2.015 billion. As shown, the total budget amount that will be allocated directly to, or managed by, SCRRA is \$858.254 million.

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

#### **9.2 Program Budget**

The SCORE Program to date is comprised of 36 capital improvement, rehabilitation and planning projects located throughout the system. Metrolink is leading 27 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, the Authority amended the FY2018-19 Capital Program Budget to reflect the entire \$875.7 million CalSTA grant.

## Southern California Optimized Rail Expansion Projects as of FY2024-25

(\$000)

Line	Projects	SCRRRA Funding (\$000's)	Non-SCRRRA Funding (\$000's)	Total Funding (\$000's)	SCRRRA-Led
Antelope Valley / Ventura County Lines	Simi Valley Double Track	107,949	0	107,949	X
	Canyon Siding Track	58,550	1,083	59,633	X
	Balboa Double Track Extension	45,500	1,080	46,580	X
	Lancaster Terminal Improvements	30,250	1,087	31,337	X
	Chatsworth Station	24,680	0	24,680	X
	Ventura Sub Track & Structures Rehab Package	20,800	0	20,800	X
	Burbank Junction Speed Improvements	19,013	0	19,013	X
	Network Integration (Zemu Pilot)	10,000	0	10,000	X
	Devonshire St Grade Crossing	8,000	0	8,000	X
	Burbank-LA Signals	7,058	0	7,058	X
	Sequoia Avenue	6,200	0	6,200	X
	Tunnel 26 Track & Structures	3,000	0	3,000	X
	Lancaster Crew Base Replacement	1,946	0	1,946	X
	Brighton to McGinley Double Track	474	72,826	73,300	
San Bernardino Line	El Monte Station & Siding Improvements	43,842	0	43,842	X
	Rancho Cucamonga Siding	42,215	0	42,215	X
	Cogswell Road Grade Crossing	13,050	0	13,050	X
	Marengo Siding	12,395	0	12,395	X
	Tyler Avenue Grade Crossing	9,675	0	9,675	X
Orange County / IE / OC 91 / PVL Lines	BNSF Fullerton Junction*	114,043	0	114,043	
	Orange County Maintenance Facility	54,714	4,126	58,840	X
	Eastern Maintenance Facility (EMF)	44,856	0	44,856	X
	BNSF Atwood to Esperanza*	35,000	0	35,000	
	BNSF Fullerton to Atwood 3rd Track*	33,000	0	33,000	
	BNSF the Hobart Yard/Commerce Station Relocation*	22,046	0	22,046	
	Serra Siding	19,585	0	19,585	X
	Signals in OC (La Palma)	8,000	0	8,000	X
	Signals in OC (Avery-Songs)	6,383	0	6,383	X
	Signals in OC (Atwood-Orange)	1,035	0	1,035	X
	Riverside Downtown Station Improvements	549	13,951	14,500	
	Perris Valley Double Track	488	33,512	34,000	
Perris Layover Station	488	24,065	24,554		
Irvine Station Improvements	341	60,140	60,481		
Systemwide	Supplemental Fleet	37,827	0	37,827	X
	Fullerton-San Bernardino Analysis*	6,000	0	6,000	X
	LinkUS	5,301	945,097	950,398	
	Network Integration	4,000	0	4,000	X
<b>Total</b>		<b>858,254</b>	<b>1,156,966</b>	<b>2,015,221</b>	<b>X = 27</b>

\* These projects are non-SCRRRA led, but funding will be provided from SCRRRA to BNSF through agreements and work will be completed by BNSF consultants.

### 9.3 Projected Expenditures

Since the SCORE grant awarded to SCRRA in April 2018, there have been thirty (30) allocations from Federal, state, and local funding sources. These funds support preliminary through final engineering, environmental clearance, operations modeling/project validation, utility coordination, right of way acquisition, construction, and program management/construction management support. The table below shows approved SCORE Program allocations to date:

(\$000)	Funding Source			Total Amount	
	Date	Federal	State		Local
	September 22, 2016			474	474
	August 16, 2018		6,500		6,500
	October 18, 2018		73,718		73,718
	December 5, 2019		500		500
	March 26, 2020		17,866		17,866
	January 28, 2021		5,264		5,264
	March 25, 2021		25,413		25,413
	April 1, 2021			407	407
	July 1, 2021			1,946	1,946
	August 17, 2021		2,292		2,292
	November 1, 2021	8,000			8,000
	December 1, 2021			249	249
	December 6, 2021		11,229		11,229
	March 25, 2022		703		703
	April 13, 2022		4,211		4,211
	July 1, 2022			2,408	2,408
	August 17, 2022		467		467
	October 24, 2022	31,800			31,800
	November 7, 2022		3,966		3,966
	December 8, 2022		8,267		8,267
	January 26, 2023			33,922	33,922
	January 31, 2023	2,584			2,584
	February 9, 2023			488	488
	March 20, 2023			488	488
	April 18, 2023			1,400	1,400
	June 29, 2023		2,000		2,000
	August 17, 2023		2,947		2,947
	October 6, 2023			2,000	2,000
	June 1, 2024			2,645	2,645
	June 20, 2024		5,000		5,000
	<b>TOTAL</b>	<b>42,384</b>	<b>170,343</b>	<b>46,427</b>	<b>259,154</b>

The table below shows the life of project cost projections through FY2033-34:

(\$000)	Systemwide(1)	Antelope Valley / Ventura County Lines <sup>(2)</sup>	San Bernardino Line <sup>(3)</sup>	Orange County / IE/OC / 91 PVL Lines <sup>(4)</sup>	Total (\$000's)
FY2018-19 to FY2024-25	29,053	70,497	20,948	26,131	146,629
FY2025-26	22,461	20,937	8,991	9,008	61,397
FY2026-27	392	61,776	17,982	15,126	95,276
FY2027-28	784	63,356	35,964	25,558	125,661
FY2028-29	227	41,628	23,142	43,117	108,114
FY2029-30	211	27,152	12,087	56,358	95,808
FY2030-31	-	39,924	2,064	49,368	91,355
FY2031-32	-	12,719	-	51,888	64,608
FY2032-33	-	5,430	-	42,778	48,208
FY2033-34	-	-	-	21,198	21,198
<b>TOTAL</b>	<b>53,128</b>	<b>343,420</b>	<b>119,113</b>	<b>340,529</b>	<b>858,254</b>

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

(2) Antelope Valley / Ventura County Lines include Simi Valley, Sequoia Avenue, Ventura Sub Track & Structures Rehab Package, Tunnel 26, Devonshire Street Grade Crossing, Chatsworth Station, Burbank Junction, Burbank Signals, Balboa Double Track Extension, Canyon Siding Track, Lancaster Terminal Improvements, Zemu Pilot and

(3) San Bernardino Line includes Marengo Siding, El Monte Station, Tyler Avenue Grade Crossing, Cogswell Road Grade Crossing and Rancho Cucamonga Siding

(4) Orange County / IE/OC / 91 PVL Lines includes BNSF Hobart Yard/Commerce Station Relocation, BNSF Fullerton Junction, BNSF Atwood to Esperanza, BNSF Fullerton to Atwood 3rd Track, OCMF, Irvine Station, Serra Siding, OC Signals Projects, Riverside Downtown, Perris Layover Station, Perris Valley Double Track and Eastern

Adopted Budget  
Fiscal Year 2024-2025

# General and Administrative Budget



# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2024-2025 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 single cost grouping. SCRRA accounts for agency costs that cannot be directly attributed to any specific agency program or business grouping, and therefore serve to benefit the agency as a whole or benefit at least three of SCRRA's business groupings, by assigning them to the General and Administrative (G&A) Budget. SCRRA business groupings are Train Operations, Maintenance-of-Way (MOW), New Capital, State of Good Repair (SGR), Arrow Service and Third-Party Agreements (TPAs).

For FY2024-25, the SCRRA General & Administrative budget, using the compilation of costs as described above, is \$35.3 million or an increase of \$7.9 million, or 28.6% over the FY24 Actual expenses. The largest drivers of these increases were Staff Labor increasing by \$4.4M, Information Technology increasing by \$1.4M, Professional Services increasing by \$1.4M.

Exhibit 10.1 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 capital expenditures. Indirect costs have historically been charged to projects using direct labor costs as the allocation base. The business grouping specific allocation percentages are called indirect cost rates. SCRRA has submitted and received approval for its Indirect Cost Allocation Plans for FY24. The ICAP plan for FY25 based on FY23 actual costs has been submitted to the FTA for review and approval. SCRRA has received provisional rate approval for its FY25 plan from the FTA.

The FY25 Plan contains indirect cost rates for each business grouping, as indicated on Exhibit 10.2. 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 groupings, 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 groupings 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 283 full-time equivalent (FTE) headcounts.

#### AGENCY FTE HEADCOUNT FY2024-25

REPORTING GROUP	FTEs
Office of the CEO	5
Legal	4
Internal Audit	4
Human Resources	12
Finance	50
Safety, Security & Compliance	15
Customer Experience	46
Strategy	16
Program Delivery	29
Operations	78
Integrated Digital & Technology Services	24
<b>Total</b>	<b>283</b>

*Note: does not include SCORE Headcount*

**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 283 FTE headcounts. Total SCRRA labor and fringe costs are allocated across the business groupings.

## 10.5 Exhibits

**Exhibit 10.1: FY2024-25 G&A Expenses** identifies the individual cost components included in the general and administrative cost grouping.

**Exhibit 10.2: FY2024-25 ICAP Cost Calculations** illustrates the SCRRA business groupings and the cost allocations that support the FY2023-24 ICAP rates.

**Exhibit 10.3: FY2024-25 Roster of Positions** provides a roster of FY2024-25 FTE headcount identified by specific positions within each Department by Reporting Group.

### Exhibit 10.1 FY2024-25 General & Administrative Expenses

(\$000's) Expenditure Description	FY2023-24 Actual	Fiscal Year 2024-25			FY2024-25 Budget vs. FY2023-24 Actual	
		Federally Eligible	Local Funding	Total Budget	Variance	%
<b>Agency Costs</b>						
Service Subscriptions	32	21	4	25	(8)	(23.3%)
Recruitment Services	57	135	-	135	78	138.5%
Medical Examinations	1	5	-	5	4	495.9%
Employee Relocation General		20	-	20	20	N/A
Outside Temporary Help		1	-	1	1	N/A
Document Management & Storage	33	32	-	32	(1)	(4.0%)
In-House Training Services	125	265	5	270	146	117.2%
Bank Service Charges	(0)	-	-	-	0	(100.0%)
Vehicle Maintenance & Repairs	27	57	-	57	30	108.2%
Gasoline Autos & Trucks	45	45	-	45	(0)	(1.0%)
Autos & Trucks	66	-	-	-	(66)	(100.0%)
Materials & Supplies	43	35	-	35	(8)	(19.1%)
Office Equipment	14	20	-	20	6	43.3%
Computer Software	58	101	-	101	43	74.3%
Printing & Reproduction	2	5	2	7	6	346.0%
Claims Administration Fees	10	13	-	13	2	22.8%
Professional Memberships	174	108	53	162	(12)	(6.9%)
Subscriptions & Reference Materials	2	3	-	3	0	17.9%
Meeting Expenses	135	5	171	176	41	30.7%
Registration Fees	21	43	25	68	47	223.3%
Transportation	33	23	31	54	22	66.8%
Meals & Entertainment	3	10	6	16	13	438.4%
Lodging	43	40	35	75	32	75.5%
Mileage/Parking	16	21	3	23	7	45.4%
Misc Expenses		3	-	3	3	N/A
Legal & Meeting Notices	23	40	-	40	17	76.5%
Postage & Messenger	19	50	-	50	31	159.6%
Fines & Penalties	73	-	-	-	(73)	(100.0%)
Other Misc Expense	(7)	4	13	16	23	(328.8%)
<b>Total Agency Costs</b>	<b>1,047</b>	<b>1,103</b>	<b>347</b>	<b>1,451</b>	<b>404</b>	<b>38.6%</b>
<b>Staff Labor</b>						
SCRRA Wages & Salaries	11,696	12,845	1,315	14,161	2,465	21.1%
Wages Interns	96	84	-	84	(12)	(12.2%)
Wages Job Core / Grads on Track	374	661	-	661	287	76.7%
Merit Increase	291	316	33	349	58	19.9%
Tuition Reimbursement	3	12	-	12	9	291.6%
Allocated Fringe Benefits	3,784	4,707	481	5,189	1,405	37.1%
OPEB - GASB45	2,161	-	2,350	2,350	189	8.8%
<b>Total Staff Labor</b>	<b>18,405</b>	<b>18,626</b>	<b>4,180</b>	<b>22,806</b>	<b>4,401</b>	<b>23.9%</b>
<b>Professional Services</b>						
Legal Services	79	103	-	103	24	30.2%
Auditing & Accounting	343	559	-	559	216	63.1%
Consultants	677	1,653	40	1,693	1,015	149.9%
DBE/LC Consulting	86	191	-	191	105	121.3%
Service Subscriptions	4	5	-	5	0	7.1%
Lobby Services	480	-	520	520	40	8.3%
<b>Total Professional Services</b>	<b>1,669</b>	<b>2,509</b>	<b>560</b>	<b>3,069</b>	<b>1,400</b>	<b>83.9%</b>

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**Exhibit 10.1 FY2024-25 General & Administrative Expenses (continued)**

(\$000's) Expenditure Description	FY2023-24 Actual	Fiscal Year 2024-25			FY2024-25 Budget vs. FY2023-24 Actual	
		Federally Eligible	Local Funding	Total Budget	Variance	%
<b>Information Technology</b>						
Consultants	1,190	1,843	-	1,843	652	54.8%
Computer S/W / H/W Maintenance	1,871	2,528	-	2,528	658	35.2%
Office Equip Maint & Repair	57	66	-	66	9	15.5%
Materials & Supplies	16	52	-	52	36	223.3%
Office Equipment	10	34	-	34	24	235.6%
Computer H/W	128	75	-	75	(53)	(41.3%)
Computer S/W	6	150	-	150	144	2,293.8%
Other Taxes	1	0	-	0	(1)	(77.6%)
<b>Total Information Technology</b>	<b>3,279</b>	<b>4,748</b>	<b>-</b>	<b>4,748</b>	<b>1,469</b>	<b>44.8%</b>
<b>Employee Recognition</b>						
Bonus Pay	36	-	43	43	7	19.3%
<b>Total Employee Recognition</b>	<b>36</b>	<b>-</b>	<b>43</b>	<b>43</b>	<b>7</b>	<b>19.3%</b>
<b>Utilities/Leases</b>						
Telephone General	414	520	-	520	106	25.7%
Telephone Cellular	351	365	-	365	14	4.1%
Data Circuits	242	240	-	240	(2)	(0.9%)
Office Space Rental	1,006	1,025	-	1,025	19	1.9%
Other Leases and Rental	95	-	-	-	(95)	(100.0%)
WG Lease Operating Expense	798	863	-	863	64	8.1%
<b>Total Utilities/Leases</b>	<b>2,905</b>	<b>3,012</b>	<b>-</b>	<b>3,012</b>	<b>107</b>	<b>3.7%</b>
<b>Board Related Items</b>						
Board Travel/Meeting Expenses	10	-	17	17	7	72.0%
Board Travel	3	-	18	18	15	478.6%
Board Per Diem	58	-	87	87	29	50.2%
Board Development Program	15	-	32	32	16	104.1%
<b>Total Board Related Items</b>	<b>86</b>	<b>-</b>	<b>154</b>	<b>154</b>	<b>67</b>	<b>77.6%</b>
<b>Total General &amp; Administrative Expenses</b>	<b>27,427</b>	<b>29,999</b>	<b>5,283</b>	<b>35,282</b>	<b>7,855</b>	<b>28.6%</b>

*Numbers may not foot due to rounding.*

## Exhibit 10.2 FY2024-25 ICAP Cost Calculations

### Tier 1 Compilation and Distribution of SCRRA G&A Expenses

#### General & Administrative Expenses (\$000) FY2024-25

Federally Eligible G&A	29,999
Non-Federal Eligible G&A	5,283
<b>Total G&amp;A Expenses</b>	<b>35,282</b>

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 (%)	65.8%	14.9%	80.8%	7.7%	0.8%	6.3%		
Federally Eligible G&A Allocation (Proj# 000000)	19,752	4,482	24,234	2,320	242	1,893	4,455	1,310	29,999
Non-Federal Eligible Labor Distribution (%)	100.0%	0.0%	100.0%						100.0%
Non-Federal Eligible G&A Allocation (Proj# 000002)	5,283	-	5,283						5,283
<b>Subtotal G&amp;A Expense Allocation</b>	<b>25,036</b>	<b>4,482</b>	<b>29,518</b>	<b>2,320</b>	<b>242</b>	<b>1,893</b>	<b>4,455</b>	<b>1,310</b>	<b>35,282</b>
Arrow Overhead Allocation	755	135	890						890
<b>Total G&amp;A Expense Allocation</b>	<b>24,281</b>	<b>4,347</b>	<b>28,628</b>	<b>2,320</b>	<b>242</b>	<b>1,893</b>	<b>4,455</b>	<b>1,310</b>	<b>34,392</b>

*Numbers may not foot due to rounding.*

#### Tier 2 Allocation and Calculation of Direct Rates

Collector Pool Expenses									
Salaries & Wages	3,694	128	3,822	100	-	149	249	3	4,074
Fringe Benefits	2,146	77	2,223	36	-	53	89	1	2,313
Other Expenses	13,842	255	14,098	2,116	174	2,598	4,887	238	19,223
<b>Subtotal - Indirect Expenses</b>	<b>19,682</b>	<b>460</b>	<b>20,142</b>	<b>2,251</b>	<b>174</b>	<b>2,800</b>	<b>5,225</b>	<b>243</b>	<b>25,610</b>
G&A Expense Allocation	24,281	4,347	28,628	2,320	242	1,893	4,455	1,310	34,392
<b>Total Indirect and Allocable Expenses</b>	<b>43,963</b>	<b>4,807</b>	<b>48,770</b>	<b>4,572</b>	<b>415</b>	<b>4,692</b>	<b>9,679</b>	<b>1,553</b>	<b>60,002</b>
Direct Expenses									
Salaries & Wages	11,221	2,856	14,076	1,135	126	2,389	3,651	783	18,510
Fringe Benefits	6,612	1,681	8,293	405	45	853	1,304	280	9,876
Other Expenses	210,548	45,275	255,823	67,327	69,689	108,062	245,077	7,384	508,284
<b>Total Direct Expenses</b>	<b>228,380</b>	<b>49,812</b>	<b>278,192</b>	<b>68,867</b>	<b>69,860</b>	<b>111,304</b>	<b>250,031</b>	<b>8,447</b>	<b>536,670</b>
<b>Grand Total</b>	<b>272,344</b>	<b>54,618</b>	<b>326,962</b>	<b>73,439</b>	<b>70,275</b>	<b>115,996</b>	<b>259,710</b>	<b>10,000</b>	<b>596,672</b>

<b>Total Indirect and Allocable Expenses as % of Direct Labor</b>	<b>392%</b>	<b>168%</b>	<b>346%</b>	<b>403%</b>	<b>329%</b>	<b>196%</b>	<b>265%</b>	<b>198%</b>	<b>324%</b>
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*Numbers may not foot due to rounding.*

### Exhibit 10.3 FY2024-25 Roster of Positions

Business Unit	Cost Center	Cost Center/Division	Position Title	Total		
Customer Experience	1500	Office of the Chief Customer Experience Officer	Chief Customer Experience Officer	1		
		<b>Office of the Chief Customer Experience Officer Total</b>			<b>1</b>	
	3050	Customer Experience	Director, Customer Experience	1		
			Senior Manager	1		
	<b>Customer Experience Total</b>			<b>2</b>		
	3200	Marketing & Partnerships	Business Analyst I	1		
			Coordinator, Marketing	1		
			Corporate Sales Specialist	1		
			Director, Special Projects	1		
			Manager I	2		
			Marketing Manager II	1		
			Public Affairs Specialist	1		
			Senior Manager, Marketing & Digital	1		
			<b>Marketing &amp; Partnerships Total</b>			<b>9</b>
			Sales & Marketing	Public Affairs Specialist	1	
	<b>Sales &amp; Marketing Total</b>			<b>1</b>		
	3300	Customer Relations	Business Analyst I	1		
			Customer Relations Manager	2		
			Customer Relations Representative	10		
			Senior Customer Relations Representative	3		
Senior Manager, Customer Relations			1			
Supervisor, Customer Relations			3			
<b>Customer Relations Total</b>			<b>20</b>			
3450	Communications	Communications Coordinator	7			
		Director, Communications	1			
		Manager I	1			
		Manager II	1			
		Public Affairs Manager	1			
		Supervisor, Customer Communications	2			
<b>Communications Total</b>			<b>13</b>			
Finance	4100	Finance	Accountant I	3		
			Accountant II	3		
			Accounts Payable Specialist I	1		
			Assistant Director, Finance	2		
			Assistant Director, Finance (Grants)	1		

### Exhibit 10.3 FY2024-25 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
			Assistant Director, General Accounting	1
			Budget Analyst II	3
			Business Analyst II	1
			Chief Financial Officer	1
			Finance Analyst I	1
			Finance Analyst II	1
			Finance Specialist II	2
			Manager II	1
			Manager Various II	1
			Senior Accountant	2
			Senior Budget Analyst	1
			Senior Finance Analyst	2
			<b>Finance Total</b>	<b>27</b>
	4220	Contracts & Procurement	Business Analyst I	1
			Contracts & Compliance Administrator	5
			Contracts Specialist	1
			Director, Contracts, Procurement & Mtrls Mgr	1
			Manager II, Contracts & Compliance	1
			Senior Contract & Compliance Administrator	3
			Senior Manager, Contracts & Compliance	1
			<b>Contracts &amp; Procurement Total</b>	<b>13</b>
	4223	Materials Management	Inventory Control Operator II	6
			Manager II	1
			Senior Inventory Control Operator	1
			Supervisor, Inventory Control	2
			<b>Materials Management Total</b>	<b>10</b>
<b>Human Resources</b>	1130	Human Resources	Director, Human Resources	1
			Human Resources Analyst I	2
			Human Resources Analyst II	1
			Human Resources Specialist	1
			Manager I	2
			Manager II	1
			Senior Human Resources Analyst	2
			<b>Human Resources Total</b>	<b>10</b>

### Exhibit 10.3 FY2024-25 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
Integrated Digital & Technology Services	1515	Office of the Chief of Human Resources	Chief People Officer	1
	<b>Office of the Chief of Human Resources Total</b>			<b>1</b>
	4210	Administrative Services	Senior Administrative Assistant	1
	<b>Administrative Services Total</b>			<b>1</b>
	2878	PTC Network Control Operations	Director, Train Control Systems	1
			IT Architect II	1
			Senior Manager, Train Control Systems	1
			Senior Network Engineer	1
			Senior Train Control Systems Engineer	2
	<b>PTC Network Control Operations Total</b>			<b>6</b>
	3600	Fare Collection Services	Manager I	2
			Senior Manager, Fare Collections	1
	<b>Fare Collection Services Total</b>			<b>3</b>
	4230	Information Technology	Assistant Director, Various (BISO)	1
			Business Intelligence Manager	1
			Chief Technology Officer	1
			Director, Information Technology	1
			IT Architect II	3
			IT Systems Manager	1
			Manager II	1
	Network Engineer I		1	
	Senior Manager, Information Technology		2	
	Senior Network Engineer		2	
	Web Services Manager	1		
<b>Information Technology Total</b>			<b>15</b>	
Internal Audit	1110	Internal Audit	Auditor II	1
			Director, Audit	1
			Senior Auditor	2
	<b>Internal Audit Total</b>			<b>4</b>
Legal	1115	Office of the General Counsel	Associate General Counsel	1
			Business Analyst II	1
			General Counsel	1
	<b>Office of the General Counsel Total</b>			<b>3</b>
	2150	Risk Management	Senior Counsel, Risk Manager	1
<b>Risk Management Total</b>			<b>1</b>	



### Exhibit 10.3 FY2024-25 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total	
Office of the CEO	1100	Office of the Chief Executive Officer	Chief Executive Officer	1	
			Executive Assistant to the CEO	1	
	<b>Office of the Chief Executive Officer Total</b>			<b>2</b>	
	1540	Office of the Chief of Staff	Assistant Board Clerk	1	
			Board Clerk	1	
			Chief of Staff	1	
	<b>Office of the Chief of Staff Total</b>			<b>3</b>	
	Operations	2175	Office of the Chief Operating Officer	Business Administrator	1
				Business Analyst II	1
				Chief Operating Officer	1
Deputy Chief Operating Officer				2	
Field Operations Manager				1	
Manager II				1	
Manager Various II				1	
Operations Administrator				2	
<b>Office of the Chief Operating Officer Total</b>			<b>10</b>		
2200		Operations Administration	Operations Administrator	2	
			<b>Operations Administration Total</b>		
2215		Dispatching Services	Director, Dispatching Operations	1	
			Rail Traffic Controller	21	
			Rail Traffic Coordinator	6	
			Senior Manager, Dispatching	3	
<b>Dispatching Services Total</b>			<b>31</b>		
2300		Equipment	Assistant Director, Maintenance of Equipment	1	
	Director, Maintenance of Equipment		1		
	Senior Mechanical Operations Officer		2		
<b>Equipment Total</b>			<b>4</b>		
2310	Facilities & Fleet Maintenance	Coordinator, Fleet Maintenance	1		
		Customer Relations Administrator	1		
		Director, Facilities & Fleet Maintenance	1		
		Maintenance Technician II	2		
		Senior Administrative Assistant	1		
		Senior Maintenance Technician	2		
		Senior Manager	1		
		Supervisor, Facilities Maintenance	1		
<b>Facilities &amp; Fleet Maintenance Total</b>			<b>10</b>		

### Exhibit 10.3 FY2024-25 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
Program Delivery	2820	Track and Structures	Assistant Director, Various	1
			Coordinator, Right-Of-Way	2
			District T & S Maintenance Supervisor	1
	<b>Track and Structures Total</b>			<b>4</b>
	2870	Signal Maintenance	Assistant Director, Signal Systems	1
			Supervisor, Signal Systems	2
	<b>Signal Maintenance Total</b>			<b>3</b>
	2875	PTC, Train Control & Communications	Director, Track & Signal Infrastructure Maint	1
			Executive Assistant I	1
	<b>PTC, Train Control &amp; Communications Total</b>			<b>2</b>
	2876	PTC Communications Systems	PTC Equipment Engineer I	1
			PTC Equipment Engineer II	1
			Senior Manager, Communications Systems	1
			Senior Railroad Systems Engineer	1
			Senior Train Control Systems Engineer	1
			Senior, PTC Equipment Engineer	1
			Senior Manager, Train Control On-Board System	1
			Supervisor, Communications Systems	2
	<b>PTC Communications Systems Total</b>			<b>9</b>
	2877	PTC Technical Support Services	Configuration Management Manager	1
			Senior Manager, Train Control Systems	1
			Senior Train Control Systems Engineer	1
	<b>PTC Technical Support Services Total</b>			<b>3</b>
	1510	Office of the Chief Program Delivery	Administrative Assistant II	1
			Chief, Program Delivery	1
	<b>Office of the Chief Program Delivery Total</b>			<b>2</b>
	2815	Business Operations	Business Administrator	1
			Business Analyst II	2
Manager II			1	
Senior Management Analyst			1	
<b>Business Operations Total</b>			<b>5</b>	
2860	Standards & Design	Assistant Director, Various	1	
		Principal Engineer	1	
		Railroad Civil Engineer II	1	
		Senior Civil Design Specialist	1	
<b>Standards &amp; Design Total</b>			<b>4</b>	

### Exhibit 10.3 FY2024-25 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
Safety, Security & Compliance	2880	Public Projects	Director, Capital Construction	1
			Principal Engineer, (Capital and Third-Party Construction)	1
			Railroad Civil Engineer I	1
			Railroad Civil Engineer II	1
			Senior Railroad Civil Engineer	1
	<b>Public Projects Total</b>			<b>5</b>
	2885	Capital Equipment & Facilities	Director, Special Projects	1
			Project Engineer I	2
			Railroad Systems Engineer I	1
			Rolling Stock Engineering Manager II	1
	<b>Capital Equipment &amp; Facilities Total</b>			<b>5</b>
	2890	Capital Construction & Rehabilitation	Director, State of Good Repair	1
			Principal Engineer, Major Projects	1
			Railroad Civil Engineer I	1
			Railroad Civil Engineer II	1
			Senior Railroad Systems Engineer	1
	<b>Capital Construction &amp; Rehabilitation Total</b>			<b>5</b>
	4530	Program Management	Director, Program Management	1
			Manager II	1
			Program Management Analyst II	1
	<b>Program Management Total</b>			<b>3</b>
	1505	Office of the Chief of Safety, Security and Compliance	Chief Safety, Security & Compliance Officer	1
			Director, Program Management	1
	<b>Office of the Chief of Safety, Security and Compliance Total</b>			<b>2</b>
	2210	System Safety	Assistant Director, Various	1
			Management Analyst I	1
			Manager II	1
			Manager Various II	1
Public Safety + Environment Manager			1	
<b>System Safety Total</b>			<b>5</b>	
2250	Compliance	Compliance Officer I	3	
		Compliance Officer II	1	
		Coordinator, Compliance	1	
		Field Operations Manager	1	
		Manager Various II	1	
		Senior Manager, Compliance	1	
<b>Compliance Total</b>			<b>8</b>	

### Exhibit 10.3 FY2024-25 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
Strategy	1105	Government & Community Relations	Director, Government & Community Relations	1
			Management Analyst II	1
			Public Affairs Manager	1
			Senior Manager, Government Relations	1
	<b>Government &amp; Community Relations Total</b>			<b>4</b>
	1520	Office of the Chief Strategy Officer	Business Analyst I	1
			Chief Strategy Officer	1
			Director, Special Projects	1
			Director, Sustainability	1
	<b>Office of the Chief Strategy Officer Total</b>			<b>4</b>
	1550	Planning & Development	Director, Planning & Development	1
			Planning Manager II	1
			Senior Manager - Various	1
	<b>Planning &amp; Development Total</b>			<b>3</b>
	3350	Railroad Services	Senior Business Analyst	1
			Senior Manager - Various	1
	<b>Railroad Services Total</b>			<b>2</b>
4115	Grants Funding & Reporting	Business Analyst II	1	
		Director, Grants	1	
		Manager II	1	
<b>Grants Funding &amp; Reporting Total</b>			<b>3</b>	
<b>Agency Total</b>			<b>283</b>	

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Adopted Budget  
Fiscal Year 2024-2025

# Budget Forecasts

FY2025-26 through FY2028-29



# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2024-2025 BUDGET**

### **SECTION 11: Budget Forecasts FY2025-26 through FY2028-29**

#### **11.1 Background**

At the request of the SCRRA Board of Directors, and in conjunction with the ongoing development of the strategic plan, SCRRA has created a four year forward budget forecast including the years 2026, 2027, 2028 and 2029. The forecasted 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 Forecast provided by Sperry Capital/KPMG as presented to the Board on February 10, 2023. The Revenue and Ridership Forecast was updated by Sperry Capital/KPMG on February 24, 2024.
- Estimates of expenses were constructed by using FY25 12-month Optimized Schedule as a base. Amounts were indexed to include contractual amounts where available, estimates on other known activities planned, and minor escalations of repetitive items based on the historic inflation of that individual category of operational expense.
- No headcount increase was included. A 5% Merit pool was included in each year.
- No new service was included.

#### **11.3 Capital Program Forecast**

- Estimates are based on the Metrolink Rehabilitation Plan (MRP) when submitting the FY25 Budget amounts.

## **11.4 Exhibits**

Exhibit 11.1: FY2025-26 through FY2028-29 Forecast by Cost Component

Exhibit 11.2: FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 11.3: FY2026-27 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 11.4: FY2027-28 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 11.5: FY2028-29 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 11.6: FY2025-26 through FY2028-29 Forecast of State of Good Repair Budget by Asset Category

Exhibit 11.7: FY2025-26 through FY2028-29 Forecast of State of Good Repair Budget by Member Agency

Exhibit 11.8: FY2025-26 through FY2028-29 Forecast of New Capital Budget by Asset Category

Exhibit 11.9: FY2025-26 through FY2028-29 Forecast of New Capital Budget by Member Agency



**Exhibit 11.1: FY2025-26 through FY2028-29 Forecast by Cost Component**

(000's)	FY25 Budget	FY26 Forecast	FY27 Forecast	FY28 Forecast	FY29 Forecast
<b>Operating Revenue</b>					
Farebox Revenue	45,348	52,420	57,457	60,765	63,603
Fare Reduction Subsidy	427	427	427	427	427
Other Train Subsidies	2,565	2,565	2,565	2,565	2,565
Special Trains	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>48,341</b>	<b>55,412</b>	<b>60,449</b>	<b>63,757</b>	<b>66,596</b>
Dispatching	2,207	2,273	2,341	2,412	2,484
Other Revenues	4,353	4,353	4,353	4,353	4,353
MOW Revenues	13,127	13,520	13,926	14,344	14,774
<b>Total Operating Revenue</b>	<b>68,028</b>	<b>75,559</b>	<b>81,070</b>	<b>84,866</b>	<b>88,207</b>
<b>Operating Expenses</b>					
<b>Operations &amp; Services</b>					
Train Operators	47,776	53,352	56,019	58,820	61,761
Train Dispatch	5,919	6,214	6,525	6,851	7,194
Equipment Maintenance	44,074	46,167	48,475	50,899	53,444
Fuel	33,293	37,082	38,936	40,883	42,927
Non-Scheduled Rolling Stock Repairs	150	158	165	174	182
Operating Facilities Maintenance	2,486	2,610	2,741	2,878	3,022
Other Operating Train Services	973	1,022	1,073	1,127	1,183
Security	18,376	19,294	20,259	21,272	22,336
Public Safety Program	53	56	59	62	65
Passenger Relations	1,975	2,073	2,177	2,286	2,400
TVM Maintenance/Revenue Collection	4,929	5,175	5,434	5,705	5,991
Marketing	3,003	3,153	3,311	3,476	3,650
Media & External Communications	304	319	335	352	369
Utilities/Leases	2,704	2,839	2,981	3,130	3,287
Transfers to Other Operators	2,615	2,746	2,883	3,027	3,178
Amtrak Transfers	671	704	739	776	815
Station Maintenance	6,266	6,579	6,908	7,254	7,616
Rail Agreements	6,922	7,992	8,392	8,811	9,252
Special Trains	500	525	551	579	608
<b>Subtotal Operations &amp; Services</b>	<b>182,987</b>	<b>198,061</b>	<b>207,964</b>	<b>218,362</b>	<b>229,280</b>
<b>Maintenance-of-Way</b>					
MoW - Line Segments	53,978	56,683	59,518	62,493	65,618
MoW - Extraordinary Maintenance	640	672	706	741	778
<b>Subtotal Maintenance-of-Way</b>	<b>54,618</b>	<b>57,356</b>	<b>60,224</b>	<b>63,235</b>	<b>66,396</b>
<b>Administration &amp; Services</b>					
Ops Salaries & Fringe Benefits	17,764	18,652	19,585	20,564	21,592
Ops Non-Labor Expenses	11,613	12,194	12,804	13,444	14,116
Indirect Administrative Expenses	24,283	25,534	26,811	28,152	29,559
Ops Professional Services	2,654	2,787	2,926	3,073	3,226
<b>Subtotal Admin &amp; Services</b>	<b>56,314</b>	<b>59,168</b>	<b>62,126</b>	<b>65,232</b>	<b>68,494</b>
<b>Contingency</b>	<b>50</b>	<b>53</b>	<b>55</b>	<b>58</b>	<b>61</b>
<b>Total Operating Expenses</b>	<b>293,969</b>	<b>314,637</b>	<b>330,369</b>	<b>346,887</b>	<b>364,232</b>
<b>Insurance and Legal</b>					
Liability/Property/Auto	19,201	20,161	21,169	22,227	23,338
Net Claims / SI	1,841	1,933	2,029	2,131	2,237
Claims Administration	2,196	2,305	2,421	2,542	2,669
<b>Total Net Insurance and Legal</b>	<b>23,237</b>	<b>24,399</b>	<b>25,619</b>	<b>26,900</b>	<b>28,244</b>
<b>Total Expense</b>	<b>317,206</b>	<b>339,036</b>	<b>355,987</b>	<b>373,787</b>	<b>392,476</b>
<b>Loss/Member Support Required</b>	<b>(249,179)</b>	<b>(263,476)</b>	<b>(274,917)</b>	<b>(288,921)</b>	<b>(304,269)</b>

**Exhibit 11.2: FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency**

	<b>FY26 Budget Forecast by Member Agency</b>					
<b>(\$000's)</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
<b>Operating Revenue</b>						
Farebox Revenue	28,019	12,050	4,686	5,925	1,740	52,420
Fare Reduction Subsidy	255	-	-	172	-	427
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>30,839</b>	<b>12,050</b>	<b>4,686</b>	<b>6,097</b>	<b>1,740</b>	<b>55,412</b>
Dispatching	1,151	713	19	135	255	2,273
Other Revenues	2,197	884	487	509	276	4,353
MOW Revenues	7,359	3,103	889	1,684	486	13,520
<b>Total Operating Revenue</b>	<b>41,547</b>	<b>16,750</b>	<b>6,080</b>	<b>8,424</b>	<b>2,758</b>	<b>75,559</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	28,938	11,807	5,463	5,170	1,974	53,352
Train Dispatch	3,674	1,104	485	609	343	6,214
Equipment Maintenance	23,660	8,855	5,429	5,900	2,322	46,167
Fuel	20,113	8,206	3,797	3,593	1,372	37,082
Non-Scheduled Rolling Stock Repairs	84	30	17	20	6	158
Operating Facilities Maintenance	1,391	499	283	333	105	2,610
Other Operating Train Services	508	197	129	111	77	1,022
Security	9,952	3,593	2,314	2,330	1,106	19,294
Public Safety Program	27	10	8	6	6	56
Passenger Relations	1,077	437	194	300	65	2,073
TVM Maintenance/Revenue Collection	2,261	1,112	844	652	307	5,175
Marketing	1,641	666	293	457	97	3,153
Media & External Communications	151	55	47	33	32	319
Utilities/Leases	1,347	489	422	298	283	2,839
Transfers to Other Operators	1,569	567	193	325	91	2,746
Amtrak Transfers	302	303	-	-	99	704
Station Maintenance	4,322	935	381	673	267	6,579
Rail Agreements	2,171	2,454	1,979	415	972	7,992
Special Trains	249	104	58	76	38	525
<b>Subtotal Operations &amp; Services</b>	<b>103,437</b>	<b>41,422</b>	<b>22,338</b>	<b>21,301</b>	<b>9,563</b>	<b>198,061</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	32,218	10,810	3,577	7,064	3,015	56,683
MoW - Extraordinary Maintenance	394	96	64	72	47	672
<b>Subtotal Maintenance-of-Way</b>	<b>32,612</b>	<b>10,906</b>	<b>3,641</b>	<b>7,135</b>	<b>3,061</b>	<b>57,356</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	8,849	3,214	2,775	1,958	1,856	18,652
Ops Non-Labor Expenses	6,297	2,521	1,442	1,226	709	12,194
Indirect Administrative Expenses	12,114	4,400	3,800	2,681	2,541	25,534
Ops Professional Services	1,322	480	415	293	277	2,787
<b>Subtotal Admin &amp; Services</b>	<b>28,581</b>	<b>10,614</b>	<b>8,431</b>	<b>6,158</b>	<b>5,383</b>	<b>59,168</b>
<b><u>Contingency</u></b>	<b>25</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>53</b>
<b>Total Operating Expenses</b>	<b>164,655</b>	<b>62,952</b>	<b>34,418</b>	<b>34,600</b>	<b>18,012</b>	<b>314,637</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	10,741	3,854	2,186	2,569	810	20,161
Net Claims / SI	1,030	370	210	246	78	1,933
Claims Administration	1,228	441	250	294	93	2,305
<b>Total Net Insurance and Legal</b>	<b>12,999</b>	<b>4,664</b>	<b>2,645</b>	<b>3,109</b>	<b>980</b>	<b>24,399</b>
<b>Total Expense</b>	<b>177,655</b>	<b>67,616</b>	<b>37,064</b>	<b>37,709</b>	<b>18,993</b>	<b>339,036</b>
<b>Loss/Member Support Required</b>	<b>(136,108)</b>	<b>(50,866)</b>	<b>(30,983)</b>	<b>(29,285)</b>	<b>(16,235)</b>	<b>(263,476)</b>

Numbers may not foot due to rounding.

**Exhibit 11.3: FY2026-27 Forecast of Operating Budget by Cost Component by Member Agency**

	FY27 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	30,467	13,480	5,009	6,454	2,046	57,457
Fare Reduction Subsidy	255	-	-	172	-	427
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>33,288</b>	<b>13,480</b>	<b>5,009</b>	<b>6,626</b>	<b>2,046</b>	<b>60,449</b>
Dispatching	1,185	735	19	139	263	2,341
Other Revenues	2,197	884	487	509	276	4,353
MOW Revenues	7,580	3,196	915	1,734	501	13,926
<b>Total Operating Revenue</b>	<b>44,251</b>	<b>18,295</b>	<b>6,431</b>	<b>9,008</b>	<b>3,086</b>	<b>81,070</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	30,385	12,397	5,736	5,428	2,073	56,019
Train Dispatch	3,858	1,159	509	639	360	6,525
Equipment Maintenance	24,844	9,298	5,701	6,195	2,438	48,475
Fuel	21,119	8,617	3,987	3,773	1,441	38,936
Non-Scheduled Rolling Stock Repairs	88	32	18	21	7	165
Operating Facilities Maintenance	1,460	524	297	349	110	2,741
Other Operating Train Services	533	207	136	117	80	1,073
Security	10,449	3,772	2,430	2,446	1,161	20,259
Public Safety Program	28	10	9	6	6	59
Passenger Relations	1,130	459	204	315	69	2,177
TVM Maintenance/Revenue Collection	2,375	1,167	886	684	322	5,434
Marketing	1,723	699	307	480	102	3,311
Media & External Communications	159	58	50	35	33	335
Utilities/Leases	1,414	514	444	313	297	2,981
Transfers to Other Operators	1,648	595	203	341	96	2,883
Amtrak Transfers	317	318	-	-	104	739
Station Maintenance	4,539	982	400	707	281	6,908
Rail Agreements	2,279	2,577	2,078	436	1,021	8,392
Special Trains	262	109	61	79	40	551
<b>Subtotal Operations &amp; Services</b>	<b>108,609</b>	<b>43,494</b>	<b>23,455</b>	<b>22,366</b>	<b>10,041</b>	<b>207,964</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	33,829	11,350	3,756	7,417	3,166	59,518
MoW - Extraordinary Maintenance	414	101	67	75	49	706
<b>Subtotal Maintenance-of-Way</b>	<b>34,242</b>	<b>11,451</b>	<b>3,823</b>	<b>7,492</b>	<b>3,214</b>	<b>60,224</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,291	3,374	2,914	2,056	1,949	19,585
Ops Non-Labor Expenses	6,612	2,647	1,514	1,287	745	12,804
Indirect Administrative Expenses	12,719	4,620	3,990	2,815	2,668	26,811
Ops Professional Services	1,388	504	435	307	291	2,926
<b>Subtotal Admin &amp; Services</b>	<b>30,010</b>	<b>11,145</b>	<b>8,853</b>	<b>6,466</b>	<b>5,652</b>	<b>62,126</b>
<b>Contingency</b>	<b>26</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>55</b>
<b>Total Operating Expenses</b>	<b>172,888</b>	<b>66,099</b>	<b>36,139</b>	<b>36,330</b>	<b>18,913</b>	<b>330,369</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	11,278	4,047	2,295	2,697	851	21,169
Net Claims / SI	1,081	388	220	259	82	2,029
Claims Administration	1,290	463	262	308	97	2,421
<b>Total Net Insurance and Legal</b>	<b>13,649</b>	<b>4,898</b>	<b>2,778</b>	<b>3,264</b>	<b>1,029</b>	<b>25,619</b>
<b>Total Expense</b>	<b>186,537</b>	<b>70,997</b>	<b>38,917</b>	<b>39,594</b>	<b>19,942</b>	<b>355,987</b>
<b>Loss/Member Support Required</b>	<b>(142,287)</b>	<b>(52,702)</b>	<b>(32,486)</b>	<b>(30,586)</b>	<b>(16,857)</b>	<b>(274,917)</b>

Numbers may not foot due to rounding.

**Exhibit 11.4: FY2027-28 Forecast of Operating Budget by Cost Component by Member Agency**

	<b>FY28 Budget Forecast by Member Agency</b>					
<b>(\$000's)</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
<b>Operating Revenue</b>						
Farebox Revenue	31,763	14,894	5,270	6,606	2,232	60,765
Fare Reduction Subsidy	255	-	-	172	-	427
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>34,584</b>	<b>14,894</b>	<b>5,270</b>	<b>6,777</b>	<b>2,232</b>	<b>63,757</b>
Dispatching	1,221	757	20	144	271	2,412
Other Revenues	2,197	884	487	509	276	4,353
MOW Revenues	7,808	3,292	943	1,786	516	14,344
<b>Total Operating Revenue</b>	<b>45,810</b>	<b>19,826</b>	<b>6,720</b>	<b>9,216</b>	<b>3,295</b>	<b>84,866</b>
<b>Operating Expenses</b>						
<b>Operations &amp; Services</b>						
Train Operators	31,904	13,017	6,023	5,700	2,176	58,820
Train Dispatch	4,051	1,217	534	671	378	6,851
Equipment Maintenance	26,086	9,762	5,986	6,505	2,560	50,899
Fuel	22,175	9,047	4,186	3,962	1,513	40,883
Non-Scheduled Rolling Stock Repairs	93	33	19	22	7	174
Operating Facilities Maintenance	1,533	550	312	367	116	2,878
Other Operating Train Services	560	217	143	123	84	1,127
Security	10,972	3,961	2,551	2,568	1,219	21,272
Public Safety Program	29	11	9	6	6	62
Passenger Relations	1,187	482	214	331	72	2,286
TVM Maintenance/Revenue Collection	2,493	1,226	930	718	338	5,705
Marketing	1,809	734	323	504	107	3,476
Media & External Communications	167	61	52	37	35	352
Utilities/Leases	1,485	539	466	329	311	3,130
Transfers to Other Operators	1,730	625	213	358	101	3,027
Amtrak Transfers	333	334	-	-	110	776
Station Maintenance	4,765	1,031	420	742	295	7,254
Rail Agreements	2,393	2,706	2,182	458	1,072	8,811
Special Trains	275	115	64	83	42	579
<b>Subtotal Operations &amp; Services</b>	<b>114,040</b>	<b>45,668</b>	<b>24,627</b>	<b>23,484</b>	<b>10,543</b>	<b>218,362</b>
<b>Maintenance-of-Way</b>						
MoW - Line Segments	35,520	11,918	3,944	7,788	3,324	62,493
MoW - Extraordinary Maintenance	434	106	71	79	51	741
<b>Subtotal Maintenance-of-Way</b>	<b>35,954</b>	<b>12,024</b>	<b>4,015</b>	<b>7,867</b>	<b>3,375</b>	<b>63,235</b>
<b>Administration &amp; Services</b>						
Ops Salaries & Fringe Benefits	9,756	3,543	3,060	2,159	2,046	20,564
Ops Non-Labor Expenses	6,942	2,779	1,589	1,351	782	13,444
Indirect Administrative Expenses	13,355	4,851	4,189	2,956	2,801	28,152
Ops Professional Services	1,458	529	457	323	306	3,073
<b>Subtotal Admin &amp; Services</b>	<b>31,511</b>	<b>11,702</b>	<b>9,296</b>	<b>6,789</b>	<b>5,935</b>	<b>65,232</b>
<b>Contingency</b>	<b>27</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>58</b>
<b>Total Operating Expenses</b>	<b>181,532</b>	<b>69,404</b>	<b>37,946</b>	<b>38,146</b>	<b>19,859</b>	<b>346,887</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	11,842	4,249	2,410	2,832	893	22,227
Net Claims / SI	1,135	407	231	272	86	2,131
Claims Administration	1,354	486	276	324	102	2,542
<b>Total Net Insurance and Legal</b>	<b>14,332</b>	<b>5,143</b>	<b>2,917</b>	<b>3,428</b>	<b>1,081</b>	<b>26,900</b>
<b>Total Expense</b>	<b>195,864</b>	<b>74,547</b>	<b>40,863</b>	<b>41,574</b>	<b>20,939</b>	<b>373,787</b>
<b>Loss/Member Support Required</b>	<b>(150,055)</b>	<b>(54,720)</b>	<b>(34,143)</b>	<b>(32,358)</b>	<b>(17,644)</b>	<b>(288,921)</b>

Numbers may not foot due to rounding.

**Exhibit 11.5: FY2028-29 Forecast of Operating Budget by Cost Component by Member Agency**

	<b>FY29 Budget Forecast by Member Agency</b>					
<b>(\$000's)</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
<b>Operating Revenue</b>						
Farebox Revenue	32,762	16,310	5,532	6,740	2,259	63,603
Fare Reduction Subsidy	255	-	-	172	-	427
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>35,583</b>	<b>16,310</b>	<b>5,532</b>	<b>6,911</b>	<b>2,259</b>	<b>66,596</b>
Dispatching	1,258	780	20	148	279	2,484
Other Revenues	2,197	884	487	509	276	4,353
MOW Revenues	8,042	3,391	971	1,840	531	14,774
<b>Total Operating Revenue</b>	<b>47,079</b>	<b>21,364</b>	<b>7,011</b>	<b>9,408</b>	<b>3,345</b>	<b>88,207</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	33,499	13,668	6,324	5,985	2,285	61,761
Train Dispatch	4,253	1,278	561	705	397	7,194
Equipment Maintenance	27,390	10,251	6,285	6,830	2,688	53,444
Fuel	23,284	9,500	4,396	4,160	1,588	42,927
Non-Scheduled Rolling Stock Repairs	97	35	20	23	7	182
Operating Facilities Maintenance	1,610	578	328	385	121	3,022
Other Operating Train Services	588	228	150	129	89	1,183
Security	11,520	4,159	2,679	2,697	1,280	22,336
Public Safety Program	31	11	10	7	6	65
Passenger Relations	1,246	506	225	347	76	2,400
TVM Maintenance/Revenue Collection	2,618	1,287	976	754	355	5,991
Marketing	1,899	771	339	529	112	3,650
Media & External Communications	175	64	55	39	37	369
Utilities/Leases	1,559	566	489	345	327	3,287
Transfers to Other Operators	1,817	656	223	376	106	3,178
Amtrak Transfers	349	351	-	-	115	815
Station Maintenance	5,004	1,083	441	780	309	7,616
Rail Agreements	2,513	2,841	2,291	481	1,126	9,252
Special Trains	289	120	67	88	44	608
<b>Subtotal Operations &amp; Services</b>	<b>119,742</b>	<b>47,952</b>	<b>25,859</b>	<b>24,658</b>	<b>11,070</b>	<b>229,280</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	37,296	12,514	4,141	8,177	3,490	65,618
MoW - Extraordinary Maintenance	456	111	74	83	54	778
<b>Subtotal Maintenance-of-Way</b>	<b>37,752</b>	<b>12,625</b>	<b>4,215</b>	<b>8,260</b>	<b>3,544</b>	<b>66,396</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	10,243	3,720	3,213	2,267	2,148	21,592
Ops Non-Labor Expenses	7,289	2,918	1,669	1,419	821	14,116
Indirect Administrative Expenses	14,023	5,093	4,398	3,104	2,941	29,559
Ops Professional Services	1,531	556	480	339	321	3,226
<b>Subtotal Admin &amp; Services</b>	<b>33,086</b>	<b>12,287</b>	<b>9,760</b>	<b>7,128</b>	<b>6,232</b>	<b>68,494</b>
<b><u>Contingency</u></b>	<b>29</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>61</b>
<b>Total Operating Expenses</b>	<b>190,609</b>	<b>72,874</b>	<b>39,843</b>	<b>40,054</b>	<b>20,851</b>	<b>364,232</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	12,435	4,462	2,530	2,974	938	23,338
Net Claims / SI	1,192	428	243	285	90	2,237
Claims Administration	1,422	510	289	340	107	2,669
<b>Total Net Insurance and Legal</b>	<b>15,049</b>	<b>5,400</b>	<b>3,062</b>	<b>3,599</b>	<b>1,135</b>	<b>28,244</b>
<b>Total Expense</b>	<b>205,657</b>	<b>78,274</b>	<b>42,906</b>	<b>43,653</b>	<b>21,986</b>	<b>392,476</b>
<b>Loss/Member Support Required</b>	<b>(158,578)</b>	<b>(56,910)</b>	<b>(35,895)</b>	<b>(34,245)</b>	<b>(18,641)</b>	<b>(304,269)</b>

Numbers may not foot due to rounding.

**Exhibit 11.6: FY2025-26 through FY2028-29 Forecast of State of Good Repair  
Budget by Cost Asset Category**

(\$000's)

<b>Asset Category</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>FY2028-29</b>	<b>TOTAL</b>
Business Systems	4,724	4,960	5,208	5,469	20,361
Facilities	1,041	1,093	1,147	1,205	4,485
Information Technology	1,999	2,099	2,204	2,314	8,617
Rolling Stock	77,136	80,993	85,043	89,295	332,466
Structures	12,486	13,110	13,765	14,454	53,814
Track	32,188	33,797	35,487	37,261	138,733
Train Control	34,242	35,954	37,752	39,640	147,589
Communications	2,048	2,150	2,257	2,370	8,825
Right of Way	1,733	1,819	1,910	2,006	7,467
<b>State of Good Repair Total</b>	<b>167,595</b>	<b>175,975</b>	<b>184,774</b>	<b>194,013</b>	<b>722,358</b>

*Numbers may not foot due to rounding.*

**Exhibit 11.7: FY2025-26 through FY2028-29 Forecast of State of Good Repair  
Budget by Member Agency**

(\$000's)

<b>Member Agency</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>FY2028-29</b>	<b>TOTAL</b>
LA METRO	70,937	74,484	78,208	82,118	305,747
OCTA	39,827	41,818	43,909	46,105	171,659
RCTC	21,760	22,848	23,990	25,190	93,788
SBCTA	22,947	24,095	25,299	26,564	98,906
VCTC	12,124	12,731	13,367	14,036	52,258
<b>State of Good Repair</b>	<b>167,595</b>	<b>175,975</b>	<b>184,774</b>	<b>194,013</b>	<b>722,358</b>

*Numbers may not foot due to rounding.*

**Exhibit 11.8: FY2025-26 through FY2028-29 Forecast of New Capital Budget by Asset Category**

**(\$000's)**

<b>Asset Category</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>FY2028-29</b>	<b>TOTAL</b>
Business Systems	992	1,042	1,094	1,149	4,277
Facilities	2,400	2,520	2,646	2,779	10,346
Train Control	2,829	2,970	3,119	3,275	12,192
<b>New Capital Total</b>	<b>6,221</b>	<b>6,532</b>	<b>6,859</b>	<b>7,202</b>	<b>26,814</b>
<i>Numbers may not foot due to rounding.</i>					

**Exhibit 11.9: FY2025-26 through FY2028-29 Forecast of New Capital Budget by Member Agency**

**(\$000's)**

<b>Member Agency</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>FY2028-29</b>	<b>TOTAL</b>
LA METRO	2,955	3,103	3,258	3,421	12,737
OCTA	1,232	1,293	1,358	1,426	5,309
RCTC	691	725	761	799	2,976
SBCTA	896	941	988	1,037	3,861
VCTC	448	470	494	519	1,931
<b>New Capital Total</b>	<b>6,221</b>	<b>6,532</b>	<b>6,859</b>	<b>7,202</b>	<b>26,814</b>
<i>Numbers may not foot due to rounding.</i>					

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Adopted Budget  
Fiscal Year 2024-2025

# Appendix



# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2024-2025 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 FY2024-25 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 based on 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 SCRRRA 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 based on 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 SCRRRA 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, SCRRRA 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 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. The MRP was most recently updated in 2023, and it provides a comprehensive evaluation of the condition, maintenance, useful life, and required overhauls of the Metrolink rail system assets. A team of SCRRA staff and consultants completed a comprehensive analysis to thoroughly assess the condition of SCRRA's infrastructure assets. 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).

## **12.5 SCRRA Information**

### **12.5.1 Date of Formation**

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

### **12.5.2 Form of Government**

SCRRA operates under a Joint Exercise of Powers Agreement.

### 12.5.3 Purpose

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

### 12.5.4 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).

### 12.5.5 Counties Served

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

## 12.6 SCRRA Statistical Information

### Population by County

Los Angeles County	9.8 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:	21.7 million
California Population:	39.1 million
% of State Population located within SCRRA Service Area	55%

Source: California Department of Finance

## **Metrolink**

**Service Route Miles in System** (including Arrow) by County. This includes foreign railroad. These include duplicated miles where segments of track are shared between different Metrolink lines owned/maintained tracks.

Los Angeles County	219.0
Orange County	117.7
Riverside County	81.9
San Bernardino County	50.1
Ventura County	39.0
San Diego County	<u>37.9</u>
<b>Total Miles:</b>	<b>545.6</b>

### **Route Miles by Subdivision** (tracks that Metrolink dispatches/maintains)

San Gabriel	65.5
Shortway	1.7
River	11.8
Valley	72.9
Ventura	35.9
Montalvo	1.7
Olive	5.3
Orange	42.3
Perris Valley	21.9
Pasadena	13.7
Rialto	<u>2.3</u>
<b>Total</b>	<b>275.0</b>

### **Route Miles by Foreign Railroad Subdivision** (tracks that foreign railroads dispatch/maintain)

NCTD San Diego	19.1
BNSF San Bernardino	65.0
UP Los Angeles	55.4
UP Santa Barbara	<u>23.1</u>
<b>Total</b>	<b>162.6</b>

**Total Route Miles systemwide (Metrolink and Foreign railroad): 437.6**

**Service Route Miles for Arrow Line by County**

San Bernardino County	<u>8.9</u>
<b>Total Miles</b>	<b>8.9</b>

**Available Equipment**

Locomotives	60
Cab Cars	57
Passenger Coaches	201
MOW Cars	12

**Metrolink Stations**

Los Angeles County	28
Orange County	12
Riverside County	9
San Bernardino County	8
Ventura County	5
San Diego County	<u>1</u>
<b>Total Stations:</b>	<b>63</b>

**Arrow Stations**

San Bernardino County	<u>4</u>
<b>Total Stations:</b>	<b>4</b>

**Ticket Vending Devices (TVDs)**

**Metrolink**

Installed TVDs: 135

20 spare TVDs (owned by Metrolink)

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

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

**Arrow**

Installed TVDs: 7

**Total Revenue TVDs Installed: 142**



## 12.7 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.

**Amended Budget:** If an amendment to the Adopted Budget is passed by the Board of Directors, that Amended Budget then becomes the Adopted Budget

**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 projects and New Capital projects.

**Carryover:** Estimated outstanding budgeted capital project amounts as of June 30<sup>th</sup> of each fiscal year that includes the unspent portion of projects currently in process, and projects not yet begun but approved prior to June 30<sup>th</sup>.

**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).

**Groupings:** Discrete business units of operation within an organization. SCRRA business groupings 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.

**Proforma Farebox Revenue:** Revenue that includes funds paid by passengers and subsidies from Member Agencies or Grants.

**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.

**Route Miles:** The miles from the start point to the end point of subdivision and does not take into consideration the number of multiple main tracks or sidings.

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

**Service Line Miles:** The miles calculated by each service line noted in the public timetable and does not take into consideration the number of multiple main tracks or sidings.

**Track Miles:** The linear miles associated with all tracks, including multiple main tracks and sidings that Metrolink trains operate on, dispatch, and/or maintain (excludes yard tracks and spurs).

## **12.8 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
DMU	Diesel Multiple Unit
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
SGDP	Service Growth Development Plan
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 <sup>st</sup> 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

## 12.9 Exhibits

**Exhibit 12.1: FY2024-25 Formulae Used to Allocate Expenses by Member Agency** lists the allocation categories, and the percentages allocated for each across Member Agencies in the FY25 Budget.

**Exhibit 12.2: FY2024-25 Formulae Used to Allocate Expenses by Line** lists the allocation categories, and the percentages allocated for each across the operating rail lines in the FY25 Budget.

## Exhibit 12.1 FY2024-25 Formulae Used to Allocate Expenses by Member Agency

Allocation	METRO	OCTA	RCTC	SBCTA	VCTC
Train Miles Lagged (FY23)	53.28%	19.12%	10.84%	12.74%	4.02%
FY25 Budget Train Miles (Base Services)	54.31%	21.71%	10.10%	10.08%	3.80%
FY25 Budget Train Miles (All Services)	53.85%	22.03%	10.12%	10.20%	3.80%
Revenue Moves Thru LAUS	65.46%	13.78%	5.76%	10.80%	4.20%
Unduplicated Stations (Includes Buena Park)	45.16%	19.35%	14.52%	12.90%	8.06%
TVMs (Excludes TOMs & Flower Street)	43.70%	21.48%	16.30%	12.59%	5.93%
Ridership Lagged (FY23)	52.03%	21.12%	9.28%	14.49%	3.08%
Current Ridership w/o IEOC (Transfer Payments)	59.84%	17.02%	6.21%	13.12%	3.81%
FY25 Fare Revenue	52.71%	23.13%	9.04%	11.95%	3.17%
75% Train Miles Lagged/25% Unduplicated Stations	51.25%	19.18%	11.76%	12.78%	5.03%
S.B. Line Train Miles	63.44%	0.00%	0.00%	36.56%	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	61.68%	0.00%	0.00%	0.00%	38.32%
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)	30.95%	69.05%	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%	62.17%	31.82%	6.01%	0.00%
91 Line Train Miles	24.29%	23.26%	52.07%	0.38%	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 FY2024-25 Formulae Used to Allocate Expenses by Line

Allocation	San Bernardino	Ventura	Antelope Valley	Riverside	Orange County	IEOC	91/PVL
Train Miles Lagged (FY23)	25.79%	10.42%	19.66%	7.08%	15.14%	11.12%	10.78%
FY25 Budget Train Miles (Base Services)	23.28%	9.93%	22.04%	5.39%	18.14%	10.91%	10.31%
FY25 Budget Train Miles (All Services)	23.47%	9.91%	21.52%	5.41%	18.36%	11.19%	10.14%
Revenue Moves Thru LAUS	32.00%	13.15%	23.01%	5.79%	17.41%	0.00%	8.64%
Unduplicated Stations (Includes Buena Park)	19.62%	16.40%	18.01%	8.87%	12.37%	12.63%	12.10%
TVMs (Excludes TOMs & Flower Street)	18.64%	13.83%	17.53%	9.51%	13.09%	14.94%	12.46%
Ridership Lagged (FY23)	30.79%	8.03%	17.00%	5.10%	19.32%	10.63%	9.13%
Current Ridership w/o IEOC (Transfer Payments)	33.41%	10.16%	19.98%	5.46%	21.35%	0.00%	9.64%
FY25 Fare Revenue	27.44%	8.53%	16.30%	6.98%	22.98%	8.60%	9.17%
75% Train Miles Lagged/25% Unduplicated Stations	24.25%	11.92%	19.25%	7.53%	14.45%	11.50%	11.10%
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	27.19%	11.28%	40.59%	5.99%	10.34%	0.00%	4.61%
OCTA Train Miles	0.00%	0.00%	0.00%	0.00%	57.71%	31.24%	11.05%
RCTC Train Miles	0.00%	0.00%	0.00%	12.49%	0.00%	34.36%	53.15%
SBCTA Train Miles	84.41%	0.00%	0.00%	8.70%	0.00%	6.50%	0.39%
VCTC Train Miles	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%



**Southern California  
Regional Rail Authority**

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**Adopted Budget  
Fiscal Year 2024-2025**

**METROLINK**