

**METROLINK**  
SOUTHERN CALIFORNIA  
REGIONAL RAIL AUTHORITY



**ADOPTED BUDGET**  
FISCAL YEAR  
**2023-2024**

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**SOUTHERN CALIFORNIA  
REGIONAL RAIL AUTHORITY**

**FISCAL YEAR 2023-24  
BUDGET**

**Adopted June 23, 2023**

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

## FY2023-24 BUDGET

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# A Word from the CEO

January 2, 2024

Metrolink is an essential component of Southern California and to its residents. We serve as the connection for communities to what matters most: family, friends, work, education, and fun. We strive each day to continue our evolution from a traditional commuter railroad into a true regional passenger rail provider. Our commitment to this goal is embodied in the fare assistance programs in our fiscal year 2024 Budget including the equity driving “Mobility-for-All,” and the “Student Adventure Pass.” It is reflected in the recent addition of the Arrow service, along with the expansion of the Antelope Valley Line schedule, and our future schedule optimization plans, which will provide more frequent systemwide service. We welcome this challenge and will achieve our goal through planning, hard work, and innovation.



We recognize that our success is largely dependent upon our customers. Metrolink is utilizing innovative programs to attract ridership in FY24. Metrolink’s Summer Day Pass, available weekdays between Memorial Day and Labor Day providing systemwide travel, was originally launched in 2022. Due to the prog

ram’s resounding success, it is being continued into fiscal year 2024. In October 2023, Metrolink launched its Student Adventure Pass. This pilot program allows any student with valid school identification to obtain a pass at no charge and ride anywhere on the Metrolink system for free. Metrolink’s Low Income Fare program, now called “Mobility-for-All,” continues to offer eligible customers with a valid EBT card a 50% discount on any ticket or pass.

To offer more options to its riders, Metrolink expanded its service schedule in FY24 on the Antelope Valley Line by increasing the frequency of weekday service via nine new trains and doubled the weekend service to 12 round trips. Additional late-night trains were also added to serve those riders attending evening events in Los Angeles, as well as those working nontraditional schedules. Weekend service on the Ventura County Line also doubled in FY24, with the addition of a Sunday service to accompany the existing Saturday service. This marked the first time in Metrolink’s history that a seven-day-a-week service was provided along the Ventura County Line.

In partnership with the City of Santa Clarita, Metrolink opened a new Vista Canyon Station in October 2023. This new transit center serves Santa Clarita residents in

the surrounding neighborhoods of Lost Canyon and Soledad Canyon. This change is another example of Metrolink service evolving beyond a traditional commuter rail line, toward a regional passenger rail network meeting the needs of today's riders.

Metrolink and the LOSSAN Rail Corridor Agency, which oversees Amtrak's Pacific Surfliner train service, have expanded their codeshare program to provide ticketholders the option of riding either train service between Los Angeles and Ventura. This updated agreement allows both Metrolink and Surfliner riders the opportunity to choose between 15 trains (10 Metrolink and five Surfliner), in either direction on weekdays along the Ventura County Line. The expanded program is also valid on weekends, with seven roundtrips, including five Surfliners. Metrolink hopes to eventually extend similar benefits to the riders traveling south of Los Angeles. This effort represents an unprecedented expansion in regional mobility.

"Safety is foundational" is an unofficial mantra at Metrolink. This axiom is repeated not only in words, but in the everyday actions of our employees. We think safety. We act safety. Safety is always the priority for both us and our customers. To support this foundational value, Metrolink increased the number of Los Angeles County Sheriff's deputies and installed more relevant and easier to read signage aboard each train in fiscal year 2024. Safety must also be reflected in the maintenance of the railroad's equipment and infrastructure, including locomotives, passenger cars, track, and signals. In fiscal year 2024, Metrolink will maintain our right-of-way by replacing 15,000 railroad ties in Orange County. This monumental task covers 16.5 miles across the cities of Santa Ana, Tustin, Irvine, and San Juan Capistrano. 5,000 railroad ties will also be replaced in the 24-mile stretch between Pomona and San Bernardino County.

Metrolink's Bombardier cars were overhauled extensively in fiscal year 2024. The first refurbished car was rolled out in December 2023. Over the next two years, 50 cars will undergo this transformation, with project completion expected by the summer of 2025. In addition to a new paint job, the updated cars offer a host of amenities, including new flooring, more comfortable vinyl seats, energy-efficient LED lighting and electrical outlets at every seat. We eagerly anticipate the complete roll out of these new cars, so that our passengers can enjoy enhanced style and comfort.

Environmental goals and community connectivity are also a high priority at Metrolink. Beginning in late 2024, Metrolink's Arrow Service, which connects San Bernardino and Redlands, is scheduled to become the first passenger train line in North America to adopt Zero-Emission Multiple Unit (ZEMU) rail vehicles. These utilize an advanced hybrid hydrogen fuel cell and battery technology to provide an even cleaner transit option for the community.

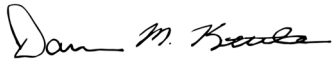
Metrolink worked with its state and local partners to successfully reopen the railroad tracks below the Casa Romantica Cultural Center and Gardens in San Clemente. These tracks were reopened in July 2023, after being closed in April

due to debris hitting the tracks as the result of landslides caused by unusually heavy rain. After the slope was stabilized, passenger rail service returned. Orange County Line ridership was up 70% in the weekend following its reopening and ridership in the Inland Empire-Orange County Line more than quadrupled.

In December 2023, Metrolink completed the final phase of the three-year SCORE L.A. Union Station Modernization Project. This \$67 million project represented a huge leap forward operationally, with upgraded technology and infrastructure that will help Metrolink deliver better, more efficient service for its riders. The scope of this project included the replacement of critical railroad tracks, switches, and signal systems, some of which were originally installed during the opening of Union Station in 1939. This historic station is the hub for Metrolink and these upgrades help to support the passenger rail operations. This revitalization effort is part of Metrolink's goal to prepare the rail network for the global stage, including the 2026 World Cup and the 2028 LA Olympic and Paralympic games.

With the approved fiscal year 2024 budget, we intend on continuing to advance the Board-approved goals and initiatives toward providing world-class public transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "Darren M. Kettle". The signature is fluid and cursive, written over a horizontal line.

Darren Kettle  
Metrolink Chief Executive Officer

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An aerial photograph of a high-speed train with a teal and white livery traveling along a coastal track. The train is positioned on a track that runs parallel to a rocky shoreline. In the background, a large, multi-story white building with a red-tiled roof sits atop a grassy hillside. The sky is clear and blue. The text 'ADOPTED BUDGET FISCAL YEAR 2023-2024' is overlaid in the top right corner.

ADOPTED BUDGET  
FISCAL YEAR  
2023-2024

SECTION ONE

INTRODUCTION TO  
BUDGET

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# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2023-24 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 2024 will be a year of study to determine the blueprint which will guide us toward the creation of a more all-encompassing public transit service. A service which will provide all of Southern California with transportation to meet their commuting, business, and leisure needs, while embracing equity, environmental consciousness, and growth of our communities and businesses.

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# ADOPTED BUDGET FISCAL YEAR 2023-2024



## SECTION TWO

# EXECUTIVE SUMMARY

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# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2023-24 BUDGET**

### **SECTION 2: Executive Summary**

#### **2.1 Introduction**

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

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

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

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

Despite continuing to experience ridership recovery challenges, Metrolink's FY24 budget includes restoring service back to a 90% level.

#### **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 is the second largest transit provider in Southern California, in terms of passenger miles, servicing more than 315 million passenger miles annually.
- 60% of Metrolink riders travel across county lines connoting a truly regional system (FY23)
- 48% of all Metrolink boarding's are in Los Angeles County (FY23)

### Performance Statistics by Line

Metric	VCL	AVL	SBL	RVL	OCL	91/PVL	IEOC
Passenger Miles (a)	11,269,737	36,622,751	56,321,773	9,399,505	31,969,422	17,893,105	20,059,137
VMT avoided (b)	23,902,790	46,557,258	83,998,738	30,153,087	82,777,711	29,982,451	40,710,131
GHG, metric tons (b)	4,628	6,089	21,492	8,880	24,406	7,961	10,046
Metrolink ridership as Peak Hr Lane Capacity on parallel freeways (c)	0.5		1.1		0.8		0.9
Directional Peak Hr Volume relief on parallel freeways up to: (c)	11%		10%		25%		12%

**SOURCES:**

(a) FY23 Passenger Miles

(b) FY19 Emissions. California Air Resources Board, TIRCP Benefits Calculator Tool. <https://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials?corr>

(c) FY19 Lane capacity equivalent. Calculated using Metrolink conductor counts and Caltrans AADT traffic counts at peak load point within line corridor.



## 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>								
<b>METROLINK</b>	<b>39.2</b>	<b>\$ 7.73</b>	<b>\$ 0.20</b>	<b>\$ 2.90</b>	<b>\$ 2.70</b>	<b>\$ 1.50</b>	<b>\$ 22.00</b>	<b>7%</b>
Maryland Transit Administration: MARC Train	29.6	\$ 9.28	\$ 0.31	\$ 6.39	\$ 6.07	\$ 1.87	\$ 37.99	5%
Boston MBTA	22.2	\$ 4.72	\$ 0.21	\$ 2.51	\$ 2.30	\$ 1.66	\$ 19.52	8%
Metro North (New York)	22.9	\$ 8.14	\$ 0.36	\$ 1.65	\$ 1.29	\$ 5.06	\$ 23.40	22%
METRA (Chicago)	21.6	\$ 5.43	\$ 0.25	\$ 2.36	\$ 2.10	\$ 2.33	\$ 21.87	11%
CALTRAIN	22.3	\$ 25.68	\$ 1.15	\$ 4.79	\$ 3.63	\$ 5.79	\$ 24.06	24%
SEPTA	13.4	\$ 4.07	\$ 0.30	\$ 3.07	\$ 2.76	\$ 2.36	\$ 23.79	10%
Virginia Railway Express	31.5	\$ 21.23	\$ 0.67	\$ 7.36	\$ 6.68	\$ 4.65	\$ 50.70	9%
<b>Local Transit</b>								
Antelope Valley Transit Authority	9.7	\$ 1.84	\$ 0.15	\$ 1.12	\$ 0.97	\$ 1.13	\$ 8.37	13%
Foothill Transit	6.1	\$ 1.21	\$ 0.12	\$ 0.98	\$ 0.86	\$ 0.99	\$ 8.13	12%
Los Angeles County Metropolitan Transportation Authority	3.9	\$ 0.65	\$ 0.13	\$ 1.21	\$ 1.08	\$ 1.76	\$ 16.23	11%
Omnitrans	5.6	\$ 1.16	\$ 0.23	\$ 1.80	\$ 1.56	\$ 1.24	\$ 9.51	13%
Orange County Transportation Authority	5.0	\$ 1.10	\$ 0.24	\$ 1.43	\$ 1.19	\$ 1.46	\$ 8.53	17%
Riverside Transit Agency	8.3	\$ 1.18	\$ 0.14	\$ 1.32	\$ 1.18	\$ 0.83	\$ 7.65	11%

**SOURCES:**

2021 National Transit Database

Fixed route only, includes purchased and directly operated service.

## **2.4 Prior Year Accomplishments - FY2022-2023**

### **Grants Funding**

\$202.7 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.

### **Customer Relations**

- Implemented an onboarding and training curriculum for customer relations representative, Metrolink executives, Communication Coordinators, and Alta Call Center Representatives.
- Revamped the School Trip program to facilitate increased youth ridership.
- Improved accessibility for visually impaired passengers by installing new contactless card readers at Los Angeles Union Station ticket windows.

### **Market Research**

- Completed a “potential rider” study to identify barriers that keep riders from utilizing Metrolink.

### **Communication & Public Interaction**

- On October 20, 2022, Metrolink participated in an earthquake preparedness simulation called the “Great ShakeOut”.
- Metrolink celebrated the rich Latino heritage in Southern California during Latino Heritage Month (September 15 - October 15) by promoting cultural destinations that could be visited by riding Metrolink trains. To kickoff the month-long celebration, we surprised riders with a Mariachi Band playing on the Antelope Valley Line on September 15.

### **Marketing**

#### **Metrolink Refreshed Brand**

Metrolink successfully unveiled a comprehensive visual brand refresh campaign to the public in the Fall 2022. The brand refresh efforts incorporated a specially crafted commemorative logo design and an engaging public campaign that showcased the Metrolink 30<sup>th</sup> Anniversary celebration.



### **APTA Award**

In February 2023, Metrolink was recognized by the American Public Transportation Association (APTA) for its annual AdWheel Awards in celebration of the industry's marketing and communications efforts. Metrolink's 2022 Customer Appreciation Day Campaign received a First Place award for Best Marketing & Communications Special Event in the Support Ridership/Sales subcategory. In the Fall of 2023, the agency then received a Grand Prize award for the same initiative at the 2023 APTA TRANSform Conference in Orlando, Florida. The submission was selected amongst all first-place winners within the nomination category.

## **Increasing Service to the Public**

### **Launch of Arrow Service**

In partnership with San Bernardino County Transportation Authority (SBCTA), Metrolink launched its new Arrow Service creating DMU service to Redlands. Metrolink riders in the Inland Empire can now use the new Arrow passenger rail service to travel between the cities of San Bernardino and Redlands. The Arrow service adds four train stations in the two cities and introduces new Diesel Multiple Unit (DMU) trains to Metrolink's cleaner-operating fleet.

### **Low-Income Fare Discount**

On September 1, 2022, Metrolink launched the Low-Income Fare Discount program which offers a 50% discount to riders with a valid California Electronic Benefit Transfer (EBT) card. Funding for the discount is made possible by a grant from the Low Carbon Transit Operations Program (LCTOP), administered by the California Department of Transportation (Caltrans).

### **Ventura County Line Weekend Service**

After launching Saturday service in 2021, Metrolink increased service by adding two Metrolink round-trips per day available to riders on the Ventura County Line both Saturday and Sunday beginning Saturday, July 1, 2023. This new service means that for the first time since its launch, Metrolink Ventura County Line service will operate seven days a week.

### **Earth Day**

In April 2023, the team launched a photo contest, encouraging riders to snap a photo of their Metrolink experience for their chance to win free rides for a year. On Saturday, April 22, Metrolink offered free rides, which resulted in a new weekend ridership record of 20,846 boardings.

### **Free Fare Days**

Metrolink proudly offered free fare days throughout the system on Transit Equity Day, Sunday, Feb. 4, and Earth Day.

## **Infrastructure Enhancements and Renewal**

### **State of Good Repair (SGR):**

- September 2022 Labor Day outage on the San Gabriel Subdivision – Replaced two Equilateral Turnouts, one entire Crossover (which includes two turnouts and the crossover track between), and one crossing. This project corrected the deficient condition of the existing turnouts and track. Replacing the existing worn-out turnouts and track with new Concrete tie track, adds significant resilience to the San Bernardino line which will prevent track caused delays in these locations for the next 30 - 40 years.
- Series of seven Limited Work Windows at Los Angeles Union Station to complete the Track Modernization work at CP Mission – the work windows were between March 2023 and May 2023 to replace the existing aged Wood Tie Turnouts and Double Slip Switches to Concrete Tie Turnouts and Double Slip Switches. CP Mission is one of the most critical Control Points in the entire Metrolink system, its infrastructure was largely built in the 1930's and has been patched and repaired through the years. With the added service coming in with the Southern California Optimized Rail Expansion (SCORE) program, CP Mission needed to be modernized to Metrolink's current standards. Our upgrades enabled the infrastructure to withstand decades of service growth, while providing operational flexibility.
- Replaced seven Crossings on the San Gabriel Sub in April and May 2023 – the track crossings on the San Bernardino Line are 30 years old and needed a Mid-life rehabilitation to replace the crossing panels, and track components that provide a smooth ride for Metrolink's passengers.

## **2.5 Objectives for FY2023-24**

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. This hard reality will produce a year in which we expect regrouping and determining how Metrolink could operate in this “new normal”. Careful consideration will be needed to plan what our new horizons will look like and what we would need to do to accomplish those goals. Southern Californians will live in our “new normal” and it would include less commuting and a return to activities like visiting family and friends, dining out, and participating in social entertainment and sporting events. Metrolink must determine how to become an integral part of these activities.

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

The FY2023-24 Budget reflects SCRRA's mission to continue to keep passengers safe, and improve the customer experience, while operating efficiently. The budget is aligned with SCRRA's Board of Director's approved strategic priorities for the fiscal year.

- Goal #1: Safety is Foundational
  - Emphasize safe operations, with PTC as the centerpiece.
- Goal #2: Customers are Our Business
  - 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 FY2023-24 Budget Summary**

The FY2023-24 Operating Budget expenses of \$305.9 million are an increase of \$42.7 million or 16.2% from the FY2022-23 actual expense. Total SCRRA operating revenues are estimated to be \$54.0 million, up from the FY2022-23 actual revenue by \$2.8 million or 5.4%, reflecting the anticipated continuing post-pandemic recovery of Farebox Revenues in FY2023-24. Required Member Agency Support is \$251.9 million, an increase of \$40.0 million, or 18.9% greater than the actual support required in FY2022-23.

SCRRA's FY2023-24 Capital Program Budget new authorization request totals \$150.1 million; including a request for authorization of \$129.8 million of State of Good Repair funding, and \$20.3 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 FY2022-23 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2023. The amounts of Carryover in FY24 are \$268.4 million for SGR, and \$85.4 million for New Capital.

## **2.7 Key FY2023-24 Operational Information**

In FY2023-24, 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 FY2023-24, Metrolink will operate 142 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. SCRRA will dispatch 142 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 399.7 track miles and 275.1 route miles. Metrolink trains operate over UPRR, BNSF and NCTD maintained and dispatched right-of-way which spans 335.1 track miles and 162.5 route miles. In total, Metrolink operates over 734.8 track miles and 437.6 route miles.

## **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 FY2023-24 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.

At the SCRRA Board of Directors meeting on April 28, 2023, the Board approved the deferral of the transmittal of the FY2023-24 Proposed Budget to the Member Agencies. The SCRRA Board approved the transmittal of the FY2023-24

Proposed Budget on May 26, 2023, and the budget documents were transmitted to the Member Agencies on May 26, 2023.

The FY2023-24 Budget was adopted by the SCRRA Board on June 23, 2023. The Board approved an Amendment to the FY2023-24 Budget on September 22, 2023. All references to the FY2023-24 Budget refer to the Budget as amended on September 22, 2023, which became the Adopted FY2023-24 Budget.

## **2.9 Budget Development and Assumptions**

The development of SCRRA's FY2023-24 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 FY2023-24 Operational Budget Statistics**

- Operating Expense per train mile is \$109.29 excluding Extraordinary Maintenance-of-Way (MOW), 5.9% increase over the FY2022-23 Actual expenses.
- Operating Support per passenger mile equals \$1.32, 9.3% increase over the FY2022-23 Actual expenses.
- Operating Expense per passenger mile is \$1.60, 8.5% increase over the FY2022-23 Actual expenses.
- Total Operating Revenue recovery is projected to equal 17.7%, 9.3% decrease below the FY2022-23 Actual expenses.
- Farebox recovery is projected at 12.6%, a 4.2% decrease below the FY2022-23 Actual recovery.
- 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 FY2023-24 Budget forecasts annual ridership of 5.4 million passengers will generate Fare Revenues equal to \$35.4 million, an increase of \$4.3 million, or 13.8%, over the FY2022-23 Actual. In addition, the FY2023-24 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 \$2.0 million, a decrease of 12.6% below the FY2022-23 Actual.

*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 FY2023-24 Budget projects MOW revenues at \$12.9 million which is \$0.5 million, or a 3.5%, decrease below the FY2022-23 Actual expenses.

*Other Revenues* – For FY2023-24, total budgeted amount for Other Revenues is \$0.7 million. SCRRA will continue to offer advertising space on Metrolink trains to select organizations and has budgeted \$0.3 million advertising revenues. Other Revenues also include \$0.4 million for bank interest and minimal amounts for FlyAway bus commission, Third-Party administrative revenue, and miscellaneous revenues.

## **2.12 Summary of Operating Expenses**

In FY2023-24, SCRRA's Operating Expenses include Train Operations, MOW, and Insurance. The combined total expense for the FY2023-24 Budget is \$305.9 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. Total Train Operation costs are \$231.6 million, an increase of \$33.4 million or 16.9% over the FY2022-23 Actual expenses.

*MOW* – Ordinary and extraordinary maintenance of Member Agency-owned track, signals, bridges, road crossings, other elements of the infrastructure, and right-of-way totals \$54.3 million. This is an increase of \$5.1 million or 10.3% over the FY2022-23 Actual expenses.

*Insurance and Legal* – Insurance and Legal expenses of \$20.0 million are an increase of \$4.2 million, or 27.0%, over the FY2022-23 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 FY2023-24 Capital Program Budget request for new authority totals \$150.1 million. The SGR component includes \$129.8 million, and The New Capital Program component includes the \$20.3 million of new authority.

Capital projects authorized in prior years but that are still in process as of the end of the FY2022-23 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2023. The amounts of Carryover in FY24 are \$268.4 million for SGR, and \$85.4 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.





ADOPTED BUDGET  
FISCAL YEAR  
2023-2024



SECTION THREE  
BUDGET SUMMARY

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# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2023-24 BUDGET**

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

#### **3.1 Budget Policy**

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

The primary objective of the SCRRA Budget is to provide the financial road map to achieve SCRRA's priorities and objectives as presented in the SCRRA 10-Year Strategic Plan. This objective supports Metrolink's mission to provide safe, efficient, dependable, and on-time transportation service that offers outstanding customer experience and enhances quality of life. The Operating Budget provides funds to enable the provision of such rail service and the associated administrative functions to manage that service, for the period of a single fiscal year. The Capital Program Budget approves multi-year individual projects which keep SCRRA's assets in a state good repair and create new assets/systems to improve the efficiency and effectiveness of the organization.

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

The FY2023-24 Proposed Budget was adopted by the SCRRA Board on June 23, 2023. On September 22, 2023, the SCRRA Board Adopted an Amendment to the FY2023-24 Budget.

This Budget Book reflects the FY2023-24 Budget as Amended on that date and refers to the Amended Budget, as the Adopted Budget.

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

- Goals and objectives for the new fiscal year.
- Forecasted revenue and expense projections.
- Planned service for the following fiscal year.
- Summarized Revenue Budget.
- Summarized Operating Expense Budget.
- Revenue sources by line item.
- Expenses by summary line item.

- Planned Capital Program.
- Authorized headcount roster, and approved Salary ranges.

The elements listed above are included in this Budget Book.

In adopting the budget and any amendments, the 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 projects.
- 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 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 carryover of the same unexpended budget (i.e. Fuel, Marketing, etc.).
- A change to the Budget with funding provided by carryforward of operating surplus.

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

Budget authorization for unexpended operating budget amounts expire at the end of each fiscal year, June 30, 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 presented to the SCRRA Board 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
  - Service Level at 90% for the year
  - No fare increase
  - Additional Antelope Valley Line Service beginning October 2023
  - Annual Performance Merit Pool of 5%.

### **3.2 Total Operating Budget**

SCRRA's FY2023-24 budgeted Operating Expense totals \$305.9 million, an increase of \$42.7 million, or 16.2% more than FY2022-23 Actuals. Total Operating Revenues are projected to total \$54.0 million, \$2.8 million more than the FY2022-23 Actuals, an increase of 5.4%. Required operating funding for the FY2023-24 Budget is \$251.9 million, an increase of \$40.0 million, or 18.9% more than the FY2022-23 Actual support required.

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

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

Average weekday ridership (boardings) is projected to total 18,097. Total ridership, including all weekend services, is expected to equal 5.4 million passenger trips.

Fare revenues are assigned to the operating line segment using Origin/Destination pairs, passenger, and train counts (shared stations and weekends). Farebox Revenue, including Special Trains, is projected to equal \$35.4 million, an increase of \$4.3 million or 13.8% more than the FY2022-23 Actual Fare Revenue.

Farebox Subsidies total \$3.1 million and include support for fare discounts on the San Bernardino Line and Access Rider Support for Los Angeles County.

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

Dispatching Revenues are estimated to equal approximately \$2.0 million, a decrease of 12.6% below the FY2022-23 Actual.

MOW revenues are estimated at \$12.9 million, a decrease of 3.5% below FY2022-23 Actual.

### **3.4 Operating Expenses**

Total Operating Expenses include Train Operations, Maintenance of Member Agency-owned Rights-of-Way, and Insurance. The FY2023-24 Budget includes a Train Operations budget of \$231.6 million, MOW budget of \$54.3 million, and Insurance/Legal budget of \$20.0 million. The total of \$305.9 million is an increase of \$42.7 million, or 16.2% more than FY2022-23 Actuals.

### **3.5 Capital Program**

SCRRA is responsible for the safety and security of our passengers. That safety and security 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. For FY2023-24, 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 FY2023-24 totals \$129.8 million.

The new request amount for New Capital projects in FY2023-24 totals \$20.3 million.

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 participation in specific projects.

#### Cash Flow

The amounts which we expect to expend for all Capital Programs in FY2023-24 is \$107.6 million, funded as shown below:

<b>Funding Sources for Estimated Capital Program</b>	
<b>Expenditures in Fiscal Year 2023-24</b>	
<b>(\$000's)</b>	
Federal Funds	50,242
Member Agency Local Funds	48,332
State Funds	8,457
Other Funds	612
	107,643
<i>Numbers may not foot due to rounding.</i>	

### **3.6 Summary of the Total FY2023-24 Budget**

The FY2023-24 Budget totals \$456.0 million and consists of an Operating Budget of \$305.9 million and a Capital Program of \$150.1 million.

The Operating Budget includes Train Operations of \$231.6 million, MOW budget of \$54.3 million, and \$20.0 million covering Insurance/Legal.

Capital Program Budget new authorization request totals \$150.1 million; including a request for authorization of \$129.8 million of State of Good Repair funding, and \$20.3 million of New Capital funding.

Capital projects authorized in prior years but that are still in process as of the end of the FY2022-23 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2023. The amounts of Carryover in FY2023-24 are \$268.4 million for SGR, and \$85.4 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 FY2021-22 to FY2023-24 Statistics by Line** provides the actual operating statistics by line for FY2021-22, and FY2022-23, and the budgeted operating statistics by line for FY2023-24, 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.

Average weekday trip length for FY2023-24 is projected at 33.0 miles. Dependent on ridership and revenues received, individual line operating statistics vary considerably. The Orange County Line has the highest revenue recovery rate at

23.9%. The San Bernardino Line revenue recovery is estimated at 22.5%, the Antelope Valley Line at 18.2%, the 91/PV Line at 14.6%, the IEOC Line at 14.0%, the Riverside Line at 11.7% and the Ventura County Line at 10.4%.

**Exhibits 3.2 – 3.5: Performance Data (FY2014-15 to FY2023-24)** provides line charts of actual and projected annual operating performance data for 8 years of actuals from FY2014-15 through FY2022-2023, and budgeted amounts for FY2023-24. 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: FY2019-20 to FY2023-24 Annual Operating Budget by Cost Component by Fiscal Year** displays the line items that comprise the FY2023-24 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 FY2019-20 through FY2022-23 and FY2023-24 Budget. It shows variances between FY2022-23 actuals as compared with the FY2023-24 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: FY2023-24 Annual Operating Budget by Cost Component by Member Agency** and **Exhibit 3.8: FY2023-24 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 FY2023-24 most of the Operational funding will be provided by the Member Agencies.

<b>Operation Subsidy Contribution by Member Agency</b>					
	<b>FY2022-23</b>		<b>FY2023-24</b>		
<b>(000s)</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% CHANGE</b>	
METRO	\$ 107,447	\$ 128,093	\$ 20,646	19.2%	
OCTA	42,275	50,557	8,282	19.6%	
RCTC	24,571	28,141	3,570	14.5%	
SBCTA	24,569	28,755	4,186	17.0%	
VCTC	13,038	16,326	3,288	25.2%	
<b>Total Member Subsidies</b>	<b>\$ 211,900</b>	<b>\$ 251,873</b>	<b>\$ 39,973</b>	<b>18.9%</b>	
<i>Numbers may not foot due to rounding.</i>					

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

**Exhibit 3.9: FY2019-20 to FY2023-24 Revenue Sources Trend** provides a summary of the actual FY2019-20 to FY2022-23 fund sources used to support expenditures, as well as the budgeted amounts for FY2023-24. Operating Budget expenses represent only the single year of authorized expenditures, while the Capital Program expenditure amounts include portions of the Capital Program authorized in both current year and approved authority carryover from prior years.

With respect to Operating Revenues:

The FY2023-24 budgeted Farebox Revenue is \$35.4 million, reflecting an increase of \$4.3 million or 13.8% more than the FY2022-23 Actual Farebox Revenue.

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

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

Capital Revenues:

The estimated amounts shown for FY2023-24 above in section 3.5 can be traced to the estimated Cash Flows shown in Exhibit 8.8.8 of \$7.5 million of new authority spending added to the Carryover spending of \$100.1 million, totaling \$107.6 million. Total dollars are divided into funding categories, including state and federal grants, local funds, and other sources.

**Exhibit 3.10: FY2023-24 Budget Revenue Sources and Use by Member Agency** provides a summary by Member Agency of the FY2023-24 Budget Revenue Source and Use to cover Operating Expenses of \$305.9 million and expected expenditures on the Capital Program of \$107.6 million. Operating Budget expenses represent only FY2023-24 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 FY2021-22 to FY2023-24 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 / PVL	Total
<b>Service Levels</b>								
Weekday Train Trips - FY22 Actual	36	20	22	11	19	14	12	134
Weekend Train Trips - FY22 Actual	32	2	24	0	16	8	8	90
Total Train Trips - FY22 Actual	68	22	46	11	35	22	20	224
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 Budget	36	20	30	11	19	14	12	142
Weekend Train Trips - FY24 Budget	32	8	48	0	16	8	8	120
Total Train Trips - FY24 Budget	68	28	78	11	35	22	20	262
<b>Passenger Boardings <sup>(1)</sup></b>								
FY22 Actual	1,180,387	256,713	635,846	189,352	749,451	491,234	352,118	3,855,099
FY23 Actual	1,562,925	407,375	862,774	258,928	980,366	539,532	463,406	5,075,306
FY24 Budget	1,348,819	507,673	986,000	492,313	1,164,427	581,753	354,474	5,435,459
% Change-FY24 Budget to FY22 Actual	14.3%	97.8%	55.1%	160.0%	55.4%	18.4%	0.7%	41.0%
% Change-FY24 Budget to FY23 Actual	(13.7%)	24.6%	14.3%	90.1%	18.8%	7.8%	(23.5%)	7.1%
<b>Service Train Miles</b>								
FY22 Actual	556,791	200,016	423,902	127,868	401,845	304,345	224,306	2,239,073
FY23 Actual	655,515	264,817	499,697	180,030	384,693	282,606	274,042	2,541,399
FY24 Budget	662,746	296,520	609,427	179,076	455,662	314,737	273,816	2,791,984
% Change-FY24 Budget to FY22 Actual	19.0%	48.2%	43.8%	40.0%	13.4%	3.4%	22.1%	24.7%
% Change-FY24 Budget to FY23 Actual	1.1%	12.0%	22.0%	(0.5%)	18.4%	11.4%	(0.1%)	9.9%
<b>Passenger Miles (000's) <sup>(2)</sup></b>								
FY22 Actual	42,444	6,432	23,779	6,552	26,211	16,967	14,337	136,722
FY23 Actual	55,785	10,233	31,972	8,959	33,544	18,359	18,806	177,657
FY24 Budget	48,500	12,736	37,004	17,034	40,718	20,070	14,432	190,493
% Change-FY24 Budget to FY22 Actual	14.3%	98.0%	55.6%	160.0%	55.3%	18.3%	0.7%	39.3%
% Change-FY24 Budget to FY23 Actual	(13.1%)	24.5%	15.7%	90.1%	21.4%	9.3%	(23.3%)	7.2%
<b>Average Weekday Ridership</b>								
FY22 Actual	3,851	967	1,997	728	2,403	1,606	1,183	12,735
FY23 Actual	5,231	1,525	2,786	996	3,322	1,815	1,577	17,251
FY24 Budget	4,400	1,907	3,064	1,894	3,735	1,906	1,192	18,097
% Change-FY24 Budget to FY22 Actual	14.3%	97.2%	53.4%	160.0%	55.4%	18.7%	0.7%	42.1%
% Change-FY24 Budget to FY23 Actual	(15.9%)	25.0%	10.0%	90.1%	12.4%	5.1%	(24.4%)	4.9%
<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 FY2021-22 to FY2023-24 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>								
FY22 Actual	56,601	29,722	49,994	18,297	35,692	28,816	24,102	<b>243,224</b>
FY23 Actual	60,643	32,984	52,916	20,675	38,056	31,265	26,649	<b>263,188</b>
FY24 Budget	69,542	38,740	63,579	23,992	44,474	35,238	30,357	<b>305,921</b>
% Change-FY24 Budget to FY22 Actual	22.9%	30.3%	27.2%	31.1%	24.6%	22.3%	26.0%	<b>25.8%</b>
% Change-FY24 Budget to FY23 Actual	14.7%	17.4%	20.1%	16.0%	16.9%	12.7%	13.9%	<b>16.2%</b>
<b>Operating Cost (w/o MOW Extraordinary Maint) (000's) <sup>(1)</sup></b>								
FY22 Actual	56,548	29,685	49,955	18,264	35,652	28,784	24,095	<b>242,982</b>
FY23 Actual	60,445	32,846	52,747	20,580	37,923	31,165	26,611	<b>262,316</b>
FY24 Budget	69,367	38,620	63,452	23,882	44,340	35,131	30,334	<b>305,126</b>
% Change-FY24 Budget to FY22 Actual	22.7%	30.1%	27.0%	30.8%	24.4%	22.1%	25.9%	<b>25.6%</b>
% Change-FY24 Budget to FY23 Actual	14.8%	17.6%	20.3%	16.0%	16.9%	12.7%	14.0%	<b>16.3%</b>
<b>Operating Cost (w/o MOW) (000's)</b>								
FY22 Actual	41,772	21,876	38,454	17,142	29,193	23,949	20,857	<b>193,243</b>
FY23 Actual	46,013	25,694	41,302	19,500	31,383	26,358	23,675	<b>213,924</b>
FY24 Budget	53,738	30,553	50,545	22,705	37,020	30,077	26,942	<b>251,581</b>
% Change-FY24 Budget to FY22 Actual	28.6%	39.7%	31.4%	32.5%	26.8%	25.6%	29.2%	<b>30.2%</b>
% Change-FY24 Budget to FY23 Actual	16.8%	18.9%	22.4%	16.4%	18.0%	14.1%	13.8%	<b>17.6%</b>
<b>Subsidy (w/MOW) (000's)</b>								
FY22 Actual	44,822	26,584	41,050	16,066	24,762	24,505	20,420	<b>198,209</b>
FY23 Actual	45,786	28,381	43,735	17,777	29,804	26,735	22,604	<b>214,821</b>
FY24 Budget	53,864	34,721	52,021	21,194	33,846	30,311	25,914	<b>251,873</b>
% Change-FY24 Budget to FY22 Actual	20.2%	30.6%	26.7%	31.9%	36.7%	23.7%	26.9%	<b>27.1%</b>
% Change-FY24 Budget to FY23 Actual	17.6%	22.3%	18.9%	19.2%	13.6%	13.4%	14.6%	<b>17.2%</b>
<b>Farebox Revenue (000's) <sup>(2)</sup></b>								
FY22 Actual	8,607	1,637	4,745	1,784	6,152	2,754	2,609	<b>28,288</b>
FY23 Actual	10,186	2,483	5,858	2,489	7,257	3,056	3,216	<b>34,546</b>
FY24 Budget	11,155	2,171	8,022	2,509	7,776	3,400	3,430	<b>38,463</b>
% Change-FY24 Budget to FY22 Actual	29.6%	32.6%	69.0%	40.6%	26.4%	23.5%	31.5%	<b>36.0%</b>
% Change-FY24 Budget to FY23 Actual	9.5%	(12.6%)	36.9%	0.8%	7.2%	11.2%	6.7%	<b>11.3%</b>
<b>Other Revenues (000's) <sup>(3)</sup></b>								
FY22 Actual	3,945	1,785	3,273	247	2,670	1,358	841	<b>14,119</b>
FY23 Actual	4,671	2,120	3,903	459	3,048	1,524	1,017	<b>16,742</b>
FY24 Budget	4,523	1,847	3,535	289	2,851	1,527	1,013	<b>15,585</b>
% Change-FY24 Budget to FY22 Actual	14.7%	3.5%	8.0%	16.9%	6.8%	12.5%	20.5%	<b>10.4%</b>
% Change-FY24 Budget to FY23 Actual	(3.2%)	(12.8%)	(9.4%)	(36.9%)	(6.5%)	0.2%	(0.4%)	<b>(6.9%)</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
- (3) Other revenues include dispatching fees and MOW revenues from freight and Amtrak due to individual member agencies

### Exhibit 3.1c Summary of FY2021-22 to FY2023-24 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 / PVL	Total
<b>Average Fare/Passenger</b>								
FY22 Actual	\$7.29	\$6.38	\$7.46	\$9.42	\$8.21	\$5.61	\$7.41	<b>\$7.34</b>
FY23 Actual	\$6.52	\$6.10	\$6.79	\$9.61	\$7.40	\$5.66	\$6.94	<b>\$6.81</b>
FY24 Budget	\$8.27	\$4.28	\$8.14	\$5.10	\$6.68	\$5.84	\$9.68	<b>\$7.08</b>
% Change-FY24 Budget to FY22 Actual	13.4%	(32.9%)	9.0%	(45.9%)	(18.6%)	4.2%	30.6%	<b>(3.6%)</b>
% Change-FY24 Budget to FY23 Actual	26.9%	(29.8%)	19.8%	(47.0%)	(9.8%)	3.2%	39.4%	<b>4.0%</b>
<b>Op Cost/Passenger (w/o MOW Extraordinary Maint)</b>								
FY22 Actual	\$47.91	\$115.64	\$78.56	\$96.45	\$47.57	\$58.59	\$68.43	<b>\$63.03</b>
FY23 Actual	\$38.67	\$80.63	\$61.14	\$79.48	\$38.68	\$57.76	\$57.43	<b>\$51.68</b>
FY24 Budget	\$51.43	\$76.07	\$64.35	\$48.51	\$38.08	\$60.39	\$85.57	<b>\$56.14</b>
% Change-FY24 Budget to FY22 Actual	7.4%	(34.2%)	(18.1%)	(49.7%)	(20.0%)	3.1%	25.1%	<b>(10.9%)</b>
% Change-FY24 Budget to FY23 Actual	33.0%	(5.6%)	5.3%	(39.0%)	(1.6%)	4.5%	49.0%	<b>8.6%</b>
<b>Op Cost/Passenger Mile (w/o MOW Extraordinary Maint)</b>								
FY22 Actual	\$1.33	\$4.62	\$2.10	\$2.79	\$1.36	\$1.70	\$1.68	<b>\$1.78</b>
FY23 Actual	\$1.08	\$3.21	\$1.65	\$2.30	\$1.13	\$1.70	\$1.42	<b>\$1.48</b>
FY24 Budget	\$1.43	\$3.03	\$1.71	\$1.40	\$1.09	\$1.75	\$2.10	<b>\$1.60</b>
% Change-FY24 Budget to FY22 Actual	7.4%	(34.3%)	(18.4%)	(49.7%)	(19.9%)	3.2%	25.1%	<b>(9.9%)</b>
% Change-FY24 Budget to FY23 Actual	32.0%	(5.5%)	3.9%	(39.0%)	(3.7%)	3.1%	48.5%	<b>8.5%</b>
<b>Subsidy/Passenger <sup>(1 &amp; 2)</sup></b>								
FY22 Actual	\$37.97	\$103.56	\$64.56	\$84.85	\$33.04	\$49.88	\$57.99	<b>\$51.41</b>
FY23 Actual	\$29.30	\$69.67	\$50.69	\$68.66	\$30.40	\$49.55	\$48.78	<b>\$42.33</b>
FY24 Budget	\$39.93	\$68.39	\$52.76	\$43.05	\$29.07	\$52.10	\$73.11	<b>\$46.34</b>
% Change-FY24 Budget to FY22 Actual	5.2%	(34.0%)	(18.3%)	(49.3%)	(12.0%)	4.4%	26.1%	<b>(9.9%)</b>
% Change-FY24 Budget to FY23 Actual	36.3%	(1.8%)	4.1%	(37.3%)	(4.4%)	5.1%	49.9%	<b>9.5%</b>
<b>Subsidy/Passenger Mile <sup>(1 &amp; 2)</sup></b>								
FY22 Actual	\$1.06	\$4.13	\$1.73	\$2.45	\$0.94	\$1.44	\$1.42	<b>\$1.45</b>
FY23 Actual	\$0.82	\$2.77	\$1.37	\$1.98	\$0.89	\$1.46	\$1.20	<b>\$1.21</b>
FY24 Budget	\$1.11	\$2.73	\$1.41	\$1.24	\$0.83	\$1.51	\$1.80	<b>\$1.32</b>
% Change-FY24 Budget to FY22 Actual	5.2%	(34.0%)	(18.6%)	(49.3%)	(12.0%)	4.6%	26.1%	<b>(8.8%)</b>
% Change-FY24 Budget to FY23 Actual	35.3%	(1.7%)	2.8%	(37.3%)	(6.4%)	3.7%	49.4%	<b>9.3%</b>
<b>Op Cost/Service Train Mile (w/o MOW Extraordinary Maint)</b>								
FY22 Actual	\$101.56	\$148.41	\$117.85	\$142.83	\$88.72	\$94.58	\$107.42	<b>\$108.52</b>
FY23 Actual	\$92.21	\$124.03	\$105.56	\$114.31	\$98.58	\$110.28	\$97.11	<b>\$103.22</b>
FY24 Budget	\$104.67	\$130.24	\$104.12	\$133.36	\$97.31	\$111.62	\$110.78	<b>\$109.29</b>
% Change-FY24 Budget to FY22 Actual	3.1%	(12.2%)	(11.6%)	(6.6%)	9.7%	18.0%	3.1%	<b>0.7%</b>
% Change-FY24 Budget to FY23 Actual	13.5%	5.0%	(1.4%)	16.7%	(1.3%)	1.2%	14.1%	<b>5.9%</b>

Numbers may not foot due to rounding.

**NOTES:**

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

### Exhibit 3.1d Summary of FY2021-22 to FY2023-24 Statistics by Line

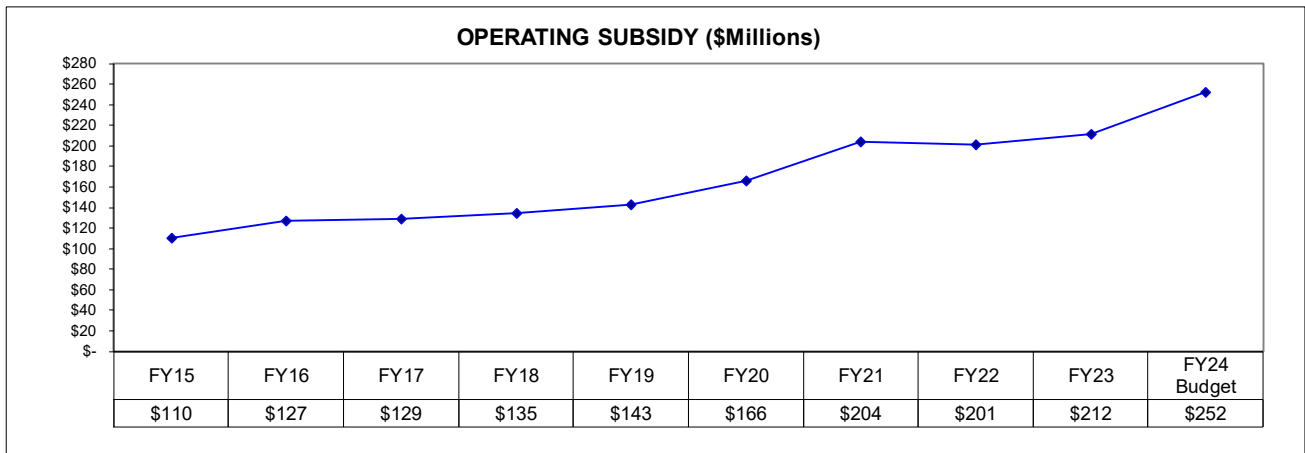
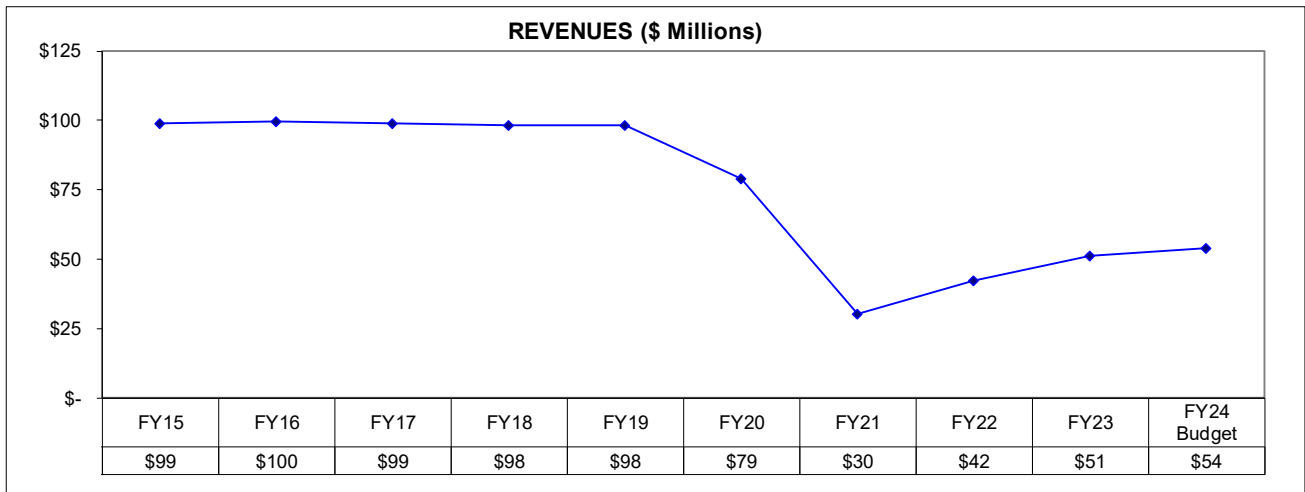
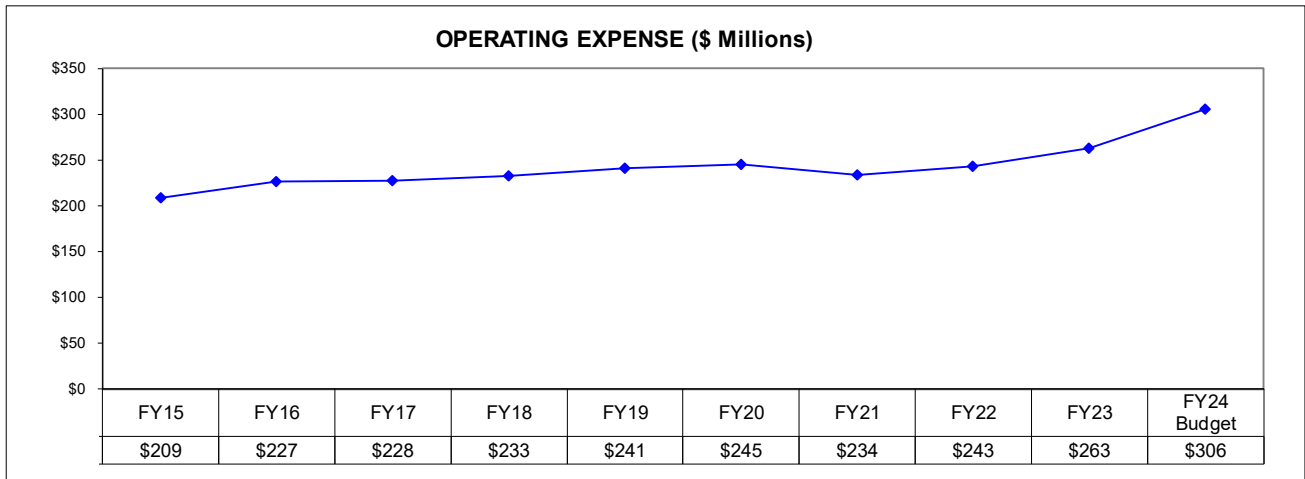
LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 / PVL	Total
<b>Operating Cost/Service Train Mile (w/o MOW)</b>								
FY22 Actual	\$75.02	\$109.37	\$90.72	\$134.06	\$72.65	\$78.69	\$92.98	<b>\$86.30</b>
FY23 Actual	\$70.19	\$97.03	\$82.65	\$108.31	\$81.58	\$93.27	\$86.39	<b>\$84.18</b>
FY24 Budget	\$81.08	\$103.04	\$82.94	\$126.79	\$81.25	\$95.56	\$98.39	<b>\$90.11</b>
% Change-FY24 Budget to FY22 Actual	8.1%	(5.8%)	(8.6%)	(5.4%)	11.8%	21.4%	5.8%	<b>4.4%</b>
% Change-FY24 Budget to FY23 Actual	15.5%	6.2%	0.3%	17.1%	(0.4%)	2.5%	13.9%	<b>7.0%</b>
<b>Farebox Recovery <sup>(1)</sup></b>								
FY22 Actual	15.2%	5.5%	9.5%	9.7%	17.2%	9.6%	10.8%	<b>11.6%</b>
FY23 Actual	16.8%	7.5%	11.1%	12.0%	19.1%	9.8%	12.1%	<b>13.1%</b>
FY24 Budget	16.0%	5.6%	12.6%	10.5%	17.5%	9.6%	11.3%	<b>12.6%</b>
% Change-FY24 Budget to FY22 Actual	5.5%	1.7%	32.9%	7.3%	1.4%	1.0%	4.4%	<b>8.1%</b>
% Change-FY24 Budget to FY23 Actual	(4.5%)	(25.6%)	14.0%	(13.1%)	(8.3%)	(1.3%)	(6.4%)	<b>(4.2%)</b>
<b>Revenue Recovery <sup>(2)</sup></b>								
FY22 Actual	22.2%	11.5%	16.0%	11.1%	24.7%	14.3%	14.3%	<b>17.4%</b>
FY23 Actual	24.5%	14.0%	18.4%	14.3%	27.1%	14.6%	15.9%	<b>19.5%</b>
FY24 Budget	22.5%	10.4%	18.2%	11.7%	23.9%	14.0%	14.6%	<b>17.7%</b>
% Change-FY24 Budget to FY22 Actual	1.7%	(9.9%)	13.3%	5.1%	(3.3%)	(2.0%)	2.3%	<b>1.3%</b>
% Change-FY24 Budget to FY23 Actual	(8.0%)	(25.7%)	(1.5%)	(18.2%)	(11.8%)	(4.6%)	(7.9%)	<b>(9.3%)</b>

Numbers may not foot due to rounding.

**NOTES:**

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

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



**NOTES:**

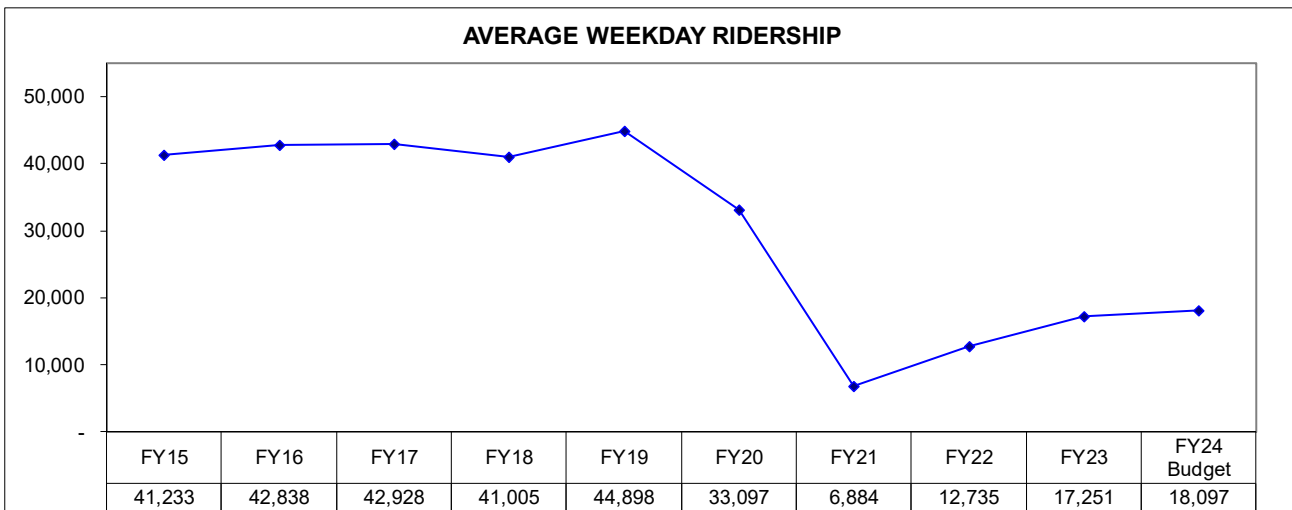
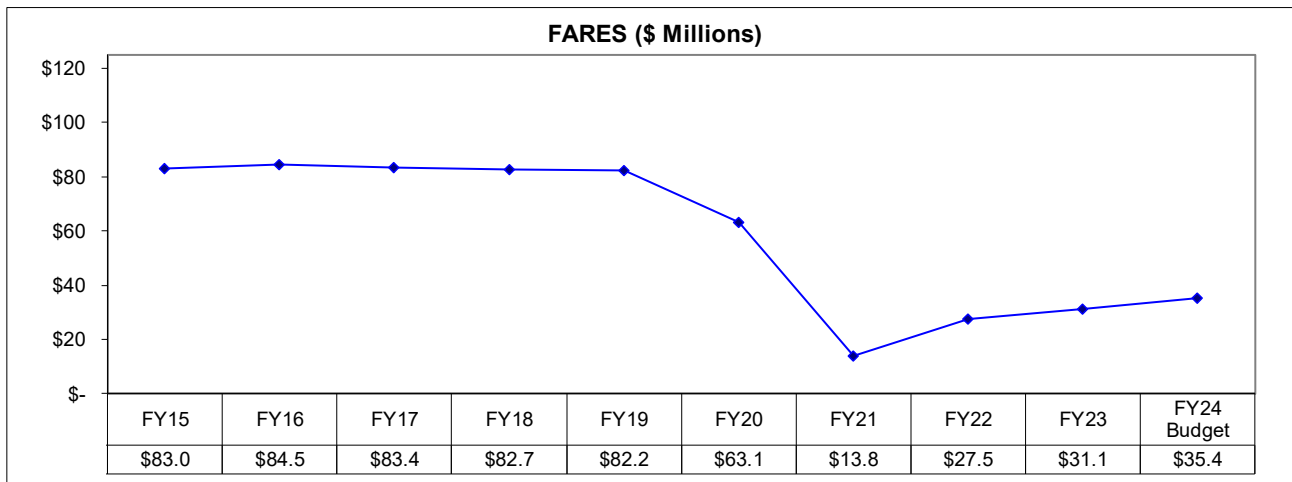
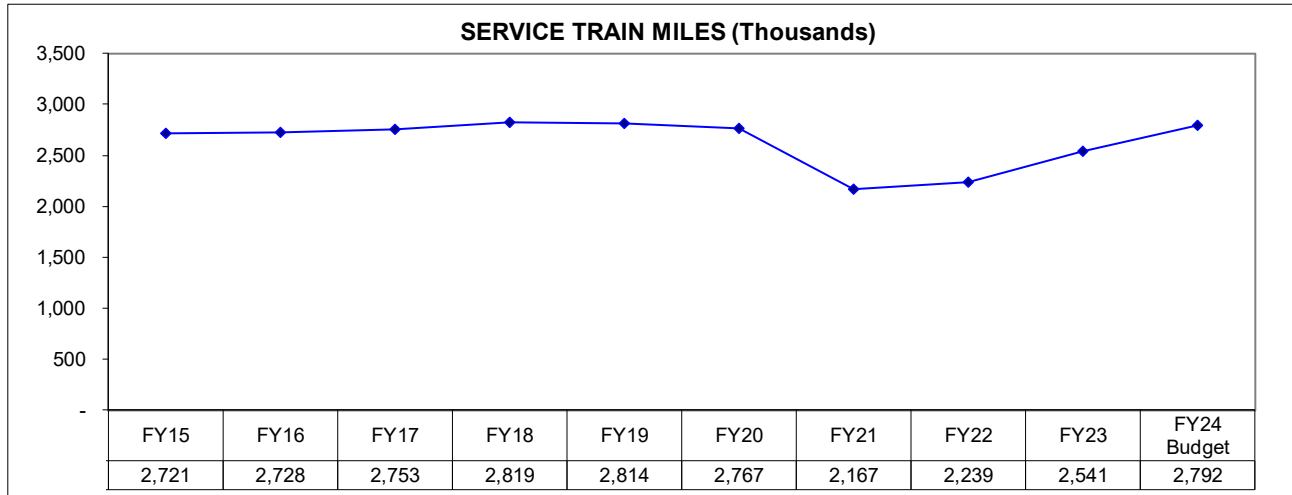
Actuals through FY23, Budget for FY24

FY16 and FY17 Actuals include BNSF Lease Locomotives costs

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



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

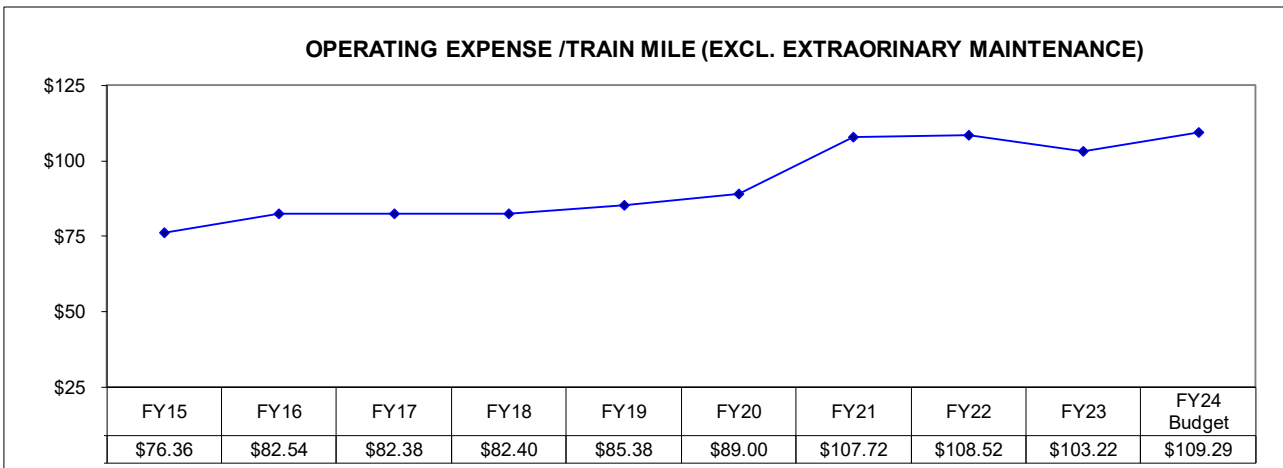
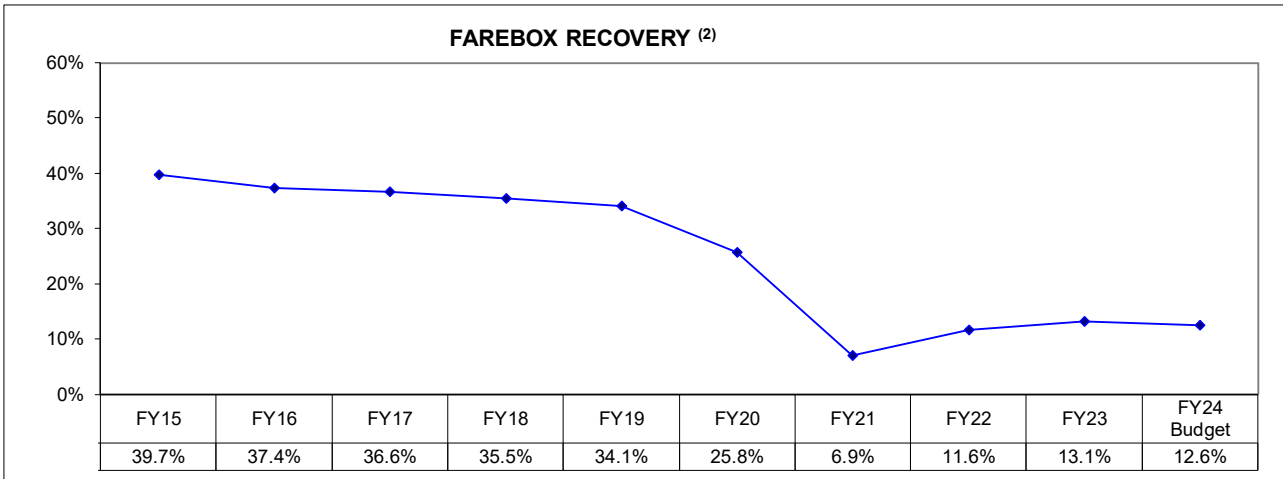
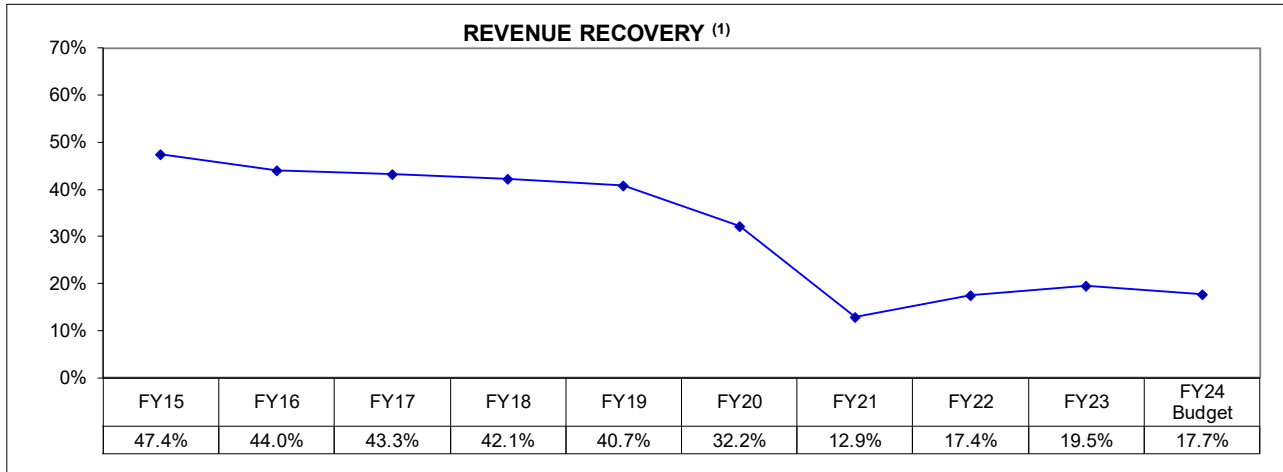


Presented with imputed riders starting FY12

**NOTES:**

Actuals through FY23, Budget for FY24

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

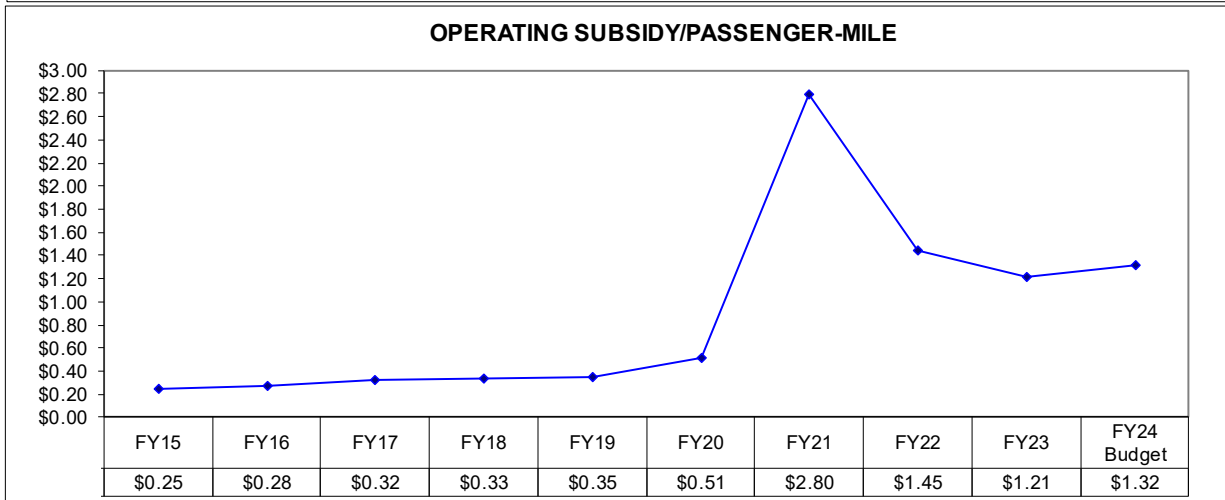
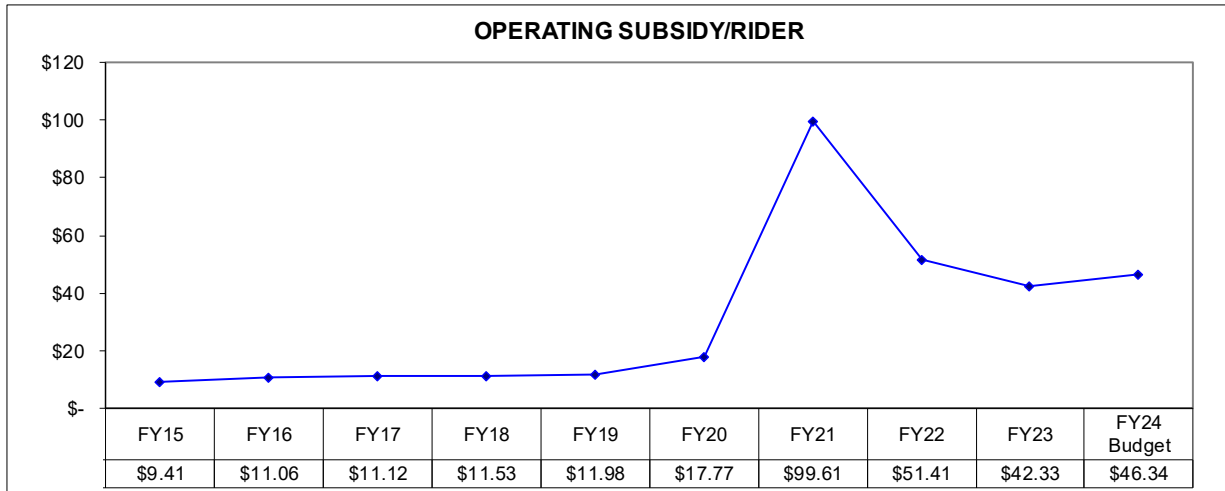
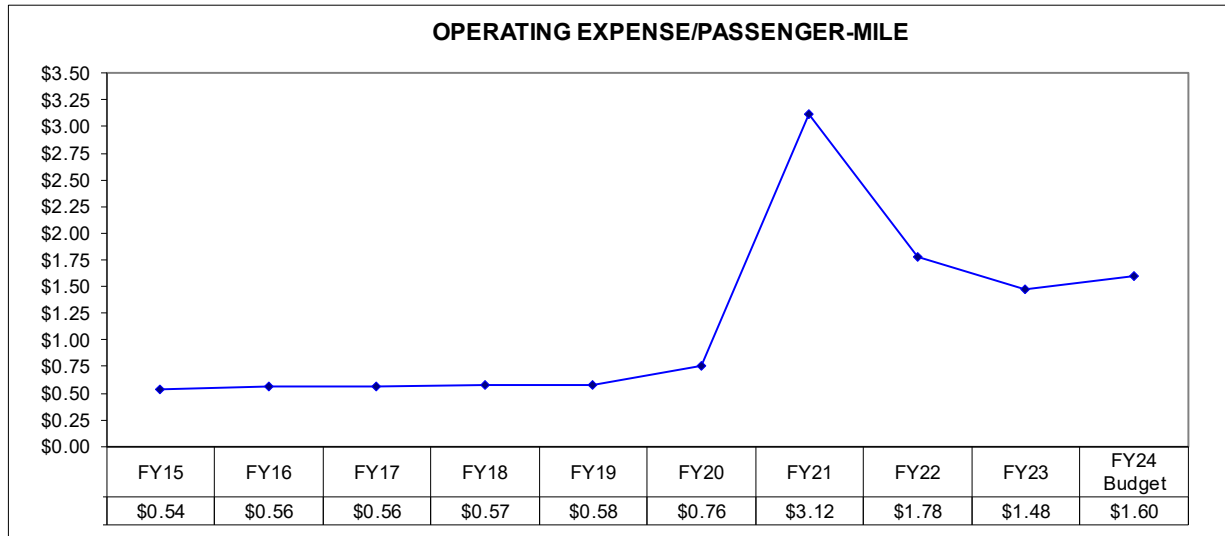


**NOTES:**

(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 FY23, Budget for FY24

FY16 and FY17 Actuals include BNSF Lease Locomotives costs

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

**Exhibit 3.6 FY2019-20 to FY2023-24 Annual Operating Budget by Cost Component  
by Fiscal Year**

	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2023-24 BUDGET VS. FY2022-23 ACTUAL	
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	VARIANCE (\$)	VARIANCE (%)
<b>(\$000s)</b>							
<b>Operating Revenue</b>							
Farebox Revenue	61,843	13,811	25,128	31,114	35,407	4,293	13.8%
Fare Reduction Subsidy	1,090	164	689	571	490	(80)	-14.1%
A/V Line Discount	-	(25)	(15)	-	-	-	n/a
Mobility 4 All Subsidy	-	-	-	389	-	(389)	-100.0%
Other Train Subsidies	-	2,306	2,365	2,443	2,565	122	5.0%
Special Trains	171	-	121	29	-	(29)	-100.0%
<b>Subtotal-Pro Forma FareBox</b>	<b>63,104</b>	<b>16,256</b>	<b>28,288</b>	<b>34,546</b>	<b>38,463</b>	<b>3,917</b>	<b>11.3%</b>
Dispatching	2,300	2,079	2,155	2,245	1,963	(282)	-12.6%
Other Revenues	254	345	459	1,094	691	(403)	-36.9%
MOW Revenues	13,301	11,545	11,506	13,402	12,932	(471)	-3.5%
<b>Total Operating Revenue</b>	<b>78,958</b>	<b>30,225</b>	<b>42,407</b>	<b>51,287</b>	<b>54,048</b>	<b>2,761</b>	<b>5.4%</b>
<b>Operating Expenses</b>							
<b>Operations &amp; Services</b>							
Train Operations	45,701	42,885	41,589	41,334	47,606	6,272	15.2%
Equipment Maintenance	36,861	37,041	39,130	42,344	44,560	2,217	5.2%
Fuel	21,150	18,640	21,245	31,881	31,028	(853)	-2.7%
Non-Scheduled Rolling Stock Repairs	92	112	43	93	100	7	8.0%
Operating Facilities Maintenance	1,569	2,130	1,804	2,244	2,244	( )	0.0%
Other Operating Train Services	863	945	520	532	942	410	77.1%
Rolling Stock Lease	231	230	-	-	-	-	n/a
Security	9,367	13,597	13,973	14,941	16,635	1,694	11.3%
Public Safety Program	55	64	14	7	103	96	1288.0%
Passenger Relations	1,786	1,787	1,622	1,636	2,021	385	23.6%
TVM Maintenance/Revenue Collection	7,594	3,503	3,675	4,752	5,342	590	12.4%
Marketing	1,359	2,092	2,646	2,622	3,238	616	23.5%
Media & External Communications	410	219	101	232	322	91	39.2%
Utilities/Leases	2,762	2,899	2,913	2,538	3,088	550	21.7%
Transfers to Other Operators	5,394	662	1,975	2,130	3,269	1,139	53.5%
Amtrak Transfers	1,166	41	238	322	1,185	864	268.3%
Station Maintenance	1,980	1,960	1,984	2,081	5,229	3,148	151.3%
Rail Agreements	5,159	4,812	3,193	5,313	6,680	1,368	25.7%
Holiday Trains	57	-	-	-	-	-	n/a
Special Trains	524	-	74	-	500	500	n/a
<b>Subtotal Operations &amp; Services</b>	<b>144,081</b>	<b>133,621</b>	<b>136,741</b>	<b>155,000</b>	<b>174,093</b>	<b>19,093</b>	<b>12.3%</b>
<b>Maintenance-of-Way</b>							
MOW - Line Segments	43,375	43,756	49,740	48,391	53,546	5,155	10.7%
MOW - Extraordinary Maintenance	864	599	242	873	794	(78)	-9.0%
<b>Subtotal Maintenance-of-Way</b>	<b>44,239</b>	<b>44,355</b>	<b>49,982</b>	<b>49,264</b>	<b>54,340</b>	<b>5,076</b>	<b>10.3%</b>
<b>Administration &amp; Services</b>							
Ops Salaries & Fringe Benefits	15,497	15,578	15,107	15,144	17,221	2,076	13.7%
Ops Non-Labor Expenses	7,645	7,334	7,594	8,616	12,830	4,214	48.9%
Indirect Administrative Expenses	18,254	17,695	17,645	17,614	24,658	7,043	40.0%
Ops Professional Services	3,019	2,311	2,276	1,786	2,717	932	52.2%
<b>Subtotal Admin &amp; Services</b>	<b>44,415</b>	<b>42,917</b>	<b>42,622</b>	<b>43,161</b>	<b>57,426</b>	<b>14,265</b>	<b>33.1%</b>
<b>Contingency (Non-Train Ops)</b>	<b>11</b>	<b>-</b>	<b>-</b>	<b>40</b>	<b>88</b>	<b>48</b>	<b>118.8%</b>
<b>Total Operating Expenses</b>	<b>232,745</b>	<b>220,893</b>	<b>229,344</b>	<b>247,465</b>	<b>285,947</b>	<b>38,482</b>	<b>15.6%</b>

Exhibit 3.6 continued on next page.

Exhibit 3.6 continued

	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2023-24 BUDGET VS. FY2022-23 ACTUAL	
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	VARIANCE (\$)	VARIANCE (%)
<b>(\$000s)</b>							
<b>Insurance and Legal</b>							
Liability/Property/Auto	9,870	12,447	12,857	13,406	16,838	3,432	25.6%
Net Claims / SI	2,303	1	(684)	382	990	608	159.3%
Claims Administration	367	682	1,708	1,935	2,146	211	10.9%
<b>Net Insurance and Legal</b>	<b>12,540</b>	<b>13,129</b>	<b>13,880</b>	<b>15,723</b>	<b>19,974</b>	<b>4,251</b>	<b>27.0%</b>
<b>Total Expenses</b>	<b>245,285</b>	<b>234,023</b>	<b>243,224</b>	<b>263,188</b>	<b>305,921</b>	<b>42,733</b>	<b>16.2%</b>
<b>Member Subsidies</b>							
Operations	153,787	190,668	186,937	196,178	231,899	231,899	114.8%
Insurance	12,540	13,129	13,880	15,723	19,974	19,974	133.5%
<b>Total Member Subsidies</b>	<b>166,327</b>				<b>251,873</b>	<b>251,873</b>	<b>n/a</b>
<b>TOTAL EXPENSES</b>	<b>245,285</b>	<b>234,023</b>	<b>243,224</b>	<b>263,188</b>	<b>305,921</b>	<b>305,921</b>	<b>117.4%</b>
<b>Loss before Non-Recurring</b>	<b>(166,327)</b>	<b>(203,798)</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(251,873)</b>	<b>(39,972)</b>	<b>18.9%</b>
Member Support before Non-Recurring	156,578	163,176	198,209	229,801	251,873	22,072	9.6%
Surplus / (Deficit) before Non-Recurring	(9,748)	(40,622)	(2,608)	17,900	-	(17,900)	(100.0%)
Prior year Carryforward / (Deficit)	-	-	196	(2,921)	-	2,921	(100.0%)
<b>Net Surplus / (Deficit) before Non-Recurring</b>	<b>(9,748)</b>	<b>(40,622)</b>	<b>(2,412)</b>	<b>14,979</b>	<b>-</b>	<b>(14,979)</b>	<b>(100.0%)</b>
Non-Recurring Settlement Expense 1	-	3,234	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	-	2,370	-	-	-	-	n/a
<b>Total Expenses including Non-Recurring</b>	<b>245,285</b>	<b>239,627</b>	<b>243,224</b>	<b>263,188</b>	<b>305,921</b>	<b>42,733</b>	<b>16.2%</b>
<b>Net Loss including Non-Recurring</b>	<b>(166,327)</b>	<b>(209,402)</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(251,873)</b>	<b>(39,972)</b>	<b>18.9%</b>
<b>All Member Support</b>	<b>156,578</b>	<b>163,176</b>	<b>198,405</b>	<b>226,880</b>	<b>251,873</b>	<b>24,993</b>	<b>11.0%</b>
<b>COVID-19 Relief Funding</b>	<b>9,748</b>	<b>46,226</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Net Surplus / (Deficit)</b>	<b>-</b>	<b>-</b>	<b>(2,412)</b>	<b>14,979</b>	<b>-</b>	<b>(14,979)</b>	<b>(100.0%)</b>
<b>San Clemente Track Work</b>							
Member Support	-	-	5,000	5,896	-	(5,896)	-100.0%
Total Expense	-	-	3,604	4,339	-	(4,339)	-100.0%
Surplus / (Deficit)	-	-	1,396	1,557	-	(1,557)	-100.0%
Surplus transferred to next year	-	-	1,396	1,557	-	(1,557)	-100.0%
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
<b>San Clemente #2</b>							
Member Support	-	-	-	6,000	-	(6,000)	-100.0%
Total Expense	-	-	-	1,113	-	(1,113)	-100.0%
Surplus / (Deficit)	-	-	-	4,887	-	(4,887)	-100.0%
Surplus transferred to next year	-	-	-	4,887	-	(4,887)	-100.0%
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a

Numbers may not foot due to rounding.

### Exhibit 3.7 FY2023-24 Annual Operating Budget by Cost Component by Member Agency

(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	\$ 18,450	\$ 8,347	\$ 3,151	\$ 4,688	\$ 771	\$ 35,407
Fare Reduction Subsidy	293	-	-	197	-	490
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>21,309</b>	<b>8,347</b>	<b>3,151</b>	<b>4,885</b>	<b>771</b>	<b>38,463</b>
Dispatching	1,019	594	13	116	220	1,963
Other Revenues	344	150	73	88	35	691
MOW Revenues	6,811	3,047	880	1,766	427	12,932
<b>Total Operating Revenue</b>	<b>29,483</b>	<b>12,138</b>	<b>4,117</b>	<b>6,855</b>	<b>1,454</b>	<b>54,048</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	26,423	9,157	4,369	5,560	2,097	47,606
Equipment Maintenance	21,813	10,129	5,091	5,414	2,112	44,560
Fuel	16,620	6,665	2,873	3,587	1,283	31,028
Non-Scheduled Rolling Stock Repairs	50	24	10	12	3	100
Operating Facilities Maintenance	1,129	534	232	271	78	2,244
Other Operating Train Services	468	130	112	157	75	942
Security	8,678	3,444	1,774	1,908	831	16,635
Public Safety Program	49	18	15	11	10	103
Passenger Relations	980	526	182	284	48	2,021
TVM Maintenance/Revenue Collection	2,335	1,147	871	673	317	5,342
Marketing	1,605	787	301	462	84	3,238
Media & External Communications	153	56	48	34	32	322
Utilities/Leases	1,465	532	459	324	307	3,088
Transfers to Other Operators	1,792	801	229	344	103	3,269
Amtrak Transfers	485	543	-	-	157	1,185
Station Maintenance	3,257	675	334	698	264	5,229
Rail Agreements	1,973	1,825	1,608	373	902	6,680
Holiday Trains	-	-	-	-	-	-
Special Trains	238	99	56	72	36	500
<b>Subtotal Operations &amp; Services</b>	<b>89,513</b>	<b>37,092</b>	<b>18,565</b>	<b>20,183</b>	<b>8,740</b>	<b>174,093</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	29,835	10,521	3,380	6,802	3,008	53,546
MoW - Extraordinary Maintenance	465	114	76	85	55	794
<b>Subtotal Maintenance-of-Way</b>	<b>30,300</b>	<b>10,635</b>	<b>3,456</b>	<b>6,886</b>	<b>3,063</b>	<b>54,340</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	8,169	2,980	2,555	1,810	1,707	17,221
Ops Non-Labor Expenses	6,515	2,501	1,532	1,439	843	12,830
Indirect Administrative Expenses	11,698	4,248	3,669	2,589	2,453	24,658
Ops Professional Services	1,289	468	404	285	270	2,717
<b>Subtotal Admin &amp; Services</b>	<b>27,671</b>	<b>10,198</b>	<b>8,160</b>	<b>6,123</b>	<b>5,274</b>	<b>57,426</b>
<b>Contingency</b>	<b>42</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>88</b>
<b>Total Operating Expenses</b>	<b>147,526</b>	<b>57,940</b>	<b>30,194</b>	<b>33,202</b>	<b>17,086</b>	<b>285,947</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	8,473	4,009	1,740	2,030	585	16,838
Net Claims / SI	498	236	102	119	34	990
Claims Administration	1,080	511	222	259	75	2,146
<b>Total Net Insurance and Legal</b>	<b>10,051</b>	<b>4,756</b>	<b>2,064</b>	<b>2,408</b>	<b>694</b>	<b>19,974</b>
<b>Total Expense</b>	<b>157,577</b>	<b>62,696</b>	<b>32,258</b>	<b>35,610</b>	<b>17,780</b>	<b>305,921</b>
<b>Loss/Member Support Required</b>	<b>(128,093)</b>	<b>(50,557)</b>	<b>(28,141)</b>	<b>(28,755)</b>	<b>(16,326)</b>	<b>(251,873)</b>

Numbers may not foot due to rounding.

### Exhibit 3.8 FY2023-24 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	\$ 9,818	\$ 2,017	\$ 7,150	\$ 2,201	\$ 7,597	\$ 3,400	\$ 3,225	\$ 35,407
Fare Reduction Subsidy	490	-	-	-	-	-	-	490
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>11,155</b>	<b>2,171</b>	<b>8,022</b>	<b>2,509</b>	<b>7,776</b>	<b>3,400</b>	<b>3,430</b>	<b>38,463</b>
Dispatching	367	434	292	2	842	6	19	1,963
Other Revenues	171	78	130	52	109	86	64	691
MOW Revenues	3,984	1,335	3,112	236	1,900	1,435	930	12,932
<b>Total Operating Revenue</b>	<b>15,677</b>	<b>4,019</b>	<b>11,557</b>	<b>2,798</b>	<b>10,627</b>	<b>4,927</b>	<b>4,443</b>	<b>54,048</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	11,971	5,427	11,531	3,002	6,529	5,015	4,132	47,606
Equipment Maintenance	10,420	4,886	8,336	2,831	7,371	5,917	4,800	44,560
Fuel	7,358	3,268	7,222	2,029	4,974	3,622	2,556	31,028
Non-Scheduled Rolling Stock Repairs	25	9	19	6	18	14	10	100
Operating Facilities Maintenance	558	200	425	128	403	305	225	2,244
Other Operating Train Services	299	125	136	113	72	92	105	942
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,630	1,666	3,872	1,303	2,403	2,124	1,636	16,635
Public Safety Program	15	17	19	15	10	13	14	103
Passenger Relations	604	124	351	90	402	283	167	2,021
TVM Maintenance/Revenue Collection	996	739	936	508	699	798	666	5,342
Marketing	992	216	534	159	629	413	296	3,238
Media & External Communications	47	54	58	48	31	39	45	322
Utilities/Leases	450	513	558	463	294	378	433	3,088
Transfers to Other Operators	693	271	737	267	904	166	231	3,269
Amtrak Transfers	-	415	-	-	771	-	-	1,185
Station Maintenance	1,513	768	1,272	388	793	8	488	5,229
Rail Agreements	-	902	-	2,186	1,054	1,148	1,391	6,680
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	110	76	80	69	84	67	15	500
<b>Subtotal Operations &amp; Services</b>	<b>39,680</b>	<b>19,673</b>	<b>36,085</b>	<b>13,605</b>	<b>27,439</b>	<b>20,402</b>	<b>17,209</b>	<b>174,093</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	15,629	8,067	12,907	1,177	7,319	5,054	3,392	53,546
MoW - Extraordinary Maintenance	174	120	126	110	134	107	23	794
<b>Subtotal Maintenance-of-Way</b>	<b>15,804</b>	<b>8,187</b>	<b>13,034</b>	<b>1,287</b>	<b>7,453</b>	<b>5,160</b>	<b>3,415</b>	<b>54,340</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	2,522	2,851	3,117	2,570	1,651	2,105	2,404	17,221
Ops Non-Labor Expenses	2,563	1,680	2,602	1,275	1,734	1,497	1,481	12,830
Indirect Administrative Expenses	3,598	4,098	4,453	3,694	2,345	3,016	3,455	24,658
Ops Professional Services	396	452	491	407	258	332	381	2,717
<b>Subtotal Admin &amp; Services</b>	<b>9,079</b>	<b>9,081</b>	<b>10,663</b>	<b>7,946</b>	<b>5,988</b>	<b>6,950</b>	<b>7,719</b>	<b>57,426</b>
<b>Contingency</b>	<b>13</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>12</b>	<b>88</b>
<b>Total Operating Expenses</b>	<b>64,575</b>	<b>36,956</b>	<b>59,797</b>	<b>22,851</b>	<b>40,889</b>	<b>32,523</b>	<b>28,356</b>	<b>285,947</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	4,187	1,504	3,188	962	3,022	2,289	1,687	16,838
Net Claims/SI	246	88	187	57	178	135	99	990
Claims Administration	534	192	406	123	385	292	215	2,146
<b>Total Net Insurance and Legal</b>	<b>4,967</b>	<b>1,784</b>	<b>3,781</b>	<b>1,141</b>	<b>3,585</b>	<b>2,715</b>	<b>2,001</b>	<b>19,974</b>
<b>Total Expense</b>	<b>69,542</b>	<b>38,740</b>	<b>63,579</b>	<b>23,992</b>	<b>44,474</b>	<b>35,238</b>	<b>30,357</b>	<b>305,921</b>
<b>Net Loss / Total Funding Required</b>	<b>\$ 53,864</b>	<b>\$ 34,721</b>	<b>\$ 52,021</b>	<b>\$ 21,194</b>	<b>\$ 33,846</b>	<b>\$ 30,311</b>	<b>\$ 25,914</b>	<b>\$ 251,873</b>

Numbers may not foot due to rounding.



### Exhibit 3.9 FY2019-20 to FY2023-24 Revenue Sources Trend

(\$000's)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	CHANGE FROM FY2022-23 ACTUAL
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	
<b>Operating Revenues</b>						
Farebox	\$ 63,104	\$ 16,256	\$ 28,288	\$ 34,546	\$ 38,463	11.3%
Dispatching Agreements	2,300	2,079	2,155	2,245	1,963	(12.6%)
Other Operating <sup>(1)</sup>	254	345	459	1,094	691	(36.9%)
Maintenance-of-Way	13,301	11,545	11,506	13,402	12,932	(3.5%)
<b>Subtotal Operating Revenues</b>	<b>\$ 78,958</b>	<b>\$ 30,225</b>	<b>\$ 42,407</b>	<b>\$ 51,287</b>	<b>\$ 54,048</b>	<b>5.4%</b>
Operating Support Funds <sup>(2)(5)</sup>	166,327	209,402	198,209	214,821	251,873	17.2%
<b>Total Funds for Operating Activities</b>	<b>245,285</b>	<b>239,627</b>	<b>240,616</b>	<b>266,109</b>	<b>305,921</b>	<b>15.0%</b>
<b>Percent of Total Revenues</b>	<b>20.9%</b>	<b>8.6%</b>	<b>12.6%</b>	<b>14.0%</b>	<b>13.1%</b>	
<b>Estimated Capital Revenues (Cashflow) <sup>(3)</sup></b>						
State	\$ 60,967	\$ 19,041	\$ 40,864	\$ 32,140	\$ 8,457	(73.7%)
Federal	17,800	17,680	20,667	19,513	50,242	157.5%
Union Pacific Railroad/BNSF	1,626	1,071	(19,533)	-	-	
Amtrak	1,312	1,905	5,160	1,816	-	(100.0%)
Other Non-Member (includes insurance recoveries)	26,054	44,914	10,265	4,916	612	(87.5%)
Local Funds for Capital	23,865	25,778	19,452	42,583	48,332	13.5%
<b>Subtotal Capital Revenues</b>	<b>\$ 131,626</b>	<b>\$ 110,390</b>	<b>\$ 96,388</b>	<b>\$ 100,969</b>	<b>\$ 107,643</b>	<b>6.6%</b>
<b>Percent of Total Revenues</b>	<b>34.9%</b>	<b>31.5%</b>	<b>28.6%</b>	<b>27.5%</b>	<b>26.0%</b>	
<b>Total Revenues</b>	<b>\$ 376,911</b>	<b>\$ 350,017</b>	<b>\$ 337,004</b>	<b>\$ 367,077</b>	<b>\$ 413,563</b>	<b>12.7%</b>
<b>Revenues as a Percent of Total</b>	<b>50.5%</b>	<b>67.2%</b>	<b>64.6%</b>	<b>70.1%</b>	<b>72.6%</b>	

Numbers may not foot due to rounding.

### Exhibit 3.10 FY2023-24 Budget Revenue Sources and Use by Member Agency

(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total FY2023-24	% of Total
<b>Operating Budget</b>								
<b>Funds For Operating</b>	<b>128,093</b>	<b>50,557</b>	<b>28,141</b>	<b>28,755</b>	<b>16,326</b>	-	<b>251,873</b>	<b>82.3%</b>
Operations	104,605	42,970	25,565	23,634	13,690	-	210,464	68.8%
Maintenance-of-Way	23,488	7,587	2,576	5,120	2,636	-	41,409	13.5%
<b>Other Operating Revenues</b>	<b>29,483</b>	<b>12,138</b>	<b>4,117</b>	<b>6,855</b>	<b>1,454</b>	-	<b>54,048</b>	<b>17.7%</b>
Farebox Revenue	21,309	8,347	3,151	4,885	771	-	38,463	12.6%
Non-Fare Operating Revenue	1,363	744	87	204	256	-	2,654	0.9%
MOW Revenues	6,811	3,047	880	1,766	427	-	12,932	4.2%
<b>Total Funding Sources For Operating</b>	<b>157,577</b>	<b>62,696</b>	<b>32,258</b>	<b>35,610</b>	<b>17,780</b>	-	<b>305,921</b>	<b>100.0%</b>

<b>Total Operating Expenditures</b>	<b>157,577</b>	<b>62,696</b>	<b>32,258</b>	<b>35,610</b>	<b>17,780</b>	-	<b>305,921</b>	<b>100.0%</b>
Operating Expenditures (Excludes MOW)	127,277	52,061	28,802	28,724	14,717	-	251,581	82.2%
Maintenance-of-Way	30,300	10,635	3,456	6,886	3,063	-	54,340	17.8%

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total FY2023-24	% of Total
<b>Capital Program Expenditure in FY2023-24</b>								
<b>Local Funds For Capital</b>	<b>44,115</b>	<b>1,026</b>	<b>427</b>	<b>1,168</b>	<b>949</b>	<b>647</b>	<b>48,332</b>	<b>44.9%</b>
New Capital	2,107	265	84	744	102	647	3,949	3.7%
State of Good Repair/Renovation	42,009	761	343	423	847	-	44,383	41.2%
<b>Other Capital Revenues</b>	<b>362</b>	<b>20,555</b>	<b>7,149</b>	<b>11,098</b>	<b>8,114</b>	<b>12,033</b>	<b>59,311</b>	<b>55.1%</b>
State Funds	362	-	235	2,322	1,832	3,706	8,457	7.9%
Federal Funds	-	20,555	6,914	8,776	6,282	7,715	50,242	46.7%
Other Funds	-	-	-	-	-	612	612	0.6%
<b>Total Funding Sources For Capital Program</b>	<b>44,478</b>	<b>21,581</b>	<b>7,576</b>	<b>12,265</b>	<b>9,062</b>	<b>12,680</b>	<b>107,643</b>	<b>100.0%</b>

<b>Total Capital Program Expenditures in FY24</b>	<b>44,478</b>	<b>21,581</b>	<b>7,576</b>	<b>12,265</b>	<b>9,062</b>	<b>12,680</b>	<b>107,643</b>	<b>100.0%</b>
New Capital	481	201	112	146	73	-	1,013	0.9%
State of Good Repair/Renovation	3,168	1,277	669	753	623	-	6,490	6.0%
Carryover from prior year	40,828	20,104	6,795	11,367	8,366	12,680	100,140	93.0%

<b>Total Proposed Expenditures</b>	<b>202,054</b>	<b>84,277</b>	<b>39,834</b>	<b>47,875</b>	<b>26,843</b>	<b>12,680</b>	<b>413,563</b>	N/A
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Numbers may not foot due to rounding.

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ADOPTED BUDGET  
FISCAL YEAR  
2023-2024



SECTION FOUR  
OPERATING REVENUES

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# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2023-24 BUDGET

### SECTION 4: Operating Revenues

#### 4.1 Introduction

SCRRA’s funding requirement for the FY2023-24 Operating Budget is \$305.9 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 FY2023-24 net requirement for support is \$251.9 million, an increase of \$40.0 million from the FY2022-23 Actual.

SCRRA’s forecasted FY2023-24 Operating Revenues are \$54.0 million, an increase of \$2.8 million from the FY2022-23 Actual Operating Revenues. This increase is a result of the ridership recovery following the impact of the COVID-19 pandemic on farebox revenues and was provided by a forecast from KPMG/Sperry Capital. In FY2022-23 and FY2023-24, total funding is as follows:

(\$000)	FY 2022-23 ACTUAL	FY 2023-24 BUDGET	CHANGE FROM FY 2022-23	
			\$ VARIANCE	% VARIANCE
Farebox	\$ 34,546	\$ 38,463	\$ 3,917	11.3%
Dispatching	2,245	1,963	(282)	(12.6%)
Other Revenues	1,094	691	(403)	(36.9%)
MOW Revenues	13,402	12,932	(471)	(3.5%)
<b>Subtotal</b>	<b>51,287</b>	<b>54,048</b>	<b>2,761</b>	<b>5.4%</b>
Member Agencies	214,821	251,873	37,051	17.2%
<b>Total</b>	<b>\$ 266,109</b>	<b>\$ 305,921</b>	<b>\$ 39,812</b>	<b>15.0%</b>

*Numbers may not foot due to rounding.*

*FY23 Actual Member Agencies includes amount to cover prior year deficit*

#### 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 142,000 discounted passes and tickets to low-income riders through December 2023. This fare discount program is subsidized with grant funding from the Low Carbon Transit Operations Program (LCTOP).

### **4.3 MOW Revenues**

Freight railroads and Amtrak Intercity Services operating over territory owned by Member Agencies provide MOW revenues, based upon existing agreements. MOW revenue is projected at \$12.9 million, or 3.5% less than the FY23 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. Dispatching Revenues in FY2023-24 are projected at \$2.0 million, which is a 12.6% decrease below the FY2022-23 Actual.

### **4.5 Exhibits**

**Exhibit 4.1: FY2019-20 to FY2023-24 Fare Revenue and Ridership** provides average daily ridership, total fare revenue and revenue per rider for weekend and weekdays. Data is provided for each operating line with comparisons to prior year.

**Exhibit 4.2: FY2019-20 to FY2023-24 MOW Revenue Trends** details various MOW revenue agreements by territory and source with annual actual revenues for FY2019-20 through FY2022-23, and budgeted revenues for FY2023-24.

**Exhibit 4.3: FY2019-20 to FY2023-24 Dispatching Revenue Trends** lists various dispatching revenue agreements by territory with annual actual revenues for FY2019-20 through FY2022-23, and budgeted revenues for FY2023-24.

**Exhibit 4.4: FY2019-20 to FY2023-24 Other Operating Revenue Trends** lists various revenue sources such as Marketing Revenues with annual actual revenues for FY2019-20 through FY2022-23, and budgeted revenues for FY2023-24.

### Exhibit 4.1 FY2019-20 to FY2023-24 Fare Revenue and Ridership

Operating Line	AVERAGE DAILY RIDERSHIP						REVENUE/RIDER (\$'s)					FARE REVENUE (\$000's)							
	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	% CHANGE	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2021-22	FY2023-24	% CHANGE	
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	FROM FY2022-23 ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET <sup>(1)</sup>	FROM FY2022-23 ACTUAL	
San Bernardino																			
Weekday	8,219	2,099	3,851	5,231	4,400	(15.9%)	6.47	6.31	6.70	5.97	7.67	13,833	3,444	6,707	8,114	9,133	8,778	8.2%	
Weekend	2,449	975	1,723	1,950	1,968	0.9%	5.92	6.56	2.49	2.44	2.99	1,508	665	1,115	1,237	1,072	1,530	23.7%	
Ventura County																			
Weekday	3,290	490	967	1,525	1,907	25.0%	5.43	5.82	5.97	5.75	3.98	4,648	742	1,500	2,279	3,799	1,975	(13.4%)	
Weekend	-	2	20	41	46	10.6%		45.96	6.14	5.35	3.58	-	1	32	58	37	43	(26.0%)	
Antelope Valley																			
Weekday	5,108	1,305	1,997	2,786	3,064	10.0%	6.17	6.15	5.95	5.67	7.24	8,188	2,087	3,089	4,103	5,151	5,767	40.5%	
Weekend	1,657	789	1,121	1,332	1,821	36.7%	6.36	7.14	2.47	2.67	2.92	1,096	586	721	924	687	1,383	49.6%	
Riverside																			
Weekday	2,835	405	728	996	1,894	90.1%	8.78	8.49	7.78	8.48	4.47	6,470	894	1,473	2,196	4,108	2,201	0.2%	
Orange County																			
Weekday	7,481	1,088	2,403	3,322	3,735	12.4%	7.96	8.32	7.91	7.24	6.51	15,486	2,353	4,940	6,254	10,509	6,317	1.0%	
Weekend	1,570	600	1,200	1,123	1,860	65.7%	7.08	7.46	3.21	2.85	2.65	1,156	465	1,001	832	794	1,280	53.7%	
OC MSEP																			
Weekday	194	26	-	-	-	N/A	3.77	-	-	-	-	190	-	-	-	-	-	N/A	
IEOC																			
Weekday	3,489	891	1,606	1,815	1,906	5.1%	6.14	6.11	6.01	6.03	6.28	5,567	1,416	2,510	2,847	4,398	3,113	9.4%	
Weekend	1,046	400	708	651	828	27.1%	2.39	2.83	1.25	1.24	1.33	260	118	231	209	441	286	36.7%	
91/Perris Valley																			
Weekday	2,482	579	1,183	1,577	1,192	(24.4%)	6.61	7.11	7.33	6.69	9.45	4,264	1,071	2,256	2,743	3,532	2,929	6.8%	
Weekend	538	235	427	513	429	(16.3%)	4.75	4.44	2.05	2.08	2.65	266	108	228	278	219	295	6.4%	
Totals																			
Weekday	33,097	6,884	12,735	17,251	18,097	4.9%	6.82	6.71	6.79	6.36	6.61	58,646	12,007	22,475	28,535	40,630	31,081	8.9%	
Weekend	7,261	3,001	5,199	5,610	6,952	23.9%	5.68	6.23	6.15	6.06	2.66	4,287	1,943	3,327	3,538	3,250	4,817	36.1%	
<b>Total</b>	<b>40,358</b>	<b>9,886</b>	<b>17,935</b>	<b>22,862</b>	<b>25,050</b>	<b>9.6%</b>	<b>6.72</b>	<b>6.64</b>	<b>6.70</b>	<b>6.33</b>	<b>5.51</b>	<b>62,933</b>	<b>13,951</b>	<b>25,802</b>	<b>32,073</b>	<b>43,880</b>	<b>35,897</b>	<b>11.9%</b>	

Numbers may not foot due to rounding.



**Exhibit 4.2 FY2019-20 to FY2023-24 Maintenance-of-Way (MOW) Revenue Trends**

(\$000's)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	CHANGE FROM
Agreement/Territory	ACTUALS	ACTUAL	ACTUAL	ACTUAL	BUDGET	FY2022-23 ACTUAL
Amtrak Intercity Services	\$ 1,049	\$ 873	\$ 922	\$ 920	\$ 787	(14.5%)
LAUS Rail Yard Operations & Maintenance (Amtrak)	910	702	586	749	525	(30.0%)
Azusa Branch Shared Use (UPRR/SPTC)	135	154	146	149	161	8.2%
Baldwin Park Branch Shared Use (UPRR/SPTC)	210	256	236	240	260	8.2%
Coast & Saugus Shared Use (UPRR/SPTC)	4,391	3,645	3,228	3,561	3,495	(1.9%)
East Bank Joint Facility (UPRR/SPTC)	951	184	562	1,311	848	(35.3%)
Mission Tower (UPRR/SPTC)	55	70	88	227	96	(57.9%)
San Diego & Olive Subdivision Shared Use (BNSF)	1,818	1,828	1,873	2,027	2,312	14.1%
Pasadena Subdivision Shared Use (BNSF)	2,361	2,375	2,433	2,892	3,003	3.8%
State Grade Crossing (CPUC)	339	341	335	335	384	14.7%
PVL/San Jacinto Subdivision Shared Use (BNSF)	727	731	748	806	880	9.1%
Redlands Subdivision Shared Use (BNSF)	230	231	189	-	-	n/a
Crossing Maintenance Fees	123	155	161	184	181	(1.4%)
<b>Total</b>	<b>13,301</b>	<b>11,545</b>	<b>11,506</b>	<b>13,402</b>	<b>12,932</b>	<b>(3.5%)</b>

*Numbers may not foot due to rounding.*

**Exhibit 4.3 FY2019-20 to FY2023-24 Dispatching Revenue Trends**

<b>(\$000's)</b>	<b>FY2019-20</b>	<b>FY2020-21</b>	<b>FY2021-22</b>	<b>FY2022-23</b>	<b>FY2023-24</b>	<b>CHANGE FROM</b>
<b>Agreement/Territory</b>	<b>ACTUALS</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>FY2022-23 ACTUAL</b>
Amtrak Intercity Services	\$ 1,816	\$ 1,359	\$ 1,632	\$ 1,646	\$ 1,423	(13.5%)
Coast & Saugus Shared Use (UPRR/SPTC)	257	257	257	257	257	0.0%
East Bank Joint Facility (UPRR/SPTC)	91	88	67	128	74	(41.8%)
Mission Tower (UPRR/SPTC)	-	196	-	-	-	n/a
San Diego & Olive Subdivision Shared Use (BNSF)	57	61	60	62	58	(6.7%)
Pasadena Subdivision Shared Use (BNSF)	68	106	121	136	137	0.6%
San Jacinto Subdivision	11	14	18	16	13	(20.1%)
<b>Total</b>	<b>\$ 2,300</b>	<b>\$ 2,079</b>	<b>\$ 2,155</b>	<b>\$ 2,245</b>	<b>\$ 1,963</b>	<b>-12.6%</b>

*Numbers may not foot due to rounding.*

### Exhibit 4.4 FY2019-20 to FY2023-24 Other Operating Revenue Trends

(\$000's)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	CHANGE FROM
Revenue Source	ACTUALS	ACTUALS	ACTUAL	ACTUAL	BUDGET	FY2022-23 ACTUAL
Marketing Revenues	\$ 6	\$ 344	\$ 235	\$ 268	\$ 250	(6.8%)
LAWA (Fly-away) Commission	-	-			13	0.0%
Allocable Interest	-	-		797	387	(51.4%)
Insurance Recoveries	-	1	-	-	-	0.0%
Miscellaneous Revenues	248	-	27	13	25	95.5%
Gain On Disposal Of Asset	-	-	39		-	0.0%
Scrap and Salvage Sales	-	-	157	17	16	(3.8%)
<b>Total</b>	<b>\$ 254</b>	<b>\$ 345</b>	<b>\$ 459</b>	<b>\$ 1,094</b>	<b>\$ 691</b>	<b>(36.9%)</b>

*Numbers may not foot due to rounding.*



An aerial photograph of a passenger train traveling through a rugged, rocky landscape. The train, consisting of a black and teal locomotive followed by several silver passenger cars, is moving along a track that curves through the terrain. The surrounding area is characterized by large, light-colored boulders and sparse green vegetation. The sky is not visible, as the focus is on the train and the immediate environment.

ADOPTED BUDGET  
FISCAL YEAR  
**2023-2024**

**SECTION FIVE**  
**OPERATING EXPENSES**

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# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2023-24 BUDGET

### SECTION 5: Operating Expenses

#### 5.1 Introduction

SCRRA's Operating Expenses for FY2023-24 are projected at \$305.9 million. This cost as presented in the Operating Statement, includes four key budgetary components: Train Operations, Maintenance-of-Way (MOW), Administration and Services related to Train Operations and Insurance Expense. Categories of Train Operations, Administration & Services and Contingency are herein combined and referred to as "Train Operations." Train Operations costs are \$231.6 million, or 75.7% of the total Operating Budget. MOW costs are \$54.3 million, or 17.7% of the total Operating Budget. Insurance expenses are \$20.0 million, or 6.5% of the total Operating Budget.

A zero-based approach was used for budgeting. Each budget item submitted for inclusion in the FY2023-24 Budget required detailed justification. Justification for cost submissions were reviewed by department, 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, Sheriff, Herzog) as they comprise more than 40% of the Operating Expenses.

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

Meetings are held each month with Department Chiefs to compare actual expenses to budget.

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

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

## **5.2 Operating Budget Assumptions**

### **5.2.1 Service Levels**

Service Restoration at 90% of FY19 service levels (pre-Covid) as of July 1, 2023. The only added new service is Antelope Valley Line weekday and weekend service, beginning October 2023.

### **5.2.2 Cost Allocations**

Operations expenses are distributed to the operating lines, and subsequently to Member Agencies, based on the formulas approved by the Member Agencies and the SCRRA Board of Directors. Multiple allocation categories are used to apply SCRRA operating costs to the various line segments and Member Agencies. Key formula types include train miles, train miles lagged, ridership, route miles, track miles and unduplicated stations 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 expenses of \$231.6 million have increased \$33.4 million, or 16.9%, over the FY2022-23 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**

Cost in FY2023-24 is \$42.0 million, an increase of \$6.0 million or 16.5% over the FY2022-23 actuals expense. This is the result of contractually mandated increases with the vendor as well as increased service on the Antelope Valley Line.

### **Train Operations - Dispatching**

The budgeted cost of SCRRA-provided dispatching services over the right-of-way territories owned by the SCRRA Member Agencies in FY2023-24 is \$5.6 million, an increase of \$0.3 million or 5.8% over the FY2022-23 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 budget for FY2023-24 totals \$44.6 million, an increase of \$2.2 million, or 5.2% over the FY2022-23 actual expense. This is comprised of three types of expense items:

- Mechanical services – Central Maintenance Facility, Eastern Maintenance Facility & Stuart Mesa totals \$30.2 million.
- Materials issued from inventory to effect repairs totals \$13.7 million.
- Other Mechanical Services totals \$0.7 million.

### **Fuel**

The budget assumes an annual consumption of 8.6 million gallons of fuel for train operations. FY2023-24 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 \$31.0 million is a \$0.9 million or 2.7% decrease below the FY2022-23 actual expenses.

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

Repairs to accommodate unforeseen medium-scale damage to rolling stock or rolling stock modifications is budgeted at \$0.1 million, with no increase from the FY2022-23 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 which enables the routine repair of rolling stock. The total budget for this category for FY2023-24 is \$2.2 million, with no increase from the FY2022-23 actual expenses.

### **Other Operating Train Services**

These items are directly related to operating the rail system, including; weather data forecast and emergency reporting services, publications, printing of required



manuals and the largest line item, emergency bus services. An increase was budgeted to provide for anticipated track closures due to maintenance activities. The projected expenditures of \$0.9 million are an increase of \$0.4 million or 77.1% over the FY2022-23 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 \$11.0 million for FY2023-24 is \$0.6 million, or 6.2%, higher than the FY2022-23 actual expense. Rates are determined by the Los Angeles County Supervisors.

### **Security – Guards**

The \$5.3 million FY2023-24 cost for Security Guards is \$0.7 million or 14.7% more than prior year.

### **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 FY2023-24 budget is \$0.4 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 FY2023-24 Public Safety Budget is \$0.1 million, or an increase of \$0.1 million over the FY2022-23 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 23.6% increase over the FY2022-23 actual expenses.

### **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 FY2023-24 Budget is \$5.3 million, a \$0.6 million or 12.4% increase over the FY2022-23 actual expense. Although new ticket vending devices have reduced repair costs and a more favorable maintenance contract has been negotiated, returning ridership means more ticket stock, more bank charges, and a higher commission cost on Mobile Application purchases.

## **Marketing**

The Marketing category totaling \$3.2 million is comprised of the Marketing and Partnership Department's budget of \$2.9 million and Customer Experience market research budget of \$0.3 million. For FY2023-24, the overall budget for Marketing increased by \$0.6 million over the FY2022-23 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 FY2022-23 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 FY2023-24 Budget is \$3.1 million, a budget increase of \$0.5 million, or 21.7%, over the FY2022-23 actual expense.

## **Transfers to Other Operators**

SCRRA pays to other Transit Operators to allow Metrolink ticket holders to transfer to other systems without additional cost. With the estimated return of riders as a result of service restoration, the estimated cost for these payments is budgeted at \$3.3 million for FY2023-24, an increase of \$1.1 million or 53.5% over the FY2022-23 actual expenses.

## **Amtrak Transfers**

These funds represent costs to SCRRA for the Rail2Rail program. Under this program, SCRRA, Amtrak, and Caltrans agreed to collaborate in allowing reciprocal service to monthly pass holders on the Ventura and Orange County lines. The amount budgeted for FY2023-24 is \$1.2 million, an increase of \$0.9 million over the FY2022-23 actual expenses.

## **Station Maintenance**

For FY2023-24, Station Maintenance is budgeted at \$5.2 million. The largest portion represents the maintenance of Los Angeles Union Station common area totaling \$4.8 million. The balance of the amount covers costs to maintain station equipment, including station displays, and the Union Station platforms. This category increased by \$3.1 million and is 151.3% more than the FY2022-23 actual expense.

## **Rail Agreements**

Includes Payments to 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 \$6.7 million, reflecting an increase of \$1.4 million or 25.7% over the FY2022-23 actual expense. The increase is primarily the result of service restoration.

### **Holiday Trains**

No Holiday train was included in the FY24 Budget.

### **Special Trains**

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

### **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. A 5% Merit pool increase is included in the FY2023-24 budget. The total salary and fringe benefit budget for Train Operations is \$17.2 million for FY2023-24, an increase of \$2.1 million, or 13.7% over the FY2022-23 actual expenses. Budgeted amounts cover all authorized positions without respect to vacancies.

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

This category totals \$12.8 million for FY2023-24, an increase of \$4.2 million, or 48.9% over the FY2022-23 actual expenses. A total of \$7.5 million, or 58.8%, is PTC software, maintenance agreements, technology support and utility costs which have increased \$0.6 million over the FY2022-23 actual expenses. Also included is \$4.3 million in Information Technology costs, which have increased \$3.2 million over the FY2022-23 actual expenses. A significant portion of this increase is an amount intended to update and expand services provided by our Mobile Application. The balance of this category consists of travel and lodging expenses for employee training and conferences, operations memberships, gasoline, maintenance and repairs for operating department vehicles, and miscellaneous expenses. The combination of these final items have increased by \$0.4 million.

### **Indirect Administrative Expenses**

The Indirect Administrative Expense category represents the Train Operations sector's share of SCRRA's General and Administrative (G&A) budgeted costs. The Indirect expense allocation totals \$24.7 million for FY2023-24, an increase of \$7.0 million, or 40.0%, over the FY2022-23 actual expenses.

### **Operations Professional Services**

This category consists of consultants and other outside professional services utilized by Train Operations. In FY2023-24, the total budget is \$2.7 million which is an increase of \$0.9 million over the FY2022-23 actual expenses. Planning and Development studies comprise \$1.2 million, or 42.7%, of the costs in this category. These studies include Burbank Airport Connectivity Analysis, Service Design and Rail Operations Simulation. An additional \$0.6 million covers the cost of DBE consultants.

## **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 FY2023-24.

### **5.3.2 Train Operations Note**

FY2023-24 cost components by line-item expenditure for Train Operations:

- Exhibit 3.6 - FY2023-24 Annual Operating Budget by Cost Component by Fiscal Year and
- Exhibit 3.7 - FY2023-24 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.

SCRRA budgets for MOW 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 (rehabilitation) in the Capital Program of the Budget, which is under the supervision of 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 and maintenance personnel needed to perform the inspections and repairs, including amounts for material purchases,

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 if events, work may be performed during overtime hours. The MOW labor budget includes two-shift coverage of track or signal maintenance to assure that ordinary operations are accomplished with minimal disruption to peak-period commuter rail operations.

Many factors impact costs, therefore, the actual operating 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 SCRRRA 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 SCRRA bridges, tunnels, and other structures.

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

Agency Costs, which provide benefit to the entire MOW system, are charged to a collector pool and 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 FY2023-24 MOW expenditures are projected at \$54.3 million and are funded by SCRRA generated MOW revenue and Member Agency support. These costs and revenues are allocated over operating lines and Member Agencies. Exhibit 5.3 FY2023-24 Maintenance-of-Way Expenditures and Revenue Offsets shows the Operating and Non-Operating line allocation.

#### **5.4.5 MOW Projections by Line Segment**

The FY2023-24 MOW Line Segment Budget of \$54.3 million is allocated across the various line segments of SCRRA. These include the following segments:

- Los Angeles – San Bernardino
- Los Angeles – Ventura (Burbank Junction to Moorpark)
- Los Angeles – Lancaster
- Fullerton – San Diego County Line
- Olive Subdivision
- Riverside – Layover Facility
- River Corridor
- Perris Valley
- Short Way

Non-Operating line segments include

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

<b>Maintenance-of-Way</b>	
(000's)	FY2023-24
Operating Lines - MOW	\$ 50,127
Non-Operating Lines	3,419
Total Line Segments	53,546
Extraordinary Maintenance	794
<b>MOW Budgeted Expenses</b>	<b>\$ 54,340</b>
<i>Numbers may not foot due to rounding.</i>	
<b>NOTES:</b>	
Includes both MOW - Line Segments and Extraordinary MOW	

- Exhibit 5.4 - FY2023-24 Maintenance-of-Way Expenditures by Line Segment / Territory – Operating Lines and Extraordinary
- Exhibit 5.5 - FY2023-24 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). SCRRRA will also look to emergency funding (e.g., FEMA) when appropriate. After deductibles, SCRRRA insurance coverage may reimburse SCRRRA for expenditure costs.

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

Insurance covers premiums for Property, Liability, and Auto. Funds are also budgeted here for claims, self-insurance costs and claims administration. In FY2023-24, Insurance and Legal total expenses of \$20.0 million are an increase of \$4.2 million over the FY2022-23 actual expenses. This increase is due almost entirely to higher Insurance Premiums, which increased \$3.4 million or 25.6%.

### **5.6 Exhibits**

**Exhibit 5.1: FY2023-24 Service Assumptions** details the operating service assumptions for weekday, Saturday, and Sunday trains by operating line. FY2023-24 includes 142 weekday trains and 120 weekend trains.

**Exhibit 5.2: FY 2019-20 to FY2023-24 Service Train Miles** provides revenue train miles by operating line with annual actuals for FY2019-20, FY2020-21, FY2021-22, FY2022-23, and budgeted cost for FY2023-24.

**Exhibit 5.3: FY2023-24 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 FY2023-24 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 FY2019-20, FY2020-21, FY2021-22, FY2022-23, and budgeted cost for FY2023-24.

**Exhibit 5.5: FY2020-21 to FY2023-24 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 FY2019-20, FY2020-21, FY2021-22, FY2022-23, and budgeted cost for FY2023-24.

**Exhibit 5.1 FY2023-24 Service Assumptions**

	Number of Trains		
	Weekday	Saturday	Sunday
<b>San Bernardino Line</b>			
San Bernardino Downtown-LAUS	34	16	16
Redlands-LAUS	2		
<b>Ventura County Line</b>			
Chatsworth-LAUS	4		
Moorpark-LAUS	10		
East Ventura-LAUS	6	4	4
<b>Antelope Valley Line</b>			
Via Princessa-LAUS	8	12	12
Lancaster-LAUS	22	12	12
<b>Riverside Line</b>			
Riverside-LAUS	11		
<b>91/Perris Valley Line</b>			
Riverside-LAUS	2		
South Perris-LAUS	10	4	4
<b>Orange County Line</b>			
Irvine-LAUS	3		
Laguna Niguel-LAUS	6		
Oceanside-LAUS	10	8	8
<b>IEOC Line</b>			
San Bernardino Downtown-Irvine	1		
San Bernardino Downtown-Laguna Niguel	4		
San Bernardino Downtown-Oceanside	3	4	4
Riverside-Laguna Niguel	5		
Riverside-Oceanside	1		
<b>Total</b>	<b>142</b>	<b>60</b>	<b>60</b>

### Exhibit 5.2 FY2019-20 to FY2023-24 Service Train Miles

Line	FY2019-20 ACTUAL	FY2020-21 ACTUAL	FY2021-22 ACTUAL	FY2022-23 ACTUAL	FY2023-24 BUDGET	VARIANCE FY2023-24 VS. FY2022-23	
						MILES	%
San Bernardino Line	649,206	539,722	556,791	655,515	662,746	7,231	1.1%
Ventura County Line	227,992	182,235	200,016	264,817	296,520	31,703	12.0%
Antelope Valley Line	570,244	376,724	423,902	499,697	609,427	109,731	22.0%
Riverside Line	180,980	125,315	127,868	180,030	179,076	(953)	(0.5%)
91/Perris Valley Line	294,590	215,441	224,306	274,042	273,816	(226)	(0.1%)
Orange County Line (incl MSEP)	510,419	420,681	401,845	384,693	455,662	70,969	18.4%
Inland Empire/Orange County Line	333,728	306,913	304,345	282,606	314,737	32,131	11.4%
<b>Total Service Train Miles</b>	<b>2,767,159</b>	<b>2,167,030</b>	<b>2,239,073</b>	<b>2,541,399</b>	<b>2,791,984</b>	<b>250,584</b>	<b>9.9%</b>

*Numbers may not foot due to rounding.*

### Exhibit 5.3 FY2023-24 MOW Expenditures and Revenue Offsets

**Revenue Forecast Allocation (000's)**

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2023-24 BUDGET
<b>Operating Lines</b>	<b>\$ 5,436</b>	<b>\$ 3,047</b>	<b>\$ 880</b>	<b>\$ 1,728</b>	<b>\$ 427</b>	<b>\$ 11,517</b>
LA - San Bernardino	468	-	-	1,728	-	2,196
LA - Ventura (Burbank Jct to Moorpark)	651	-	-	-	427	1,078
LA - Lancaster	2,841	-	-	-	-	2,841
Fullerton - San Diego County Line	-	2,803	-	-	-	2,803
Olive Subdivision	-	244	-	-	-	244
River Corridor	1,475	-	-	-	-	1,475
Perris Valley	-	-	880	-	-	880
<b>Non-Operating Lines</b>	<b>1,376</b>	<b>-</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>1,414</b>
Sierra Madre - Claremont (Pasadena Sub)	1,376	-	-	-	-	1,376
Rialto Sub (San Bernardino Co.)	-	-	-	38	-	38
<b>Total</b>	<b>\$ 6,811</b>	<b>\$ 3,047</b>	<b>\$ 880</b>	<b>\$ 1,766</b>	<b>\$ 427</b>	<b>\$ 12,932</b>

**Net Subsidy Allocation (000's)**

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2023-24 BUDGET
<b>Operating Lines</b>	<b>\$ 22,378</b>	<b>\$ 7,378</b>	<b>\$ 2,476</b>	<b>\$ 4,535</b>	<b>\$ 2,636</b>	<b>\$ 39,404</b>
LA - San Bernardino <sup>(1)</sup>	4,846	-	-	3,424	-	8,270
LA - Ventura (Burbank Jct to Moorpark) <sup>(2)</sup>	3,597	-	-	-	2,192	5,789
LA - Lancaster	8,801	-	-	-	-	8,801
Fullerton - San Diego County Line	1,250	5,164	978	199	-	7,591
Olive Subdivision	-	251	120	24	-	395
Riverside Layover Facility <sup>(3)</sup>	61	25	54	13	-	154
River Corridor <sup>(4)</sup>	2,569	1,071	600	779	389	5,408
Perris Valley	788	753	648	12	-	2,202
Extraordinary Maintenance <sup>(5)</sup> (Storm Damage, Vandalism, Gate Knockdowns)	465	114	76	85	55	794
<b>Non-Operating Lines</b>	<b>1,111</b>	<b>209</b>	<b>100</b>	<b>585</b>	<b>-</b>	<b>2,005</b>
Sierra Madre - Claremont (Pasadena Sub)	888	-	-	-	-	888
Rialto Sub (San Bernardino Co.)	-	-	-	185	-	185
Shortway Sub	223	209	100	178	-	709
Redlands 1st Mile	-	-	-	222	-	222
<b>Total</b>	<b>\$ 23,488</b>	<b>\$ 7,587</b>	<b>\$ 2,576</b>	<b>\$ 5,120</b>	<b>\$ 2,636</b>	<b>\$ 41,409</b>

**Total Expenditure Forecast (000's)**

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2023-24 BUDGET
<b>Operating Lines</b>	<b>\$ 27,813</b>	<b>\$ 10,426</b>	<b>\$ 3,356</b>	<b>\$ 6,263</b>	<b>\$ 3,063</b>	<b>\$ 50,921</b>
LA - San Bernardino	5,314	-	-	5,152	-	10,466
LA - Ventura (Burbank Jct to Moorpark)	4,248	-	-	-	2,619	6,867
LA - Lancaster	11,643	-	-	-	-	11,643
Fullerton - San Diego County Line	1,250	7,968	978	199	-	10,395
Olive Subdivision	-	494	120	24	-	638
Riverside Layover Facility	61	25	54	13	-	154
River Corridor	4,044	1,071	600	779	389	6,884
Perris Valley <sup>(6)</sup>	788	753	1,528	12	-	3,081
Extraordinary Maintenance (Storm Damage, Vandalism, Gate Knockdowns)	465	114	76	85	55	794
<b>Non-Operating Lines</b>	<b>2,486</b>	<b>209</b>	<b>100</b>	<b>623</b>	<b>-</b>	<b>3,419</b>
Sierra Madre - Claremont (Pasadena Sub)	2,264	-	-	-	-	2,264
Rialto Sub (San Bernardino Co.)	-	-	-	224	-	224
Shortway	223	209	100	178	-	709
Redlands 1st Mile	-	-	-	222	-	222
Redlands Sub MP1+	-	-	-	-	-	-
<b>Total</b>	<b>\$ 30,300</b>	<b>\$ 10,635</b>	<b>\$ 3,456</b>	<b>\$ 6,886</b>	<b>\$ 3,063</b>	<b>\$ 54,340</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 FY2023-24 MOW Expenditures by Line Segment/Territory – Operating Lines and Extraordinary**

(000's) Line Segment/Territory	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2022-23 VS. FY2023-24	
	ACTUALS	ACTUAL	ACTUAL	BUDGET	\$	%
<b>Operating Lines</b>	<b>\$ 42,138</b>	<b>\$ 46,720</b>	<b>\$ 46,290</b>	<b>\$ 50,127</b>	<b>\$ 3,837</b>	<b>8.3%</b>
<b>LA - San Bernardino</b>	<b>8,427</b>	<b>9,843</b>	<b>9,861</b>	<b>10,466</b>	<b>605</b>	<b>6.1%</b>
Track	1,375	3,084	1,416	1,240	(176)	(12.5%)
Signal & Communications	3,275	3,429	2,335	2,447	112	4.8%
Structures	206	23	24	48	24	100.3%
Procurement	669	573	648	588	(60)	(9.3%)
Other	1,092	1,138	3,746	4,134	388	10.3%
Agency Costs	1,809	1,596	1,692	2,011	318	18.8%
<b>LA - Ventura (Burbank Jct to Moorpark)</b>	<b>5,793</b>	<b>6,659</b>	<b>6,052</b>	<b>6,867</b>	<b>815</b>	<b>13.5%</b>
Track	1,174	2,398	940	1,143	203	21.6%
Signal & Communications	1,999	1,992	993	1,034	41	4.1%
Structures	203	17	17	34	17	100.3%
Procurement	335	314	210	264	54	25.8%
Other	778	818	2,703	2,982	279	10.3%
Agency Costs	1,305	1,121	1,189	1,409	220	18.5%
<b>LA - Lancaster</b>	<b>8,923</b>	<b>10,289</b>	<b>10,288</b>	<b>11,643</b>	<b>1,355</b>	<b>13.2%</b>
Track	2,011	3,406	1,250	1,519	269	21.5%
Signal & Communications	2,701	3,062	1,793	1,919	126	7.0%
Structures	252	30	31	62	31	100.3%
Procurement	519	477	458	476	18	3.9%
Other	1,285	1,469	4,863	5,364	501	10.3%
Agency Costs	2,154	1,845	1,892	2,302	410	21.7%
<b>CRI-BURBANK JCT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>N/A</b>
Agency Costs	-	-	-	-	-	N/A
<b>Fullerton - San Diego County Line</b>	<b>8,637</b>	<b>9,347</b>	<b>9,552</b>	<b>10,395</b>	<b>842</b>	<b>8.8%</b>
Track	1,338	2,768	1,033	1,207	174	16.8%
Signal & Communications	3,442	3,350	2,250	2,305	54	2.4%
Structures	239	24	25	50	25	100.3%
Procurement	672	457	632	540	(92)	(14.5%)
Other	1,173	1,207	3,992	4,365	373	9.3%
Agency Costs	1,774	1,541	1,620	1,928	309	19.1%
<b>Olive Subdivision</b>	<b>828</b>	<b>662</b>	<b>568</b>	<b>638</b>	<b>71</b>	<b>12.5%</b>
Track	132	210	97	97	(1)	(0.8%)
Signal & Communications	438	185	18	23	5	30.7%
Structures	16	2	2	4	2	100.3%
Procurement	5	39	10	12	2	17.1%
Other	79	90	299	330	31	10.3%
Agency Costs	158	136	141	173	32	22.4%
<b>Riverside Layover Facility</b>	<b>158</b>	<b>135</b>	<b>146</b>	<b>154</b>	<b>8</b>	<b>5.2%</b>
Track	82	91	92	81	(11)	(12.0%)
Signal & Communications	6	12	1	1		2.4%
Structures					0	100.3%
Procurement	24	6		12	12	6,899.3%
Other	24	11	35	39	4	10.6%
Agency Costs	22	16	17	20	3	16.3%
<b>River Corridor</b>	<b>6,278</b>	<b>6,595</b>	<b>6,301</b>	<b>6,884</b>	<b>582</b>	<b>9.2%</b>
Track	1,136	2,066	1,146	1,363	218	19.0%
Signal & Communications	3,459	3,049	2,312	2,384	71	3.1%
Structures	40	11	11	23	11	100.3%
Procurement	296	274	376	326	(49)	(13.1%)
Other	573	540	1,788	1,972	184	10.3%
Agency Costs	774	656	669	816	147	21.9%
<b>Perris Valley</b>	<b>2,495</b>	<b>2,947</b>	<b>2,649</b>	<b>3,081</b>	<b>432</b>	<b>16.3%</b>
Track	513	1,032	315	457	143	45.3%
Signal & Communications	946	1,012	721	686	(34)	(4.8%)
Structures	41	7	7	14	7	100.3%
Procurement	121	137	78	187	110	141.2%
Other	374	327	1,083	1,196	113	10.4%
Agency Costs	500	432	447	\$ 541	\$ 94	21.1%
<b>Extraordinary Maintenance</b>	<b>\$ 599</b>	<b>\$ 242</b>	<b>\$ 873</b>	<b>\$ 794</b>	<b>\$ (78)</b>	<b>(9.0%)</b>
(Derailments, Storm Damage, Gate Knockdowns, Vandalism)						

Numbers may not foot due to rounding.

Excludes Non-Operating Lines

**Exhibit 5.5 FY2020-21 to FY2023-24 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 BUDGET	FY2022-23 VS. FY2023-24	
					\$	%
<b>Non-Operating Lines</b>	<b>\$ 2,217</b>	<b>\$ 3,262</b>	<b>\$ 2,973</b>	<b>\$ 3,419</b>	<b>\$ 445</b>	<b>15.0%</b>
<b>Sierra Madre - Claremont (Pasa. Sub.)</b>	<b>1,363</b>	<b>1,969</b>	<b>1,960</b>	<b>2,264</b>	<b>304</b>	<b>15.5%</b>
Track	306	777	505	574	69	13.6%
Signal & Communications	597	726	515	586	71	13.7%
Structures	1	4	4	9	4	100.3%
Procurement	54	13	1	31	30	2,500.2%
Other	128	211	699	771	72	10.3%
Agency Costs	278	237	235	293	58	24.8%
<b>Rialto Subdivision (San Bernardino Co.)</b>	<b>274</b>	<b>316</b>	<b>175</b>	<b>224</b>	<b>48</b>	<b>27.4%</b>
Track	79	85	1		( )	(52.5%)
Signal & Communications	91	123	7	13	7	99.7%
Structures	( )	1	1	2	1	100.3%
Procurement	11	27	7	21	14	203.7%
Other	44	36	120	132	12	10.3%
Agency Costs	49	44	40	55	15	36.1%
<b>Shortway Sub</b>	<b>341</b>	<b>770</b>	<b>649</b>	<b>709</b>	<b>60</b>	<b>9.2%</b>
Track	52	356	178	173	(6)	(3.3%)
Signal & Communications	89	145	42	52	10	24.2%
Structures	8	2	2	4	2	100.3%
Procurement	8	59	29	7	(23)	(77.5%)
Other	54	90	295	326	30	10.3%
Agency Costs	130	119	103	149	46	44.4%
<b>Redlands 1st Mile</b>	<b>109</b>	<b>199</b>	<b>189</b>	<b>220</b>	<b>32</b>	<b>16.8%</b>
Track	2	55	1		( )	(52.5%)
Signal & Communications	24	45	3	3		2.4%
Structures	4	1	1	2	1	100.3%
Procurement	2	2		-	( )	(100.0%)
Other	20	41	134	148	14	10.3%
Agency Costs	57	54	51	68	18	35.0%
<b>Redlands Sub MP1+</b>	<b>131</b>	<b>8</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 BUDGET	FY2022-23 VS. FY2023-24	
					\$	%
<b>Total Maintenance-of-Way</b>	<b>\$ 44,355</b>	<b>\$ 49,982</b>	<b>\$ 49,264</b>	<b>\$ 54,340</b>	<b>\$ 5,076</b>	<b>10.3%</b>
Track	8,202	16,327	6,975	7,855	880	12.6%
Signal & Communications	17,096	17,130	10,988	11,452	463	4.2%
Structures	1,011	121	125	250	125	100.3%
Procurement	2,719	2,378	2,449	2,466	17	0.7%
Other	5,648	5,979	19,758	21,759	2,001	10.1%
Extraordinary Maintenance	599	242	873	794	(78)	(9.0%)
Agency Costs	\$ 9,080	\$ 7,806	\$ 8,096	\$ 9,765	\$ 1,669	20.6%

Numbers may not foot due to rounding.



ADOPTED BUDGET  
FISCAL YEAR  
**2023-2024**

**SECTION SIX**  
**MEMBER AGENCY  
SUPPORT**

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# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2023-24 BUDGET

### SECTION 6: Member Agency Support

#### 6.1 Member Agency Funding

For FY2023-24, Metrolink will require \$251.9 million in total Operating Support funding. This represents an increase of \$40.0 million, or 18.9% from the FY2022-23 Actual support requirement. Member Agencies will provide the major source of funding in FY2023-24.

(000's)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24
	<u>ACTUALS</u>	<u>ACTUALS</u>	<u>ACTUAL</u>	<u>ACTUAL</u>	<u>BUDGET</u>
Member Agency Support	\$ 149,079	\$ 57,916	\$ 198,209	\$ 214,821	\$ 251,873
Federal Relief & Metro local for Federal Relief Funding	17,248	151,486	-	-	-
<b>Total Funding Required</b>	<b>\$ 166,327</b>	<b>\$ 209,402</b>	<b>\$ 198,209</b>	<b>\$ 214,821</b>	<b>\$ 251,873</b>
% Change from prior year	16.4%	25.9%	19.2%	2.6%	17.2%

*Numbers may not foot due to rounding.*



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ADOPTED BUDGET  
FISCAL YEAR  
2023-2024



SECTION SEVEN  
ARROW SERVICE

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# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2023-24 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

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

#### Station Locations

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

## **Arrow 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 and weekend service starts at 5 a.m. continuing until 10 p.m.
- Easy connections to L.A. Union Station 7 days a week
- Weekday Express Train between Downtown Redlands and Los Angeles

## **Arrow 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 December 6, 2023, the San Bernardino Transportation Authority (SBCTA) Board of Directors approved a third Continuing Resolution. This resolution increased funding for Arrow Service to a total of \$15 million for FY24. SBCTA has made the decision to have the \$15 million approved by the SBCTA Board as the amount available for FY24 expenses for Arrow Service and will be utilized in lieu of a formal budget.

The Arrow Operating Budget totals \$15 million of Expense. Support for this \$15 million in expense is provided solely by SBCTA.

The Train Operations section of the Budget totals \$13.4 million, MOW \$1.3 million, and Insurance and Legal \$0.3 million.

## **Accounting Method**

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

**Exhibit 7.1 FY2023-24 Annual Operating Budget - Arrow Service**

(000's)	TOTAL
<b>Operating Revenue</b>	
Farebox Revenue	-
<b>Total Operating Revenue</b>	<b>-</b>
<b>Operating Expenses</b>	
<u><b>Operations &amp; Services</b></u>	
Train Operations	4,050
Train Dispatch	29
Equipment Maintenance	3,539
Fuel	571
Non-Scheduled Rolling Stock Repairs	-
Operating Facilities Maintenance	257
Other Operating Train Services	13
Rolling Stock Lease	-
Security	2,212
Public Safety Program	15
Passenger Relations	31
TVM Maintenance/Revenue Collection	123
Marketing	96
Media & External Communications	5
Utilities/Leases	334
Transfers to Other Operators	-
Amtrak Transfers	-
Station Maintenance	-
Rail Agreements	-
Holiday Trains	-
Special Trains	-
<b>Subtotal Operations &amp; Services</b>	<b>11,274</b>
<u><b>Maintenance-of-Way</b></u>	
MoW - Line Segments	1,253
MoW - Extraordinary Maintenance	-
<b>Subtotal Maintenance-of-Way</b>	<b>1,253</b>
<u><b>Administration &amp; Services</b></u>	
Ops Salaries & Fringe Benefits	1,298
Ops Non-Labor Expenses	276
Indirect Administrative Expenses	549
Ops Professional Services	78
<b>Subtotal Admin &amp; Services</b>	<b>2,200</b>
<u><b>Contingency</b></u>	<b>-</b>
<b>Total Operating Expenses</b>	<b>14,728</b>
<b>Insurance and Legal</b>	
Liability/Property/Auto	259
Net Claims / SI	8
Claims Administration	5
<b>Total Net Insurance and Legal</b>	<b>272</b>
<b>Total Expense</b>	<b>15,000</b>
<b>Loss/Member Support Required</b>	<b>(15,000)</b>

*Numbers may not foot due to rounding.*

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ADOPTED BUDGET  
FISCAL YEAR  
2023-2024



SECTION EIGHT

CAPITAL PROGRAM  
BUDGET

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# SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

## FY2023-24 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 FY2023-24 Capital Program Budget new authorization request totals \$150.1 million; including a request for authorization of \$129.8 million of State of Good Repair funding, and \$20.3 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 the FY2022-23 become Carryover projects. The amount of Carryover is the amount approved, but still unspent as of June 30, 2023. The amounts of Carryover in FY24 are \$268.4 million for SGR, and \$85.4 million for New Capital.

Detailed listings of all new authority and carryover projects are shown in exhibits 8.2 through 8.8.8.

	<b>FY2023-24</b>
<b>NEW AUTHORITY</b>	
<b><u>SGR</u></b>	
Member Agency State of Good Repair	\$ 129,805
Other Funding Sources	\$ -
Subtotal State of Good Repair New Authority	<u>\$ 129,805</u>
<b><u>New Capital</u></b>	
Member Agency New Capital	\$ 20,255
Other Funding Sources	\$ -
Subtotal New Capital New Authority	<u>\$ 20,255</u>
<b>Total FY2023-24 Capital Program New Authority</b>	<b><u>\$ 150,060</u></b>
<b>CARRYOVER</b>	
<b><u>State of Good Repair (SGR)</u></b>	
Member Agency State of Good Repair	\$ 248,484
Other Funding Sources	\$ 19,868
Subtotal State of Good Repair Carryover	<u>\$ 268,353</u>
<b><u>New Capital</u></b>	
Member Agency New Capital	\$ 51,467
Other Funding Sources	\$ 33,958
Subtotal New Capital Carryover	<u>\$ 85,425</u>
<b>Total FY2022-23 Capital Program Carryover</b>	<b><u>\$ 353,777</u></b>
<b>Grand Total FY2023-24 Capital Program</b>	<b><u>\$ 503,837</u></b>
<i>Numbers may not foot due to rounding.</i>	

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 FY2022-23 are detailed in Exhibit 8.1, in the total amount of \$0.6 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:

- 735 Miles of Track (1,470 miles of rails) (~2,165,000 ties)
- 468 Crossings
- 520 Switches
- 127 Signal Control Points
- 6 Tunnels
- 242 Bridges
- 720 Culverts
- 53 Locomotives
- 38 Cab Cars
- 150 Passenger Cars

SGR 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 SCRRA Board in December 2016 which is compliant with MAP-21.

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

The FY2023-24 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:

- Backlog - Total cost of renovating SCRRA assets to achieve a current State of Good Repair.

- Annual SGR - Annual cost of addressing high-priority SCRRA assets, so as to not add to the Backlog.

## **8.2.2 Budget Development**

As in previous years, early drafts of the FY2023-24 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 56 diesel locomotives, 55 cab cars, 204 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, SCRRRA established a useful life of 30 years for revenue rolling stock. Initial locomotive and rail car purchases occurred in 1992-1993, making the vehicles 29-30 years old. 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 FY2023-24. 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 FY24 will not be completed by June 30, 2023, and will be carried forward into FY2023-24. SGR projects carried over to FY2023-24 amount to \$268.4 million and are described in the FY2023-24 SGR Carryover Projects Summary section 8.3. The new SGR projects seeking new authority in FY2023-24 amount to \$129.8 million are detailed in the New SGR Projects section 8.4.

### **8.3 FY2023-24 State of Good Repair Carryover Projects**

Ongoing projects authorized in FY2022-23 or earlier that we estimate will not be completed by June 30, 2023, are shown on **Exhibits 8.2 and 8.4** in summary and detail respectively. The exhibit represents staff's estimate of the outstanding authorized balance on each project as of the adoption of the FY2023-24 fiscal year budget. These estimations in no way alter the actual project authority as approved

by the SCRRA Board. SGR Carryover Projects total \$268.4 million. Member Agencies share is \$248.5 million, and the amount covered by Other funding sources is \$19.9 million.

#### **8.4 FY2023-24 New State of Good Repair Projects**

New SGR projects in FY2023-24 are shown in **Exhibits 8.3 and 8.5** in summary and in detail, respectively, and total \$129.8 million.

#### **8.5 FY2023-24 New Capital Carryover Projects**

New Capital Carryover projects authorized in FY2022-23 or earlier that were not completed prior to June 30, 2023, are depicted on **Exhibit 8.6**. The New Capital Carryover amount totals \$85.4 million, Member Agencies share is \$51.4 million, and the amount covered by Other funding sources is \$34.0 million.

#### **8.6 FY2023-24 New Capital New Authority Projects**

New Capital projects in FY2023-24 are shown in **Exhibit 8.7** and total \$20.3 million. Member Agencies share for New Capital request is \$20.3 million and no Other funding sources are being used.

#### **8.7 Exhibits**

**Exhibit 8.1: FY2022-23 Third-Party Projects Summary** lists completed projects for Third Parties.

**Exhibit 8.2: FY2023-24 State of Good Repair Carryover Projects Summary** lists State of Good Repair carryover authority by subdivision, project category and funding source.

**Exhibit 8.3: FY2023-24 State of Good Repair New Authority Projects Summary by Subdivision** lists State of Good Repair for New Authority by subdivision, project category and funding source.

**Exhibit 8.4: FY2023-24 State of Good Repair Carryover Projects Detail** provides a detailed listing of State of Good Repair carryover authority by project.

**Exhibit 8.5: FY2023-24 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 8.6: FY2023-24 New Capital Carryover Projects Detail** lists New Capital carryover authority by subdivision, project category and funding source.

**Exhibit 8.7: FY2023-24 New Capital New Authority Projects Detail** lists New Capital authority by project and funding source.

**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 FY2023-24.

**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 FY2023-24.

**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 FY2023-24.

**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 FY2023-24.

**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 FY2023-24.

**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 FY2023-24.

**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 FY2023-24.

**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 FY2023-24.

**Exhibit 8.1 FY2022-23 Completed Third Party Projects**

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
METRO FOOTHILL GOLD PHASE 2	\$ 138,788
FOOTHILL TRANST CONSTCTRS	\$ 125,292
LAUS CAM Cost Alloc Study	\$ 85,109
SPRINT-ANNUAL ROE AGREEMENT	\$ 45,492
17TH ST GRADE SEPARATION	\$ 37,073
CEDAR AVE MP 51.44	\$ 27,422
AZUSA PED CROSSING REWIRE	\$ 20,694
PIPELINE REPLACEMENT MP 194.60	\$ 15,608
PVC RELOCATION MP 484.4	\$ 12,039
METRO FH GL PHASE 2B POTHOLING	\$ 11,650
SAN CLEMENTE ADA RR TRAX PIER	\$ 9,980
FONTANAJUNIPER SIGNAL/XING UPG	\$ 7,657
SAFETY TRAINING 112619	\$ 7,639
PAALP DIG 167	\$ 6,727
FS CONS SIMI BIKE PATH	\$ 5,936
SAFETY FENCE REHAB CITY BEACH	\$ 5,750
RODRIGUEZ-ARROW HWY/E ST.	\$ 5,259
SCE RR203687907	\$ 4,823
RANCHO VISTA BLVD. WIDENING(AV	\$ 4,669
SCE FILE# RR203687907	\$ 4,395
SKANSKA BRIDGE WORK 6TH STREET	\$ 3,539
FIELD ASSESSMENT MP 182-207.4	\$ 3,075
SITE/PLN REV FOR JADE GRP	\$ 2,973
UG CONDUIT DEL OBISPO	\$ 2,725
SCE FILE RR203706744	\$ 2,682
PIPELINE INSTALL MP 21.92	\$ 2,434
FOC INSTALLATION RANCHO	\$ 2,388
OH FOC INSTALL MP 202.65	\$ 2,306
OH FOC INSTALL SNFLER/GREHAVEN	\$ 2,188
OH FOC MP196.45	\$ 2,012
ANDREASEN-FIRST ST CLAREMONT	\$ 1,938
OH FOC INSTALL. MP 30.33	\$ 1,840
FULLMER-CEDAR AVENUE	\$ 1,718
OH FOC INSTALL POMONA MP 31.91	\$ 1,538
EDISON-SUNFLOWER/COVINA	\$ 1,440
WARNER BROS SOUTHLAND EPISODE	\$ 1,185
CNDTR SPN GY INSTL RR203528125	\$ 1,171
OH FOC INST MP 107.5 & 30.33	\$ 1,087
SDGE: REPLACE POLE #Z29678	\$ 782
SPEC-POTHOLING LOCATIONS	\$ 599
WEST COAST-SANTA SUSANA PASS	\$ 369
<b>Grand Total</b>	<b>\$ 621,991</b>

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

(\$000's)

SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
	Structures	-	274	-	-	-	-	274
	Train Control	-	300	-	-	-	-	300
<b>Olive Total</b>		-	<b>574</b>	-	-	-	-	<b>574</b>
	Communications	-	565	-	-	-	-	565
	Signal	-	3,990	-	27	9	-	4,026
	Structures	-	6,500	-	61	-	-	6,561
	Track	-	14,608	-	-	-	-	14,608
	Train Control	-	4,488	-	-	-	-	4,488
<b>Orange Total</b>		-	<b>30,151</b>	-	<b>88,144</b>	<b>9,183</b>	-	<b>30,248</b>
	Signal	-	-	747	-	-	-	747
	Structures	-	-	3,690	-	-	-	3,690
	Track	-	-	982	-	-	-	982
<b>Perris Valley Total</b>		-	-	<b>5,419</b>	-	-	-	<b>5,419</b>
	Communications	113	47	26	34	17	-	238
	Signal	463	55	85	111	55	-	770
	Track	923	204	186	241	121	7,501	9,174
<b>River Total</b>		<b>1,498</b>	<b>306</b>	<b>297</b>	<b>386</b>	<b>193</b>	<b>7,501</b>	<b>10,183</b>
	Structures	3,278	1,366	766	994	497	-	6,900
<b>River Sub - West Bank Total</b>		<b>3,278</b>	<b>1,366</b>	<b>766</b>	<b>994</b>	<b>497</b>		<b>6,900</b>
	Signal	7	-	1	1	1	22	33
	Structures	213	30	40	52	26	2,299	2,661
<b>River-East Bank Total</b>		<b>220</b>	<b>30</b>	<b>41</b>	<b>54</b>	<b>27</b>	<b>2,322</b>	<b>2,694</b>
	Signal	1,120	267	229	297	148	-	2,061
	Track	633	264	148	191	96	-	1,331
<b>River-West Bank Total</b>		<b>1,753</b>	<b>531</b>	<b>377</b>	<b>488</b>	<b>244</b>		<b>3,393</b>
	Communications	465	-	125	310	-	-	900
	Signal	4,669	-	-	3,115	-	-	7,784
	Structures	3,428	-	-	2,021	-	-	5,449
	Track	4,520	-	-	3,000	-	-	7,521
<b>San Gabriel Total</b>		<b>13,082</b>		<b>125</b>	<b>8,446</b>			<b>21,653</b>

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

(\$000's)

SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
	Facilities	127	53	30	39	-	-	248
	Signal	32	15	8	11	-	-	66
	Track	98	44	25	30	-	-	197
<b>Shortway Total</b>		<b>257</b>	<b>112</b>	<b>63</b>	<b>80</b>	<b>-</b>	<b>-</b>	<b>512</b>
	Communications	550	-	-	-	-	-	550
	Facilities	1,933	-	-	-	-	-	1,933
	Signal	5,138	-	-	-	-	-	5,138
	Structures	3,178	-	-	-	-	-	3,178
	Track	11,321	-	-	-	-	-1	11,321
	Train Control	2,500	-	-	-	-	-	2,500
<b>Valley Total</b>		<b>24,620</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,619</b>
	Communications	110	-	-	-	-	-	110
	Signal	1,247	-	-	-	-	-	1,247
	Track	1,077	-	-	-	-	-	1,077
<b>Ventura - LA County Total</b>		<b>2,435</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,435</b>
	Communications	-	-	-	-	184	-	184
	Facilities	-	-	-	-	558	-	558
	Signal	-	-	-	-	4,796	-	4,796
	Structures	-	-	-	-	6,777	6,400	13,177
	Track	-	-	-	-	2,121	-	2,121
	Train Control	-	-	-	-	1,765	-	1,765
<b>Ventura - VC County Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,202</b>	<b>6,400</b>	<b>22,602</b>
	Facilities	6,205	2,568	1,442	1,774	943	-	12,932
	Information Techr	616	97	117	152	76	-	1,058
	Non-Revenue Fle	1,667	695	390	505	253	-	3,510
	Rolling Stock	44,037	14,259	8,288	12,310	6,139	3,644	88,676
	Track	4,711	1,813	800	1,547	744	2	9,616
	Train Control	5,613	2,350	1,312	1,709	855	-	11,839
	Business System	412	172	96	116	62	-	858
	Communications	176	26	33	43	22	-	299
	Signal	89		15	19	9	-	132
	Structures	246	103	58	75	37	-	519
	Vehicle	3,652	1,522	853	1,107	550	-	7,685
<b>Systemwide Total</b>		<b>67,422</b>	<b>23,604</b>	<b>13,404</b>	<b>19,357</b>	<b>9,690</b>	<b>3,646</b>	<b>137,123</b>
<b>Grand Total</b>		<b>114,564</b>	<b>56,674</b>	<b>20,492</b>	<b>29,892</b>	<b>26,862</b>	<b>19,868</b>	<b>268,353</b>

Numbers may not foot due to rounding.

### Exhibit 8.3 FY2023-24 State of Good Repair Projects New Authority Projects

(\$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	TOTAL
	Structures	-	2,114	-	-	-		2,114
	Track	-	6,301	-	-	-		6,301
	Train Control	-	2,633	-	-	-		2,633
<b>Orange Total</b>		<b>-</b>	<b>11,048</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>11,048</b>
	Track	950	396	222	288	144		2,000
	Train Control	998	416	233	302	151		2,100
<b>River Total</b>		<b>1,948</b>	<b>812</b>	<b>455</b>	<b>590</b>	<b>295</b>		<b>4,100</b>
	Structures	778	-	-	518	-		1,296
	Track	3,420	-	-	2,280	-		5,700
	Train Control	2,565	-	-	1,710	-		4,275
<b>San Gabriel Total</b>		<b>6,763</b>	<b>-</b>	<b>-</b>	<b>4,508</b>	<b>-</b>		<b>11,271</b>
	Structures	-	-	5,250	-	-		5,250
<b>San Jacinto (PVL) Total</b>		<b>-</b>	<b>-</b>	<b>5,250</b>	<b>-</b>	<b>-</b>		<b>5,250</b>
	Track	131	54	31	40	-		255
<b>SB Shortway Total</b>		<b>131</b>	<b>54</b>	<b>31</b>	<b>40</b>	<b>-</b>		<b>255</b>
	Structures	3,503	-	-	-	-		3,503
	Track	8,595	-	-	-	-		8,595
	Train Control	4,880	-	-	-	-		4,880
<b>Valley Total</b>		<b>16,978</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>16,978</b>
	Structures	200	-	-	-	-		200
	Track	3,176	-	-	-	-		3,176
	Train Control	1,477	-	-	-	-		1,477
<b>Ventura - LA County Total</b>		<b>4,853</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>4,853</b>
	Structures	-	-	-	-	1,856		1,856
	Track	-	-	-	-	1,866		1,866
	Train Control	-	-	-	-	3,492		3,492
<b>Ventura - VC County Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,214</b>		<b>7,214</b>
	Facilities	1,639	683	383	497	248		3,450
	Information Technology	122	51	28	37	18		256
	Non-Revenue Fleet	1,458	608	341	442	221		3,070
	Right of Way	796	332	186	241	121		1,675
	Rolling Stock	23,933	9,976	5,593	7,255	3,628		50,385
	Track	2,375	990	555	720	360		5,000
	Train Control	2,375	990	555	720	360		5,000
<b>Systemwide Total</b>		<b>32,697</b>	<b>13,630</b>	<b>7,641</b>	<b>9,912</b>	<b>4,956</b>		<b>68,836</b>
<b>FY23-24 State of Good Repair New</b>		<b>63,369</b>	<b>25,544</b>	<b>13,376</b>	<b>15,051</b>	<b>12,465</b>	<b>-</b>	<b>129,805</b>
<b>Total Carryovers from Prior Years</b>		<b>114,564</b>	<b>56,674</b>	<b>20,492</b>	<b>29,892</b>	<b>26,862</b>	<b>19,868</b>	<b>268,353</b>
<b>Total State of Good Repair Projects Including Carryover</b>		<b>177,933</b>	<b>82,217</b>	<b>33,869</b>	<b>44,943</b>	<b>39,328</b>	<b>19,868</b>	<b>398,158</b>

Numbers may not foot due to rounding.

## Exhibit 8.4 FY2023-24 State of Good Repair Carryover Projects Detail

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Structures	521520	-	274	-	-	-	-	274
Olive	Train Control	521530	-	300	-	-	-	-	300
Orange	Communications	520640	-	47	-	-	-	-	47
Orange	Communications	522640	-	518	-	-	-	-	518
Orange	Signal	519630	-	1,423	-	27	9	-	1,460
Orange	Signal	522630	-	2,321	-	-	-	-	2,321
Orange	Signal	572002	-	246	-	-	-	-	246
Orange	Structures	518620	-	54	-	61	-	-	115
Orange	Structures	519621	-	417	-	-	-	-	417
Orange	Structures	520620	-	242	-	-	-	-	242
Orange	Structures	521620	-	1,327	-	-	-	-	1,327
Orange	Structures	522620	-	2,240	-	-	-	-	2,240
Orange	Structures	523620	-	2,220	-	-	-	-	2,220
Orange	Track	518630	-	113	-	-	-	-	113
Orange	Track	521610	-	2,242	-	-	-	-	2,242
Orange	Track	522610	-	5,553	-	-	-	-	5,553
Orange	Track	523610	-	6,700	-	-	-	-	6,700
Orange	Train Control	521630	-	1,158	-	-	-	-	1,158
Orange	Train Control	523630	-	2,664	-	-	-	-	2,664
Orange	Train Control	523640	-	666	-	-	-	-	666
Perris Valley	Signal	522930	-	-	377	-	-	-	377
Perris Valley	Signal	522940	-	-	370	-	-	-	370
Perris Valley	Structures	519911	-	-	36	-	-	-	36
Perris Valley	Structures	521920	-	-	2,074	-	-	-	2,074
Perris Valley	Structures	522910	-	-	1,580	-	-	-	1,580
Perris Valley	Track	519910	-	-	97	-	-	-	97



## Exhibit 8.4 FY2023-24 State of Good Repair Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Perris Valley	Track	521910	-	-	885	-	-	-	885
River	Communications	520740	113	47	26	34	17	-	238
River	Signal	517730	9		2	2	1	-	14
River	Signal	519730	453	55	84	109	54	-	756
River	Track	572004	907	200	182	237	118	1,828	3,472
River	Track	572005	-52	-12	-11	-14	-7	194	99
River	Track	572006	-	-	-	-	-	2,082	2,082
River	Track	572008	12	3	2	3	2	335	357
River	Track	572010	-		-	-	-	1,269	1,269
River	Track	572012	56	13	11	15	7	435	537
River	Track	591806	-	-	-	-	-	1,358	1,358
River Sub - West Ban Structures		523720	3,278	1,366	766	994	497	-	6,900
River-East Bank	Signal	517731	7	-	1	1	1	22	33
River-East Bank	Structures	572301	213	30	40	52	26	2,299	2,661
River-West Bank	Signal	519732	1,120	267	229	297	148	-	2,061
River-West Bank	Track	521710	571	238	133	172	87	-	1,201
River-West Bank	Track	521720	62	26	14	19	9	-	130
San Gabriel	Communications	520440	74	-		50		-	124
San Gabriel	Communications	520940		-	125			-	125
San Gabriel	Communications	522440	390	-	-	260	-	-	651
San Gabriel	Signal	519430	815	-	-	545	-	-	1,360
San Gabriel	Signal	520430	1,895	-	-	1,264	-	-	3,159
San Gabriel	Signal	522430	1,959	-	-	1,306	-	-	3,265
San Gabriel	Structures	519420	193	-	-	128	-	-	321
San Gabriel	Structures	520420	1,134	-	-	492	-	-	1,626
San Gabriel	Structures	521420	444	-	-	296	-	-	740
San Gabriel	Structures	522420	1,657	-	-	1,105	-	-	2,762
San Gabriel	Track	519410	182	-	-	121	-	-	303
San Gabriel	Track	520410	421	-	-	261	-	-	682

## Exhibit 8.4 FY2023-24 State of Good Repair Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
San Gabriel	Track	521411	1,224	-	-	816	-	-	2,040
San Gabriel	Track	522410	2,694	-	-	1,802	-	-	4,496
Shortway	Facilities	519034	127	53	30	39	-	-	248
Shortway	Signal	519033	32	15	8	11	-	-	66
Shortway	Track	521410	5	3	2	1	-	-	10
Shortway	Track	522411	94	41	23	30	-	-	186
Systemwide	Business Systems	521070	401	167	94	113	61	-	836
Systemwide	Business Systems	521071	10	4	2	3	2	-	22
Systemwide	Communications	519003	161	26	31	40	20	-	279
Systemwide	Communications	519040	14		2	3	2	-	21
Systemwide	Facilities	519060	194	56	41	54	27	-	372
Systemwide	Facilities	519062	399	166	93	121	60	-	840
Systemwide	Facilities	519064	112	53	22	36	22	-	245
Systemwide	Facilities	520060	765	319	179	207	115	-	1,584
Systemwide	Facilities	520061	471	196	110	143	71	-	991
Systemwide	Facilities	521060	1,337	557	312	327	203	-	2,737
Systemwide	Facilities	522060	457	191	107	139	69	-	962
Systemwide	Information Technolo	519093	385	1	64	83	41	-	573
Systemwide	Rolling Stock	518050	1,095		185	227	100	3,644	5,252
Systemwide	Rolling Stock	519050	9,316	547	1,627	2,110	1,055	-	14,655
Systemwide	Rolling Stock	519051	480	200	112	146	73	-	1,011
Systemwide	Rolling Stock	519052	217	90	51	66	33	-	457
Systemwide	Rolling Stock	519053	1	3	2	2	1	-	10
Systemwide	Rolling Stock	519054	300	125	70	91	46	-	632
Systemwide	Rolling Stock	519055	1,916	797	447	580	290	-	4,030
Systemwide	Rolling Stock	520050	270	112	63	82	41	-	567
Systemwide	Rolling Stock	520051	17	7	2	5	1	-	32
Systemwide	Rolling Stock	520052	167	70	39	51	25	-	352
Systemwide	Rolling Stock	520053	23	10	5	7	4	-	49
Systemwide	Rolling Stock	521050	2,394	998	559	726	363	-	5,040
Systemwide	Rolling Stock	521051	1,495	623	348	453	227	-	3,146
Systemwide	Rolling Stock	521052	451	188	105	137	68	-	950

## Exhibit 8.4 FY2023-24 State of Good Repair Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Rolling Stock	522050	1,374	573	321	417	208	-	2,893
Systemwide	Signal	519001	89		15	19	9	-	132
Systemwide	Structures	519020	246	103	58	75	37	-	519
Systemwide	Track	520010	4	2	1	1	1	-	9
Systemwide	Track	520011	215	90	50	65	32	-	453
Systemwide	Track	521010	10	1	2	6	1	1	22
Systemwide	Track	521011	101	17	24	55	14	2	213
Systemwide	Track	521012	111	46	26	34	17	-	234
Systemwide	Track	522010	1,126	347	263	432	203	-	2,371
Systemwide	Track	522011	624	260	146	189	95	-	1,314
Systemwide	Train Control	521040	155	65	36	47	24	-	327
Systemwide	Train Control	521041	710	306	172	223	111	-	1,521
Systemwide	Train Control	522040	1,186	494	277	360	180	-	2,497
Systemwide	Train Control	522041	1,187	495	277	360	180	-	2,498
Systemwide	Vehicle	520062	373	156	87	113	53	-	782
Systemwide	Vehicle	521090	2,020	842	472	613	306	-	4,254
Systemwide	Vehicle	522090	1,258	525	294	381	191	-	2,649
All	Facilities	523060	2,470	1,030	577	749	374	-	5,200
All	Information Technolc	523091	230	96	54	70	35	-	485
All	Non-Revenue Fleet	523090	1,667	695	390	505	253	-	3,510
All	Rolling Stock	523050	14,250	5,940	3,330	4,320	2,160	-	30,000
All	Rolling Stock	523051	3,800	1,584	888	1,152	576	-	8,000
All	Rolling Stock	523052	1,404	278	15	202	101	-	2,000
All	Rolling Stock	523053	1,583	660	37	480	240	-	3,000
All	Rolling Stock	523054	369	154	9	112	56	-	700
All	Rolling Stock	523055	1,214	506	28	368	184	-	2,300
All	Rolling Stock	523056	1,900	792	44	576	288	-	3,600
All	Track	523010	1,806	753	121	547	274	-	3,500
All	Track	523011	713	297	167	216	108	-	1,500
All	Train Control	523040	1,188	495	275	360	180	-	2,498
All	Train Control	523041	1,188	495	275	360	180	-	2,498
Valley	Communications	520340	38	-	-	-	-	-	38

### Exhibit 8.4 FY2023-24 State of Good Repair Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Valley	Communications	522340	511	-	-	-	-	-	511
Valley	Facilities	522360	1,933	-	-	-	-	-	1,933
Valley	Signal	519330	155	-	-	-	-	-	155
Valley	Signal	520330	1,196	-	-	-	-	-	1,196
Valley	Signal	520331	1,142	-	-	-	-	-	1,142
Valley	Signal	522330	2,645	-	-	-	-	-	2,645
Valley	Structures	522320	3,178	-	-	-	-	-	3,178
Valley	Track	519310	485	-	-	-	-	-	484
Valley	Track	520310	269	-	-	-	-	-	269
Valley	Track	522310	6,569	-	-	-	-	-	6,569
Valley	Track	523310	3,999	-	-	-	-	-	3,999
Valley	Train Control	523330	2,000	-	-	-	-	-	2,000
Valley	Train Control	523340	500	-	-	-	-	-	500
Ventura - LA County	Communications	519240		-	-	-	-	-	
Ventura - LA County	Communications	520240	1	-	-	-	-	-	1
Ventura - LA County	Communications	522240	109	-	-	-	-	-	109
Ventura - LA County	Signal	519230	9	-	-	-	-	-	9
Ventura - LA County	Signal	522230	1,238	-	-	-	-	-	1,238
Ventura - LA County	Track	519210	79	-	-	-	-	-	79
Ventura - LA County	Track	520210	998	-	-	-	-	-	998
Ventura - VC County	Communications	522140	-	-	-	-	184	-	184
Ventura - VC County	Facilities	519160	-	-	-	-	399	-	399
Ventura - VC County	Facilities	591804	-	-	-	-	160	-	160
Ventura - VC County	Signal	520130	-	-	-	-	3,738	-	3,738
Ventura - VC County	Signal	522130	-	-	-	-	1,058	-	1,058
Ventura - VC County	Structures	519120	-	-	-	-	1,452	-	1,452
Ventura - VC County	Structures	520120	-	-	-	-	519	-	519
Ventura - VC County	Structures	521120	-	-	-	-	641	-	641
Ventura - VC County	Structures	522120	-	-	-	-	4,165	-	4,165

### Exhibit 8.4 FY2023-24 State of Good Repair Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Ventura - VC County	Structures	522220	-	-	-	-	-	6,400	6,400
Ventura - VC County	Track	519130	-	-	-	-	127	-	127
Ventura - VC County	Track	520110	-	-	-	-	11	-	11
Ventura - VC County	Track	521110	-	-	-	-	1,982	-	1,982
Ventura - VC County	Train Control	521130	-	-	-	-	959	-	959
Ventura - VC County	Train Control	521140	-	-	-	-	806	-	806
<b>Grand Total</b>			<b>114,564</b>	<b>56,674</b>	<b>20,492</b>	<b>29,892</b>	<b>26,862</b>	<b>19,868</b>	<b>268,353</b>

Numbers may not foot due to rounding.

## Exhibit 8.5 FY2023-24 State of Good Repair New Authority Projects Detail

(000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
ARROYO SIMI BRIDGES	Ventura - VC County	Structures	-	-	-	-	1,000		1,000
BOMBARDIER RAILCAR REBUILD	Systemwide	Rolling Stock	16,625	6,930	3,885	5,040	2,520		35,000
CMF FACILITY SWITCH GEAR AND FIRE ALARM PANEL	Systemwide	Facilities	618	257	144	187	94		1,300
CMF RESTROOM RENOVATION	Systemwide	Facilities	428	178	100	130	65		900
ELECTRIC VEHICLES (EV) TO REPLACE CURRENT VEHICLES THAT HAVE REACHED END OF USEFUL LIFE	Systemwide	Non-Revenue Fleet	119	50	28	36	18		250
F125 LOCO "INTERMEDIATE" ENGINE OVERHAUL	Systemwide	Rolling Stock	3,057	1,274	714	927	463		6,435
LAUS MAIN WATER LINE REPLACEMENT	Systemwide	Facilities	119	50	28	36	18		250
LDVR & CAMERA REPLACEMENT	Systemwide	Rolling Stock	808	337	189	245	122		1,700
METROLINK CAM EXPENSES FOR FISCAL 2024	Systemwide	Right of Way	796	332	186	241	121		1,675
MP36 LOCO OVERHAUL	Systemwide	Rolling Stock	1,710	713	400	518	259		3,600
ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange	Structures	-	2,114	-	-	-		2,114
ORANGE SUBDIVISION TRACK REHABILITATION	Orange	Track	-	6,301	-	-	-		6,301
ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange	Train Control	-	2,633	-	-	-		2,633
PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS	San Jacinto (PVL)	Structures	-	-	5,250	-	-		5,250
REHAB OF FIREWALLS AT 2 LOCATIONS	Systemwide	Information Technology	122	51	28	37	18		256
RIVER SUBDIVISION TRACK REHABILITATION	River	Track	950	396	222	288	144		2,000
RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River	Train Control	998	416	233	302	151		2,100
ROTEM HVAC OVERHAUL/REBUILD	Systemwide	Rolling Stock	1,734	723	405	526	263		3,650
SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel	Structures	778	-	-	518	-		1,296
SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel	Track	3,420	-	-	2,280	-		5,700
SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	San Gabriel	Train Control	2,565	-	-	1,710	-		4,275
SHORT WAY SUBDIVISION TRACK REHABILITATION	SB Shortway	Track	131	54	31	40	-		255
SPRING ROAD SIGNAL IMPROVEMENT	Ventura - VC County	Train Control	-	-	-	-	950		950
STORM WATER OIL SEPARATOR REPLACEMENT	Systemwide	Facilities	475	198	111	144	72		1,000
SYSTEMWIDE TRACK REHABILITATION - GRINDING & SURFACING	Systemwide	Track	-	-	-	-	-		3,500
SYSTEMWIDE TRACK REHABILITATION - INFRASTRUCTURE PLANNING AND DATA COLLECTION	Systemwide	Track	2,375	990	555	720	360		1,500

Exhibit 8.5 continued on next page

## Exhibit 8.5 FY2023-24 State of Good Repair New Authority Projects Detail (continued)

(000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide	Train Control	2,375	990	555	720	360		5,000
VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley	Structures	3,503	-	-	-	-		3,503
VALLEY SUBDIVISION TRACK REHABILITATION	Valley	Track	8,595	-	-	-	-		8,595
VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley	Train Control	4,880	-	-	-	-		4,880
VCTC SIGNAL REHAB	Ventura - VC County	Train Control	-	-	-	-	1,550		1,550
VEHICLES AND MAINTENANCE-OF-WAY (MOW) EQUIPMENT - REPLACEMENT & OVERHAUL	Systemwide	Non-Revenue Fleet	1,340	558	313	406	203		2,820
VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION	Ventura - LA County	Structures	200	-	-	-	-		200
VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura - LA County	Track	3,176	-	-	-	-		3,176
VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura - LA County	Train Control	1,477	-	-	-	-		1,477
VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura - VC County	Structures	-	-	-	-	856		856
VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura - VC County	Track	-	-	-	-	1,866		1,866
VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura - VC County	Train Control	-	-	-	-	992		992
<b>Total FY2023-24 State of Good Repair New Authority</b>			<b>63,369</b>	<b>25,544</b>	<b>13,376</b>	<b>15,051</b>	<b>12,465</b>	<b>-</b>	<b>129,805</b>
<b>Total Carryover from Prior Years</b>			<b>114,564</b>	<b>56,674</b>	<b>20,492</b>	<b>29,892</b>	<b>26,862</b>	<b>19,868</b>	<b>268,353</b>
<b>Total State of Good Repair Projects Including Carryover</b>			<b>177,933</b>	<b>82,217</b>	<b>33,869</b>	<b>44,943</b>	<b>39,328</b>	<b>19,868</b>	<b>398,158</b>

Numbers may not foot due to rounding.

## Exhibit 8.6 FY2023-24 New Capital Carryover Projects Detail

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Track	419005	-	3	-	-	-	-	3
Orange	Structure	419004	-	35,599	-	-	-	-	35,599
River	Signal	420001	149	-	211	70	-	-	430
San Gabriel	Communications	418004	-	-	-	1,831	-	-	1,831
Systemwide	Business Systems	423090	2,719	1,134	635	824	412	-	5,725
Systemwide	Business Systems	423091	808	337	189	245	122	-	1,700
Systemwide	Facilities	423060	515	-	-	-	-	-	515
Systemwide	Facilities	423061	1,767	737	413	536	268	-	3,721
Systemwide	Information Technology	423070	209	87	49	63	32	-	439
Systemwide	Rolling Stock	623050	-	-	-	-	-	-	-
Systemwide	Communications	450120	-	-	-	-	-	83	83
Systemwide	Communications	450121	-	-	-	-	-	797	797
Systemwide	Communications	450122	-	-	-	-	-	42	42
Systemwide	Communications	450123	-	-	-	-	-	3,761	3,761
Systemwide	Communications	450124	-	-	-	-	-	12	12
Systemwide	Communications	450130	-	-	-	-	-	3,036	3,036
Systemwide	Facilities	620003	517	216	121	157	78	-	1,089
Systemwide	IT	450110	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613001	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613002	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613003	199	-	-	-	-	-	199
Systemwide	Rolling Stock	613005	-	-	-	-	-	-	-
Systemwide	Rolling Stock	616002	196	-	-	-	-	768	964
Systemwide	Rolling Stock	616003	-	-	-	-	-	-	-
Systemwide	Rolling Stock	616004	-	-	-	-	-	-	-
Systemwide	Rolling Stock	672301	-	-	-	-	-	-	-
Systemwide	Security	422080	-	-	-	-	-	1,612	1,612
Valley	Signal	421001	-	-	-	-	-	1,712	1,712
Valley	Signal	421002	-	-	-	-	-	1,067	1,067
Valley	Signal	421003	-	-	-	-	-	980	980
Valley	Signal	421004	-	-	-	-	-	1,639	1,639
Valley	Signal	423001	-	-	-	-	-	540	540
Valley	Track	420310	-	-	-	-	-	17,910	17,910
Ventura-LA	Track	421110	20	-	-	-	-	-	20
<b>Grand Total</b>			<b>7,100</b>	<b>38,111</b>	<b>1,617</b>	<b>3,726</b>	<b>912</b>	<b>33,958</b>	<b>85,425</b>



## Exhibit 8.7 FY2023-24 New Capital New Authority Projects

(000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Communication System Overhaul Phase I	Systemwide	Rolling Stock	261	109	61	79	40	-	550
Document Management System (DMS)	Systemwide	Business Systems	220	92	52	67	33	-	464
EV Infrastructure	Systemwide	Facilities	713	297	167	216	108	-	1,500
New Tier4 Locomotive Procurement	Systemwide	Rolling Stock	2,328	970	544	706	353	-	4,900
Passenger Cabin CCTV	Systemwide	Rolling Stock	1,547	645	361	469	234	-	3,256
Passenger Car Luggage Rack	Systemwide	Rolling Stock	713	297	167	216	108	-	1,500
PMIS IT project support	Systemwide	Business Systems	475	198	111	144	72	-	1,000
Smart Maintenance - Phase II	Systemwide	Rolling Stock	713	297	167	216	108	-	1,500
Specialized Maintenance Equipment - Phase II	Systemwide	Non-Revenue Fleet	2,653	1,106	620	804	402	-	5,585
<b>FY2023-24 New Capital New Authority Projects Detail</b>			<b>9,621</b>	<b>4,010</b>	<b>2,248</b>	<b>2,917</b>	<b>1,458</b>	<b>-</b>	<b>20,255</b>
<b>Total Carryover from Prior Years</b>			<b>8,270</b>	<b>3,447</b>	<b>1,933</b>	<b>2,507</b>	<b>2,765</b>	<b>515</b>	<b>85,425</b>
<b>Total New Capital Projects Including Carryover</b>			<b>17,891</b>	<b>7,458</b>	<b>4,181</b>	<b>5,424</b>	<b>4,223</b>	<b>515</b>	<b>105,680</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	\$ 248,484	\$ 51,467	\$ 299,951
FY2023-24 New Authority	\$ 129,805	\$ 20,255	\$ 150,060
<b>TOTALS</b>	<b>\$ 378,289</b>	<b>\$ 71,722</b>	<b>\$ 450,011</b>
<i>Numbers may not foot due to rounding. Excludes "OTHER" funding</i>			

CAPITAL PROGRAM BUDGET SUMMARY ALL MEMBER AGENCIES CASH FLOW BY FISCAL YEAR					
(000's)					
BUDGET FISCAL YEAR	2023/24	2024/25	2025/26	2026/27	TOTAL
<b>Carryover from prior years</b>					
SGR	\$ 81,367	\$ 89,894	\$ 37,108	\$ 40,116	\$ 248,484
NEW CAPITAL	\$ 6,092	\$ 22,319	\$ 15,711	\$ 7,344	\$ 51,467
<b>SUBTOTAL</b>	<b>\$ 87,459</b>	<b>\$ 112,213</b>	<b>\$ 52,819</b>	<b>\$ 47,460</b>	<b>\$ 299,951</b>
<b>FY2023-24 New Authority</b>					
SGR	\$ 6,490	\$ 45,432	\$ 38,942	\$ 38,942	\$ 129,805
NEW CAPITAL	\$ 1,013	\$ 7,089	\$ 6,077	\$ 6,077	\$ 20,255
<b>SUBTOTAL</b>	<b>\$ 7,503</b>	<b>\$ 52,521</b>	<b>\$ 45,018</b>	<b>\$ 45,018</b>	<b>\$ 150,060</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 94,962</b>	<b>\$ 164,734</b>	<b>\$ 97,837</b>	<b>\$ 92,478</b>	<b>\$ 450,011</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 (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)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 114,564	\$ 7,100	\$ 121,664
FY2023-24 New Authority	\$ 63,369	\$ 9,621	\$ 72,990
<b>TOTALS</b>	<b>\$ 177,933</b>	<b>\$ 16,721</b>	<b>\$ 194,654</b>
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY METRO CASH FLOW BY FISCAL YEAR					
(000's)					
BUDGET FISCAL YEAR	2023/24	2024/25	2025/26	2026/27	TOTAL
<b>Carryover from prior years</b>					
SGR	\$ 38,840	\$ 39,981	\$ 16,788	\$ 18,954	\$ 114,564
NEW CAPITAL	\$ 1,626	\$ 3,648	\$ 1,496	\$ 330	\$ 7,100
<b>SUBTOTAL</b>	<b>\$ 40,466</b>	<b>\$ 43,630</b>	<b>\$ 18,284</b>	<b>\$ 19,284</b>	<b>\$ 121,664</b>
<b>FY2023-24 New Authority</b>					
SGR	\$ 3,168	\$ 22,179	\$ 19,011	\$ 19,011	\$ 63,369
NEW CAPITAL	\$ 481	\$ 3,367	\$ 2,886	\$ 2,886	\$ 9,621
<b>SUBTOTAL</b>	<b>\$ 3,649</b>	<b>\$ 25,546</b>	<b>\$ 21,897</b>	<b>\$ 21,897</b>	<b>\$ 72,990</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 44,115</b>	<b>\$ 69,176</b>	<b>\$ 40,181</b>	<b>\$ 41,181</b>	<b>\$ 194,654</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)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 56,674	\$ 38,111	\$ 94,785
FY2023-24 New Authority	\$ 25,544	\$ 4,010	\$ 29,554
<b>TOTALS</b>	<b>\$ 82,217</b>	<b>\$ 42,121</b>	<b>\$ 124,339</b>
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY OCTA CASH FLOW BY FISCAL YEAR					
(000's)					
BUDGET FISCAL YEAR	2023/24	2024/25	2025/26	2026/27	TOTAL
<b>Carryover from prior years</b>					
SGR	\$ 17,117	\$ 20,338	\$ 10,764	\$ 8,454	\$ 56,674
NEW CAPITAL	\$ 2,986	\$ 15,098	\$ 13,310	\$ 6,717	\$ 38,111
<b>SUBTOTAL</b>	<b>\$ 20,104</b>	<b>\$ 35,436</b>	<b>\$ 24,074</b>	<b>\$ 15,172</b>	<b>\$ 94,785</b>
<b>FY2023-24 New Authority</b>					
SGR	\$ 1,277	\$ 8,940	\$ 7,663	\$ 7,663	\$ 25,544
NEW CAPITAL	\$ 201	\$ 1,404	\$ 1,203	\$ 1,203	\$ 4,010
<b>SUBTOTAL</b>	<b>\$ 1,478</b>	<b>\$ 10,344</b>	<b>\$ 8,866</b>	<b>\$ 8,866</b>	<b>\$ 29,554</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 21,581</b>	<b>\$ 45,780</b>	<b>\$ 32,940</b>	<b>\$ 24,038</b>	<b>\$ 124,339</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 (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)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 20,492	\$ 1,617	\$ 22,110
FY2023-24 New Authority	\$ 13,376	\$ 2,248	\$ 15,625
<b>TOTALS</b>	<b>\$ 33,869</b>	<b>\$ 3,866</b>	<b>\$ 37,734</b>
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY RCTC CASH FLOW BY FISCAL YEAR					
(000's) BUDGET FISCAL YEAR	2023/24	2024/25	2025/26	2026/27	TOTAL
<b>Carryover from prior years</b>					
SGR	\$ 6,491	\$ 9,084	\$ 2,534	\$ 2,383	\$ 20,492
NEW CAPITAL	\$ 303	\$ 943	\$ 307	\$ 64	\$ 1,617
<b>SUBTOTAL</b>	<b>\$ 6,795</b>	<b>\$ 10,027</b>	<b>\$ 2,842</b>	<b>\$ 2,446</b>	<b>\$ 22,110</b>
<b>FY2023-24 New Authority</b>					
SGR	\$ 669	\$ 4,682	\$ 4,013	\$ 4,013	\$ 13,376
NEW CAPITAL	\$ 112	\$ 787	\$ 674	\$ 674	\$ 2,248
<b>SUBTOTAL</b>	<b>\$ 781</b>	<b>\$ 5,469</b>	<b>\$ 4,687</b>	<b>\$ 4,687</b>	<b>\$ 15,625</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 7,576</b>	<b>\$ 15,496</b>	<b>\$ 7,529</b>	<b>\$ 7,134</b>	<b>\$ 37,734</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)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 29,892	\$ 3,726	\$ 33,618
FY2023-24 New Authority	\$ 15,051	\$ 2,917	\$ 17,967
<b>TOTALS</b>	<b>\$ 44,943</b>	<b>\$ 6,643</b>	<b>\$ 51,586</b>
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY SBCTA CASH FLOW BY FISCAL YEAR					
(000's) BUDGET FISCAL YEAR	2023/24	2024/25	2025/26	2026/27	TOTAL
<b>Carryover from prior years</b>					
SGR	\$ 10,728	\$ 10,647	\$ 4,010	\$ 4,507	\$ 29,892
NEW CAPITAL	\$ 1,001	\$ 2,134	\$ 399	\$ 192	\$ 3,726
<b>SUBTOTAL</b>	<b>\$ 11,729</b>	<b>\$ 12,781</b>	<b>\$ 4,409</b>	<b>\$ 4,699</b>	<b>\$ 33,618</b>
<b>FY2023-24 New Authority</b>					
SGR	\$ 753	\$ 5,268	\$ 4,515	\$ 4,515	\$ 15,051
NEW CAPITAL	\$ 146	\$ 1,021	\$ 875	\$ 875	\$ 2,917
<b>SUBTOTAL</b>	<b>\$ 898</b>	<b>\$ 6,289</b>	<b>\$ 5,390</b>	<b>\$ 5,390</b>	<b>\$ 17,967</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 12,628</b>	<b>\$ 19,070</b>	<b>\$ 9,799</b>	<b>\$ 10,089</b>	<b>\$ 51,586</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)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 26,862	\$ 912	\$ 27,775
FY2023-24 New Authority	\$ 12,465	\$ 1,458	\$ 13,924
<b>TOTALS</b>	<b>\$ 39,328</b>	<b>\$ 2,371</b>	<b>\$ 41,699</b>
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY VCTC CASH FLOW BY FISCAL YEAR					
(000's) BUDGET FISCAL YEAR	2023/24	2024/25	2025/26	2026/27	TOTAL
<b>Carryover from prior years</b>					
SGR	\$ 8,190	\$ 9,843	\$ 3,011	\$ 5,817	\$ 26,862
NEW CAPITAL	\$ 176	\$ 496	\$ 199	\$ 41	\$ 912
<b>SUBTOTAL</b>	<b>\$ 8,366</b>	<b>\$ 10,339</b>	<b>\$ 3,211</b>	<b>\$ 5,859</b>	<b>\$ 27,775</b>
<b>FY2023-24 New Authority</b>					
SGR	\$ 623	\$ 4,363	\$ 3,740	\$ 3,740	\$ 12,465
NEW CAPITAL	\$ 73	\$ 510	\$ 438	\$ 438	\$ 1,458
<b>SUBTOTAL</b>	<b>\$ 696</b>	<b>\$ 4,873</b>	<b>\$ 4,177</b>	<b>\$ 4,177</b>	<b>\$ 13,924</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 9,062</b>	<b>\$ 15,212</b>	<b>\$ 7,388</b>	<b>\$ 10,036</b>	<b>\$ 41,699</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 (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)

CAPITAL PROGRAM	SGR PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 19,868	\$ 33,958	\$ 53,826
FY2023-24 New Authority	-	-	-
<b>TOTALS</b>	<b>\$ 19,868</b>	<b>\$ 33,958</b>	<b>\$ 53,826</b>

*Numbers may not foot due to rounding.*

CAPITAL PROGRAM BUDGET SUMMARY OTHER FUNDING SOURCES CASH FLOW BY FISCAL YEAR					
(000's)					
BUDGET FISCAL YEAR	2023/24	2024/25	2025/26	2026/27	TOTAL
<b>Carryover from prior years</b>					
SGR	\$ 5,131	\$ 11,304	\$ 3,411	\$ 22	\$ 19,868
NEW CAPITAL	\$ 7,549	\$ 14,466	\$ 4,325	\$ 7,618	\$ 33,958
<b>SUBTOTAL</b>	<b>\$ 12,680</b>	<b>\$ 25,769</b>	<b>\$ 7,736</b>	<b>\$ 7,641</b>	<b>\$ 53,826</b>
<b>FY2023-24 New Authority</b>					
SGR	-	-	-	-	-
NEW CAPITAL	-	-	-	-	-
<b>SUBTOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 12,680</b>	<b>\$ 25,769</b>	<b>\$ 7,736</b>	<b>\$ 7,641</b>	<b>\$ 53,826</b>

*Numbers may not foot due to rounding.*

**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 & 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	\$ 268,353	\$ 85,425	\$ 353,777
FY2023-24 New Authority	\$ 129,805	\$ 20,255	\$ 150,060
<b>TOTALS</b>	<b>\$ 398,158</b>	<b>\$ 105,680</b>	<b>\$ 503,837</b>
<i>Numbers may not foot due to rounding.</i>			

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

(000's)

<b>BUDGET FISCAL YEAR</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>TOTAL</b>
<b>Carryover from prior years</b>					
SGR	\$ 86,499	\$ 101,197	\$ 40,519	\$ 40,138	\$ 268,353
NEW CAPITAL	\$ 13,641	\$ 36,785	\$ 20,036	\$ 14,963	\$ 85,425
<b>SUBTOTAL</b>	<b>\$ 100,140</b>	<b>\$ 137,982</b>	<b>\$ 60,555</b>	<b>\$ 55,101</b>	<b>\$ 353,777</b>
<b>FY2023-24 New Authority</b>					
SGR	\$ 6,490	\$ 45,432	\$ 38,942	\$ 38,942	\$ 129,805
NEW CAPITAL	\$ 1,013	\$ 7,089	\$ 6,077	\$ 6,077	\$ 20,255
<b>SUBTOTAL</b>	<b>\$ 7,503</b>	<b>\$ 52,521</b>	<b>\$ 45,018</b>	<b>\$ 45,018</b>	<b>\$ 150,060</b>
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$ 107,643</b>	<b>\$ 190,503</b>	<b>\$ 105,573</b>	<b>\$ 100,119</b>	<b>\$ 503,837</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 has been excluded as a result of unsuccessful effort to obtain additional funds.*

ADOPTED BUDGET  
FISCAL YEAR  
2023-2024



**SECTION NINE**

SOUTHERN CALIFORNIA OPTIMIZED RAIL EXPANSION

**SCORE BUDGET**

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# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2023-24 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 and FY 2023-24. The total SCORE Program funded amount as shown in Exhibit 9.1 below is \$1.980 billion. As shown, the total budget amount that will be allocated directly to or managed by SCRRA is \$808.334 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 35 capital improvement, rehabilitation and planning projects located throughout the system. Metrolink is leading 25 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 FY2023-24

(\$000)

Line	Projects	SCORE Grant funding directly to SCRRA	SCORE Grant funding not directly received by SCCRA	Total SCORE Funding	SCRRA-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
		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
	Brighton to McGinley Double Track	0	73,300	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
	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
	Irvine Station Improvements	341	60,140	60,481	
	Perris Valley Double Track	488	33,512	34,000	
	Riverside Downtown Station Improvements	549	25,942	26,491	
Perris Layover Station	488	24,065	24,554		
Systemwide	Supplemental Fleet	37,827	0	37,827	X
	Fullerton-San Bernardino Analysis*	6,000	0	6,000	X
	Network Integration	4,000	0	4,000	X
	LinkUS	2,657	947,741	950,398	
<b>Total</b>		<b>808,334</b>	<b>1,172,076</b>	<b>1,980,410</b>	<b>X = 25</b>

\* The funding for these projects will pass through SCRRA 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 twenty-seven (27) 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
	August 16, 2018		6,500		6,500
	October 18, 2018		68,718		68,718
	December 5, 2019		500		500
	March 26, 2020		19,766		19,766
	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		1,397		1,397
	October 6, 2023			2,000	2,000
<b>TOTAL</b>		<b>42,384</b>	<b>160,693</b>	<b>43,308</b>	<b>246,385</b>

The table below shows the life of project cost projections through FY2029-30:

<b>(\$000)</b>	<b>Systemwide(1)</b>	<b>Antelope Valley/ Ventura County Lines(2)</b>	<b>San Bernardino Line(3)</b>	<b>Orange County/ IE/ OC/ 91 PVL Lines(4)</b>	<b>Total</b>
FY2018-19 to FY2023-24	17,029	49,695	18,109	18,066	<b>102,899</b>
FY2024-25	16,777	32,256	18,523	27,312	<b>94,868</b>
FY2025-26	14,973	80,947	49,838	82,854	<b>228,613</b>
FY2026-27	401	68,027	39,858	123,254	<b>231,540</b>
FY2027-28	702	56,311	6,100	30,277	<b>93,390</b>
FY2028-29	602	30,305	-	11,877	<b>42,784</b>
FY2029-30	-	14,240	-	-	<b>14,240</b>
<b>Total</b>	<b>50,484</b>	<b>331,781</b>	<b>132,428</b>	<b>293,640</b>	<b>808,334</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 Brighton to McGinley Double Track

(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 and Perris Valley Double Track



ADOPTED BUDGET  
FISCAL YEAR  
2023-2024

SAN BERNARDINO



SECTION TEN  
GENERAL AND  
ADMINISTRATIVE  
BUDGET

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# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2023-24 BUDGET**

### **SECTION 10: General and Administrative Budget**

#### **10.1 General and Administrative Expenses**

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

For FY2023-24, the SCRRA General & Administrative budget, using the compilation of costs as described above, is \$34.7 million or an increase of \$8.7 million, or 33.7% over the FY2022-23 Actual expenses. 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 business modes. Indirect costs have historically been charged to projects using direct labor costs as the allocation base. The business mode specific allocation percentages are called indirect cost rates. SCRRA has submitted and received approval for its Indirect Cost Allocation Plans for FY2022-23. The ICAP plan for FY2023-24 based on FY2021-22 actual costs has been submitted to the FTA for review and approval. SCRRA has received provisional rate approval for its FY2023-24 plan from the FTA.

The FY2023-24 Plan contains indirect cost rates for each business mode, 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 modes, are specifically excluded from allocation by federal regulation and therefore funded by member agencies instead. Examples of costs recognized within this group include the costs of the Chief Executive Officer and legislative advocacy.

### **10.2.3 Pool Three**

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

## **10.3 Allocation of Indirect Costs**

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

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

## 10.4 Organizational Summary

Under the leadership of the Chief Executive Officer; Chief of Staff; Chief People Officer; Chief Financial Officer; Chief Safety, Security & Compliance Officer; Chief Customer Experience Officer; Chief Strategy Officer; Chief Program Delivery; Chief Operating Officer and Chief Technology Officer; SCRRA manages 285 full-time equivalent (FTE) headcounts.

### AGENCY FTE HEADCOUNT FY2023-24

REPORTING GROUP	FTEs
Office of the CEO	5
Legal	4
Internal Audit	4
Human Resources	12
Finance	51
Safety, Security & Compliance	14
Customer Experience	46
Strategy	16
Program Delivery	28
Operations	79
Integrated Digital & Technology Services	24
Arrow Service	2
<b>Total</b>	<b>285</b>

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

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

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

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

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

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

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

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

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

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

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

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

## 10.5 Exhibits

**Exhibit 10.1: FY2023-24 G&A Expenses** identifies the individual cost components included in the general and administrative cost grouping.

**Exhibit 10.2: FY2023-24 ICAP Cost Calculations** illustrates the SCRRRA business modes and the cost allocations that support the FY2022-23 ICAP rates.

**Exhibit 10.3: FY2023-24 Roster of Positions** provides a roster of FY2023-24 FTE headcount identified by specific positions within each Executive Office, Department, and Arrow Service.

### Exhibit 10.1 FY2023-24 G&A Expenses

(\$000's)	FY2022-23	FISCAL YEAR 2023-24			FY2023-24 BUDGET VS.	
		ACTUAL	FEDERALLY ELIGIBLE	LOCAL FUNDING	TOTAL BUDGET	FY2022-23 ACTUAL
Service Subscriptions	40	19	6	25	(15)	(36.5%)
Recruitment Services	133	119	-	119	(14)	(10.6%)
Medical Examinations	-	5	-	5	5	N/A
Office Equip Maint & Repair	5	-	-	-	(5)	(100.0%)
Outside Temporary Help	-	70	-	70	70	N/A
Document Management & Storage	29	31	-	31	2	7.5%
In-House Training Services	128	271	5	276	148	115.4%
Bank Service Charges	(0)	-	-	-	0	(100.0%)
Vehicle Maintenance & Repairs	56	110	-	110	54	96.0%
Gasoline Autos & Trucks	(57)	70	-	70	127	(222.5%)
Materials & Supplies	38	85	-	85	47	124.7%
Office Equipment	10	15	-	15	5	51.8%
Computer Software	81	151	-	151	70	86.1%
Printing & Reproduction	2	5	2	7	5	264.7%
Claims Administration Fees	11	12	-	12	2	14.8%
Professional Memberships	204	105	52	157	(47)	(23.0%)
Subscriptions & Reference Materials	2	3	-	3	0	21.9%
Meeting Expenses	105	5	171	176	71	68.1%
Registration Fees	14	20	20	41	27	198.5%
Transportation	11	20	26	46	35	315.3%
Meals & Entertainment	2	6	5	12	10	583.8%
Lodging	12	25	31	56	44	360.1%
Mileage/Parking	11	8	2	11	(1)	(6.7%)
Misc Expenses	-	2	-	2	2	N/A
Legal & Meeting Notices	15	38	-	38	24	157.8%
Postage & Messenger	22	33	-	33	11	51.2%
Other Misc Expense	150	4	13	16	(134)	(89.3%)
<b>Total Agency Costs</b>	<b>1,023</b>	<b>1,234</b>	<b>334</b>	<b>1,568</b>	<b>545</b>	<b>53.3%</b>
SCRRA Wages & Salaries	11,541	12,723	1,278	14,000	2,459	21.3%
Wages Interns	164	481	-	481	317	193.0%
Wages Job Core / Grads on Track	229	907	-	907	678	296.2%
Merit Increase	288	313	32	345	57	19.8%
Tuition Reimbursement	4	10	-	10	6	124.8%
Allocated Fringe Benefits	3,747	4,237	425	4,661	914	24.4%
OPEB - GASB45	2,114	-	2,400	2,400	286	13.5%
<b>Total Staff Labor</b>	<b>18,088</b>	<b>18,671</b>	<b>4,134</b>	<b>22,805</b>	<b>4,717</b>	<b>26.1%</b>
Legal Services	198	100	-	100	(98)	(49.4%)
Auditing & Accounting	334	586	-	586	252	75.2%
Consultants	691	1,264	40	1,304	613	88.7%
DBE/LC Consulting	118	368	-	368	250	211.3%
Service Subscriptions	4	4	-	4	0	5.0%
Lobby Services	505	-	520	520	15	2.9%
<b>Total Professional Services</b>	<b>1,851</b>	<b>2,323</b>	<b>560</b>	<b>2,883</b>	<b>1,032</b>	<b>55.8%</b>
Consultants	1,100	1,829	-	1,829	729	66.3%
Computer S/W / H/W Maintenance	1,681	2,404	-	2,404	723	43.0%
Office Equip Maint & Repair	31	66	-	66	34	110.0%
Other Services	1	-	-	-	(1)	(100.0%)
Materials & Supplies	24	51	-	51	27	112.3%
Office Equipment	1	3	-	3	2	116.1%
Computer H/W	49	70	-	70	21	42.7%
Computer S/W	93	15	-	15	(78)	(83.9%)
<b>Total MIS</b>	<b>2,980</b>	<b>4,438</b>	<b>-</b>	<b>4,438</b>	<b>1,457</b>	<b>48.9%</b>
Bonus Pay	23	-	23	23	(0)	(1.9%)
<b>Total Employee Recognition</b>	<b>23</b>	<b>-</b>	<b>23</b>	<b>23</b>	<b>(0)</b>	<b>(1.9%)</b>
Telephone General	-	451	-	451	451	N/A
Telephone Cellular	88	349	-	349	260	295.0%
Data Circuits	-	237	-	237	237	N/A
Office Space Rental	950	986	-	986	36	3.7%
Other Leases and Rental	149	99	-	99	(51)	(33.9%)
WG Lease Operating Expense	752	759	-	759	7	0.9%
<b>Total Utilities/Leases</b>	<b>1,940</b>	<b>2,881</b>	<b>-</b>	<b>2,881</b>	<b>941</b>	<b>48.5%</b>
Board Travel/Meeting Expenses	10	-	16	16	6	67.4%
Board Travel	3	-	17	17	14	478.7%
Board Per Diem	62	-	84	84	22	35.8%
Board Development Program	1	-	33	33	32	2,738.4%
<b>Total Board Related Items</b>	<b>76</b>	<b>-</b>	<b>151</b>	<b>151</b>	<b>75</b>	<b>99.3%</b>
<b>Total General &amp; Administrative Expenses</b>	<b>25,980</b>	<b>29,546</b>	<b>5,202</b>	<b>34,747</b>	<b>8,767</b>	<b>33.7%</b>

Numbers may not foot due to rounding.

## Exhibit 10.2 FY2023-24 ICAP Cost Calculations

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

#### General & Administrative Expenses (\$000's) FY2023-24

Federally Eligible G&A	29,546
Non-Federal Eligible G&A	5,202

**Total G&A Expenses** 34,747

Tier 1 Cost Distribution	Operating			Capital				Recollectable	Grand Total
	Train Operations	MOW	Subtotal Operating	New Capital	Equipment Procurement	Rehabilitation & Renovation	Subtotal Capital		
SCRRRA Labor Distribution (%)	65.8%	14.9%	80.8%	7.7%	0.8%	6.3%	14.8%	4.4%	100.0%
Federally Eligible G&A Allocation (Proj# 000000)	19,455	4,414	23,869	2,285	238	1,864	4,387	1,289	29,546
Non-Federal Eligible Labor Distribution (%)	100.0%	0.0%	100.0%						100.0%
Non-Federal Eligible G&A Allocation (Proj# 000002)	5,202	-	5,202						5,202
<b>Total G&amp;A Expense Allocation</b>	<b>24,657</b>	<b>4,414</b>	<b>29,071</b>	<b>2,285</b>	<b>238</b>	<b>1,864</b>	<b>4,387</b>	<b>1,289</b>	<b>34,747</b>

*Numbers may not foot due to rounding.*

### Tier 2 Allocation and Calculation of Direct Rates

Collector Pool Expenses									
Salaries & Wages	3,594	164	3,758	84	-	43	126	17	3,902
Fringe Benefits	1,956	92	2,048	27	-	14	41	5	2,094
Other Expenses	15,496	356	15,852	1,123	1	1,799	2,923	535	19,310
<b>Subtotal - Indirect Expenses</b>	<b>21,046</b>	<b>612</b>	<b>21,658</b>	<b>1,233</b>	<b>1</b>	<b>1,856</b>	<b>3,091</b>	<b>557</b>	<b>25,305</b>
G&A Expense Allocation	24,657	4,414	29,071	2,285	238	1,864	4,387	1,289	34,747
<b>Total Indirect and Allocable Expenses</b>	<b>45,703</b>	<b>5,026</b>	<b>50,729</b>	<b>3,519</b>	<b>239</b>	<b>3,720</b>	<b>7,478</b>	<b>1,846</b>	<b>60,053</b>
Direct Expenses									
Salaries & Wages	11,088	2,293	13,380	1,310	296	1,970	3,576	687	17,643
Fringe Benefits	6,134	1,262	7,397	425	96	639	1,160	223	8,779
Other Expenses	188,655	45,759	234,415	7,707	1,062	86,606	95,375	7,244	337,034
<b>Total Direct Expenses</b>	<b>205,877</b>	<b>49,314</b>	<b>255,191</b>	<b>9,442</b>	<b>1,454</b>	<b>89,215</b>	<b>100,111</b>	<b>8,154</b>	<b>363,457</b>
<b>Grand Total</b>	<b>251,580</b>	<b>54,340</b>	<b>305,920</b>	<b>12,960</b>	<b>1,693</b>	<b>92,935</b>	<b>107,589</b>	<b>10,000</b>	<b>423,509</b>

<b>Total Indirect and Allocable Expenses as % of Direct Labor</b>	<b>412%</b>	<b>219%</b>	<b>379%</b>	<b>269%</b>	<b>81%</b>	<b>189%</b>	<b>209%</b>	<b>269%</b>	<b>340%</b>
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*Numbers may not foot due to rounding.*

### Exhibit 10.3 FY2023-24 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				
			Director, Customer Experience	1				
			Executive Assistant I	1				
			Senior Manager, Customer Relations	1				
	<b>Office of the CXO Total</b>				<b>4</b>			
	3050	Customer Experience	Senior Manager - Various	Senior Manager - Various	1			
				<b>Customer Experience Total</b>	<b>1</b>			
	3200	Marketing & Partnerships		Business Analyst I	1			
				Corporate Sales Specialist	1			
				Digital Content Creator	1			
				Director, Special Projects Marketing & Partnership	1			
				Manager I	2			
				Marketing Manager II	1			
				Senior Manager, Marketing & Digital	1			
				Social Media Specialist	1			
				<b>Sales &amp; Marketing Total</b>				<b>9</b>
				3300	Customer Relations		Business Analyst I	1
	Communications Coordinator	1						
	Customer Relations Manager	2						
	Customer Relations Senior Manager	1						
	Customer Relations Representative	8						
	Senior Customer Relations Representative	4						
	Supervisor, Customer Relations	3						
	<b>Customer Relations Total</b>				<b>20</b>			
	3450	Communications		Communications Coordinator	6			
				Director, Communications	1			
				Manager I	1			
Manager II (PR)				1				
Public Affairs Manager				1				
Supervisor, Customer Relations				2				
<b>Communications Total</b>				<b>12</b>				
Finance	4100	Finance	Accountant I	3				
			Accountant II	3				
			Accounts Payable Specialist I	1				
			Budget Analyst II	3				
			Business Analyst II	1				
			Chief Financial Officer	1				
			Finance Analyst I	1				
			Finance Specialist II	2				
			Financial Analyst II	1				
			Manager II	2				
			Manager II, (Various)	1				
			Senior Accountant	2				
			Senior Budget Analyst	1				
			Senior Finance Analyst	2				
			Senior Manager, Finance	1				
			Senior Manager, Finance	1				
			Senior Manager, General Accounting	1				
<b>Finance Total</b>				<b>27</b>				

### Exhibit 10.3 FY2023-24 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
Human Resources	4220	Contracts & Procurement	Contract & Compliance Administrator	5
			Contract Specialist	1
			Director, Contracts, Procurement & Materials Management	1
			Principal Contract & Compliance Administrator	2
			Senior Administrative Assistant	1
			Senior Contract & Compliance Administrator	3
			<b>Contracts &amp; Procurement Total</b>	<b>13</b>
	4223	Materials Management	Inventory Control Operator I	1
			Inventory Control Operator II	6
			Manager II	1
			Senior Inventory Control Operator	1
			Supervisor, Inventory Control	2
	<b>Materials Management Total</b>	<b>11</b>		
1130	Human Resources	Human Resources Analyst I	2	
		Human Resources Analyst II	1	
		Human Resources Specialist	1	
		Manager I, (Human Resources)	1	
		Manager I, (L&D)	1	
		Manager II	1	
		Senior Human Resources Analyst	1	
		Senior Manager, Human Resources	1	
<b>Human Resources Total</b>	<b>9</b>			
Integrated Digital & Technology	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	2
			<b>Administrative Services Total</b>	<b>2</b>
	2878	PTC Network Control Operations	IT Architect II (Train Control Systems)	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>5</b>		
	3600	Fare Collection Services	Fare Collections Manager	2
Senior Manager, Fare Collections			1	
<b>Fare Collection Services Total</b>	<b>3</b>			
4230	Information Technology	Business Intelligence Manager	1	
		Chief Technology Officer	1	
		Director, PTC	1	
		IT Architect II, Business Intelligence	1	
		IT Architect II, ERP	2	
		IT Systems Manager	1	
		Manager II	1	
		Senior Director, Information Technology	1	
		Senior Manager (BISO)	1	
		Senior Manager, Information Technology	2	
		Senior Marketing Analyst	1	
		Senior Network Engineer	2	
Web Services Manager	1			
<b>Information Technology Total</b>	<b>16</b>			



### Exhibit 10.3 FY2023-24 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
Internal Audit	1110	Internal Audit	Auditor II	1
			Senior Auditor	2
			Senior Manager, Audit	1
Legal	<b>Internal Audit Total</b>			<b>4</b>
	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>	
Office of the CEO	2150	Risk Management	Senior Counsel, Risk Manager	1
	<b>Risk Management Total</b>			<b>1</b>
	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>	
Operations	1540	Office of the Chief of Staff	Assistant Board Secretary	1
			Board Secretary	1
			Chief of Staff	1
<b>Office of the Chief of Staff Total</b>			<b>3</b>	
2175	Office of the Chief Operating Officer	Business Analyst II	1	
		Business Administrator	3	
		Chief Operating Officer	1	
		Deputy Chief Operating Officer	2	
		Executive Assistant II	1	
		Manager II	1	
		<b>Office of the Chief Operating Officer Total</b>		
2200	Operations Administration	Operations Administrator	1	
<b>Operations Administration Total</b>			<b>1</b>	
2215	Dispatching Services	Director, Dispatching Operations	1	
		Field Operations Manager	1	
		Rail Traffic Controller	21	
		Rail Traffic Coordinator	6	
		Senior Manager, Dispatching	3	
<b>Dispatching Services Total</b>			<b>32</b>	
2300	Equipment	Assistant Dir, Maintenance of Equipment	1	
		Senior Administrative Assistant	1	
		Director, Maintenance of Equipment	1	
		Senior Mechanical Operations Officer	2	
<b>Equipment Total</b>			<b>5</b>	
2310	Facilities & Fleet Maintenance	Coordinator, Fleet Maintenance	1	
		Customer Experience Administrator	1	
		Maintenance Technician II	2	
		Senior Maintenance Technician	2	
		Senior Manager - Various	1	
		Sr Manager, Facilities & Fleet Maintenance	1	
Supervisor, Facilities Maintenance	1			
<b>Facilities &amp; Fleet Maintenance Total</b>			<b>9</b>	
2820	Track and Structures	Assistant Director, Various	1	
		Coordinator, Right-Of-Way	2	
		Director, Program Management	1	
		District T & S Maintenance Supervisor	1	
<b>Track Total</b>			<b>5</b>	

### Exhibit 10.3 FY2023-24 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
Program Delivery	2870	Comms & Signal Control Maintenance	Assistant Director, Signal Systems	1
			Supervisor, Signal Systems	2
	<b>Signal Maintenance Total</b>			<b>3</b>
	2875	PTC, Train Control & Communications	Director, Signals & Communications	1
			Executive Assistant I	1
	<b>PTC, Train Control &amp; Communications Total</b>			<b>2</b>
	2876	PTC Communications Systems	PTC Equipment Engineer I	2
			PTC Equipment Engineer II	1
			Senior Manager, Communications Systems	1
			Senior Railroad Systems Engineer	1
			Sr Manager, Train Control On-Board Systems	1
			Supervisor, Communications Systems	2
	<b>PTC Communications Systems Total</b>			<b>8</b>
	2877	PTC Technical Support Services	Configuration Management Manager	1
			Operations Administrator	1
			Senior Manager, Train Control Systems	1
			Senior Train Control Systems Engineer	2
	<b>PTC Technical Support Services Total</b>			<b>5</b>
	1510	Office of the Chief Program Delivery	Chief, Program Delivery	1
			Department Assistant	1
	<b>Office of the Chief Program Officer Total</b>			<b>2</b>
	2815	Business Operations	Business Administrator	1
			Business Analyst II	2
			Senior Manager, Business Operations	1
	<b>Business Operations Total</b>			<b>4</b>
	2860	Standards & Design	Principal Engineer	1
			Railroad Civil Engineer II	1
			Senior Civil Design Specialist	1
<b>Standards &amp; Design Total</b>			<b>3</b>	
2866	Signal Design	Assistant Director, PTC Technical Services	1	
<b>Signal Design Total</b>			<b>1</b>	
2880	Public Projects	Assistant Director, Various	1	
		Railroad Civil Engineer II	2	
		Senior Railroad Civil Engineer	2	
<b>Public Projects Total</b>			<b>5</b>	
2885	Capital Equipment & Facilities	Director, Special Projects	1	
		Management Analyst I	1	
		Project Engineer I	1	
		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	Assistant Director, Various	1	
		Railroad Civil Engineer II	1	
		Senior Railroad Civil Engineer	1	
		Senior Railroad Systems Engineer	1	
<b>Capital Construction + Rehabilitation Total</b>			<b>4</b>	
4530	Program Management	Director, Program Management	1	
		Manager II	1	
		Program Management Analyst II	1	
		Senior Management Analyst	1	
<b>Program Management Total</b>			<b>4</b>	
Safety, Security & Compliance				

### Exhibit 10.3 FY2023-24 Roster of Positions (continued)

Business Unit	Cost Center	Cost Center/Division	Position Title	Total
	1505	Office of the Chief of Safety, Security & Compliance	Chief Safety, Security & Compliance Officer	1
		<b>Office of the Chief of Safety, Security &amp; Compliance Total</b>		<b>1</b>
	2210	System Safety	Assistant Director	1
			Management Analyst I	1
			Manager II	1
			Manager II (Security)	1
		<b>System Safety Total</b>		<b>4</b>
	2250	Compliance	Compliance Officer I	3
			Compliance Officer II	1
			Coordinator, Compliance	1
			Field Operations Manager	2
			Public Safety + Environmental Manager	1
			Senior Manager, Compliance	1
		<b>Compliance Total</b>		<b>9</b>
	1105	Government & Community Relations	Director, Government & Community Relation	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	Chief Strategy Officer	1
			Director, Special Projects	1
			Executive Assistant	1
			Senior Manager	1
		<b>Office of the Chief Strategy Officer</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	Director, Grants	1
			Grants Funding & Reporting Administrator	1
			Manager II	1
		<b>Grants Funding &amp; Reporting Total</b>		<b>3</b>
Arrow	2175	Office of the Chief Operating Officer	Director, Special Projects	1
		<b>Office of the Chief Operating Officer Total</b>		<b>1</b>
	2310	Facilities & Fleet Maintenance	Maintenance Technician I	1
		<b>Office of the Chief Operating Officer Total</b>		<b>1</b>
		<b>Agency Total</b>		<b>285</b>

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ADOPTED BUDGET  
FISCAL YEAR  
2023-2024



SECTION ELEVEN

BUDGET FORECAST

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# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2023-24 BUDGET**

### **SECTION 11: Budget Forecasts FY2024-25 through FY2027-28**

#### **11.1 Background**

At the request of the SCRRA Board, and in conjunction with the ongoing development of the strategic plan, SCRRA has created a four year forward budget forecast including the years 2025, 2026, 2027 and 2028. 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 KPMG/Sperry Capital as presented to the board on February 10, 2023.
- Estimates of expenses were constructed by using FY2023-24 as a base. Amounts were indexed to include contractual amounts where available, estimates on other known activities planned for the future, and minor escalations of repetitive items based on the historic inflation of that individual category of operational expense.
- No headcount increase was included. A 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 FY2023-24 Budget amounts.

## **11.4 Exhibits**

Exhibit 11.1: FY2024-25 through FY2027-28 Forecast New Service Requests – No New Service Requested

Exhibit 11.2: FY2024-25 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 11.3: FY2024-25 Forecast of Operating Budget by Cost Component by Line

Exhibit 11.4: FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 11.5: FY2025-26 Forecast of Operating Budget by Cost Component by Line

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

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

Exhibit 11.8: FY2027-28 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 11.9: FY2027-28 Forecast of Operating Budget by Cost Component by Line

Exhibit 11.10: FY2024-25 through FY2027-28 Forecast of State of Good Repair Budget by Asset Category

Exhibit 11.11: FY2024-25 through FY27-28 Forecast of State of Good Repair Budget by Member Agency

Exhibit 11.12: FY2024-25 through FY2027-28 Forecast of New Capital Budget by Asset Category

Exhibit 11.13: FY2024-25 through FY2027-28 Forecast of New Capital Budget by Member Agency

**Exhibit 11.2: FY2024-25 Forecast of Operating Budget by Cost Component by Member Agency**

	<b>FY25 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	19,558	9,502	3,586	5,337	878	38,861
Fare Reduction Subsidy	576	-	-	387	-	962
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>22,699</b>	<b>9,502</b>	<b>3,586</b>	<b>5,723</b>	<b>878</b>	<b>42,388</b>
Dispatching	1,058	632	14	120	233	2,056
Other Revenues	344	150	74	88	36	691
MOW Revenues	7,384	3,167	910	1,787	440	13,688
<b>Total Operating Revenue</b>	<b>31,485</b>	<b>13,451</b>	<b>4,584</b>	<b>7,718</b>	<b>1,586</b>	<b>58,824</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	26,321	9,623	4,625	5,866	2,217	48,652
Equipment Maintenance	22,796	10,585	5,319	5,660	2,205	46,565
Fuel	16,043	6,919	3,016	3,757	1,347	31,082
Non-Scheduled Rolling Stock Repairs	53	25	11	13	4	105
Operating Facilities Maintenance	1,180	558	242	283	82	2,345
Other Operating Train Services	489	136	117	164	78	984
Rolling Stock Lease	-	-	-	-	-	-
Security	8,949	3,598	1,853	1,991	865	17,256
Public Safety Program	51	19	16	11	11	108
Passenger Relations	1,025	548	191	297	51	2,112
TVM Maintenance/Revenue Collection	2,440	1,199	910	703	331	5,583
Marketing	1,678	822	314	483	87	3,384
Media & External Communications	160	58	50	35	34	337
Utilities/Leases	1,531	556	480	339	321	3,227
Transfers to Other Operators	1,825	858	246	375	112	3,416
Amtrak Transfers	507	567	-	-	164	1,239
Station Maintenance	3,276	750	370	776	293	5,464
Rail Agreements	2,061	1,907	1,680	389	942	6,981
Holiday Trains	-	-	-	-	-	-
Special Trains	248	103	58	75	38	523
<b>Subtotal Operations &amp; Services</b>	<b>90,632</b>	<b>38,831</b>	<b>19,499</b>	<b>21,217</b>	<b>9,182</b>	<b>179,361</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	31,205	10,995	3,538	7,104	3,145	55,987
MoW - Extraordinary Maintenance	486	119	79	88	58	830
<b>Subtotal Maintenance-of-Way</b>	<b>31,691</b>	<b>11,114</b>	<b>3,617</b>	<b>7,193</b>	<b>3,203</b>	<b>56,817</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	8,578	3,128	2,683	1,900	1,793	18,082
Ops Non-Labor Expenses	6,654	2,682	1,633	1,542	896	13,408
Indirect Administrative Expenses	12,255	4,451	3,844	2,712	2,570	25,833
Ops Professional Services	1,347	489	423	298	283	2,840
<b>Subtotal Admin &amp; Services</b>	<b>28,834</b>	<b>10,751</b>	<b>8,582</b>	<b>6,453</b>	<b>5,542</b>	<b>60,162</b>
<b><u>Contingency</u></b>	<b>43</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>91</b>
<b>Total Operating Expenses</b>	<b>151,201</b>	<b>60,712</b>	<b>31,711</b>	<b>34,872</b>	<b>17,936</b>	<b>296,432</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	8,854	4,190	1,819	2,122	612	17,596
Net Claims / SI	521	246	107	125	36	1,035
Claims Administration	1,128	534	232	270	78	2,243
<b>Total Net Insurance and Legal</b>	<b>10,503</b>	<b>4,970</b>	<b>2,157</b>	<b>2,517</b>	<b>726</b>	<b>20,873</b>
<b>Total Expense</b>	<b>161,704</b>	<b>65,682</b>	<b>33,869</b>	<b>37,389</b>	<b>18,662</b>	<b>317,304</b>
<b>Loss/Member Support Required</b>	<b>(130,219)</b>	<b>(52,231)</b>	<b>(29,285)</b>	<b>(29,670)</b>	<b>(17,076)</b>	<b>(258,481)</b>

Numbers may not foot due to rounding



### Exhibit 11.3: FY2024-25 Forecast of Operating Budget by Cost Component by Line

	FY25 Budget Forecast by Line							
(\$000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
Farebox Revenue	11,176	2,297	6,695	2,505	8,648	3,870	3,671	38,861
Fare Reduction Subsidy	962	-	-	-	-	-	-	962
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>12,985</b>	<b>2,450</b>	<b>7,567</b>	<b>2,813</b>	<b>8,827</b>	<b>3,870</b>	<b>3,876</b>	<b>42,388</b>
Dispatching	377	456	300	2	896	6	20	2,056
Other Revenues	171	79	127	52	109	86	66	691
MOW Revenues	4,085	1,378	3,550	246	1,977	1,490	963	13,688
<b>Total Operating Revenue</b>	<b>17,617</b>	<b>4,364</b>	<b>11,544</b>	<b>3,113</b>	<b>11,809</b>	<b>5,453</b>	<b>4,925</b>	<b>58,824</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	12,610	5,747	10,588	3,196	6,832	5,315	4,363	48,652
Equipment Maintenance	10,892	5,102	8,711	2,961	7,703	6,185	5,011	46,565
Fuel	7,698	3,437	6,189	2,144	5,141	3,790	2,682	31,082
Non-Scheduled Rolling Stock Repairs	26	9	20	6	19	14	10	105
Operating Facilities Maintenance	583	209	444	134	421	319	235	2,345
Other Operating Train Services	312	131	142	118	75	96	110	984
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,787	1,740	3,928	1,359	2,515	2,215	1,712	17,256
Public Safety Program	16	18	20	16	10	13	15	108
Passenger Relations	632	130	366	95	420	294	175	2,112
TVM Maintenance/Revenue Collection	1,041	772	979	531	731	834	696	5,583
Marketing	1,036	225	558	166	658	431	309	3,384
Media & External Communications	49	56	61	50	32	41	47	337
Utilities/Leases	471	536	583	483	307	395	452	3,227
Transfers to Other Operators	756	295	681	290	972	173	250	3,416
Amtrak Transfers	-	433	-	-	805	-	-	1,239
Station Maintenance	1,681	853	1,070	431	880	9	541	5,464
Rail Agreements	-	942	-	2,284	1,101	1,200	1,453	6,981
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	115	79	83	72	88	70	15	523
<b>Subtotal Operations &amp; Services</b>	<b>41,703</b>	<b>20,717</b>	<b>34,421</b>	<b>14,338</b>	<b>28,710</b>	<b>21,394</b>	<b>18,078</b>	<b>179,361</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	16,342	8,436	13,496	1,230	7,653	5,284	3,547	55,987
MoW - Extraordinary Maintenance	182	125	132	115	140	111	24	830
<b>Subtotal Maintenance-of-Way</b>	<b>16,524</b>	<b>8,561</b>	<b>13,628</b>	<b>1,345</b>	<b>7,793</b>	<b>5,396</b>	<b>3,571</b>	<b>56,817</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	2,648	2,994	3,273	2,699	1,733	2,211	2,524	18,082
Ops Non-Labor Expenses	2,756	1,790	2,462	1,354	1,866	1,601	1,580	13,408
Indirect Administrative Expenses	3,769	4,293	4,665	3,870	2,457	3,159	3,619	25,833
Ops Professional Services	414	472	513	425	270	347	398	2,840
<b>Subtotal Admin &amp; Services</b>	<b>9,587</b>	<b>9,550</b>	<b>10,913</b>	<b>8,348</b>	<b>6,325</b>	<b>7,318</b>	<b>8,121</b>	<b>60,162</b>
<b>Contingency</b>	<b>13</b>	<b>15</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>13</b>	<b>91</b>
<b>Total Operating Expenses</b>	<b>67,828</b>	<b>38,842</b>	<b>58,978</b>	<b>24,044</b>	<b>42,837</b>	<b>34,120</b>	<b>29,782</b>	<b>296,432</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	4,376	1,572	3,331	1,005	3,158	2,392	1,763	17,596
Net Claims / SI	257	92	196	59	186	141	104	1,035
Claims Administration	558	200	425	128	402	305	225	2,243
<b>Total Net Insurance and Legal</b>	<b>5,190</b>	<b>1,865</b>	<b>3,952</b>	<b>1,192</b>	<b>3,746</b>	<b>2,837</b>	<b>2,091</b>	<b>20,873</b>
<b>Total Expense</b>	<b>73,018</b>	<b>40,707</b>	<b>62,930</b>	<b>25,236</b>	<b>46,583</b>	<b>36,957</b>	<b>31,873</b>	<b>317,304</b>
<b>Loss/Member Support Required</b>	<b>(55,401)</b>	<b>(36,343)</b>	<b>(51,386)</b>	<b>(22,123)</b>	<b>(34,774)</b>	<b>(31,504)</b>	<b>(26,949)</b>	<b>(258,481)</b>

Numbers may not foot due to rounding

**Exhibit 11.4: 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	21,763	10,573	3,991	5,938	977	43,241
Fare Reduction Subsidy	640	-	-	430	-	1,071
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>24,969</b>	<b>10,573</b>	<b>3,991</b>	<b>6,368</b>	<b>977</b>	<b>46,877</b>
Dispatching	1,131	705	14	124	257	2,231
Other Revenues	344	149	74	88	36	691
MOW Revenues	7,671	3,323	942	1,849	463	14,248
<b>Total Operating Revenue</b>	<b>34,115</b>	<b>14,751</b>	<b>5,020</b>	<b>8,429</b>	<b>1,733</b>	<b>64,048</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	27,519	10,037	4,851	6,139	2,324	50,869
Equipment Maintenance	23,823	11,060	5,557	5,917	2,301	48,660
Fuel	16,787	7,181	3,163	3,934	1,414	32,479
Non-Scheduled Rolling Stock Repairs	55	26	11	13	4	109
Operating Facilities Maintenance	1,233	583	253	295	85	2,450
Other Operating Train Services	511	142	122	172	82	1,029
Rolling Stock Lease	-	-	-	-	-	-
Security	9,333	3,766	1,944	2,081	908	18,032
Public Safety Program	54	19	17	12	11	113
Passenger Relations	1,072	571	200	310	53	2,207
TVM Maintenance/Revenue Collection	2,549	1,253	951	734	346	5,834
Marketing	1,753	859	329	504	91	3,536
Media & External Communications	167	61	52	37	35	352
Utilities/Leases	1,600	581	502	354	335	3,372
Transfers to Other Operators	1,907	897	257	392	118	3,570
Amtrak Transfers	530	593	-	-	171	1,295
Station Maintenance	3,423	784	387	810	306	5,710
Rail Agreements	2,154	1,993	1,756	407	985	7,295
Holiday Trains	-	-	-	-	-	-
Special Trains	259	108	61	79	39	546
<b>Subtotal Operations &amp; Services</b>	<b>94,729</b>	<b>40,514</b>	<b>20,413</b>	<b>22,191</b>	<b>9,610</b>	<b>187,457</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	32,633	11,500	3,698	7,419	3,289	58,539
MoW - Extraordinary Maintenance	508	124	83	92	60	867
<b>Subtotal Maintenance-of-Way</b>	<b>33,141</b>	<b>11,624</b>	<b>3,781</b>	<b>7,512</b>	<b>3,349</b>	<b>59,407</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,007	3,284	2,817	1,995	1,883	18,986
Ops Non-Labor Expenses	6,953	2,803	1,707	1,611	937	14,011
Indirect Administrative Expenses	12,839	4,663	4,027	2,842	2,693	27,064
Ops Professional Services	1,408	511	442	312	295	2,967
<b>Subtotal Admin &amp; Services</b>	<b>30,207</b>	<b>11,262</b>	<b>8,992</b>	<b>6,760</b>	<b>5,807</b>	<b>63,028</b>
<b>Contingency</b>	<b>45</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>96</b>
<b>Total Operating Expenses</b>	<b>158,122</b>	<b>63,417</b>	<b>33,200</b>	<b>36,472</b>	<b>18,776</b>	<b>309,987</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	9,252	4,378	1,900	2,217	639	18,387
Net Claims / SI	544	257	112	130	38	1,081
Claims Administration	1,179	558	242	283	81	2,343
<b>Total Net Insurance and Legal</b>	<b>10,975</b>	<b>5,194</b>	<b>2,254</b>	<b>2,630</b>	<b>758</b>	<b>21,812</b>
<b>Total Expense</b>	<b>169,097</b>	<b>68,610</b>	<b>35,454</b>	<b>39,102</b>	<b>19,535</b>	<b>331,798</b>
<b>Loss/Member Support Required</b>	<b>(134,982)</b>	<b>(53,859)</b>	<b>(30,434)</b>	<b>(30,673)</b>	<b>(17,802)</b>	<b>(267,751)</b>

*Numbers may not foot due to rounding*

**Exhibit 11.5: FY2025-26 Forecast of Operating Budget by Cost Component by Line**

	FY26 Budget Forecast by Line							
(\$000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
Farebox Revenue	12,436	2,555	7,449	2,788	9,623	4,306	4,085	43,241
Fare Reduction Subsidy	1,071	-	-	-	-	-	-	1,071
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>14,353</b>	<b>2,709</b>	<b>8,322</b>	<b>3,096</b>	<b>9,802</b>	<b>4,306</b>	<b>4,290</b>	<b>46,877</b>
Dispatching	387	501	314	2	1,001	7	20	2,231
Other Revenues	171	79	127	52	109	87	66	691
MOW Revenues	4,228	1,449	3,682	257	2,075	1,561	996	14,248
<b>Total Operating Revenue</b>	<b>19,139</b>	<b>4,738</b>	<b>12,444</b>	<b>3,406</b>	<b>12,987</b>	<b>5,960</b>	<b>5,372</b>	<b>64,048</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	13,181	6,034	11,041	3,366	7,101	5,579	4,568	50,869
Equipment Maintenance	11,385	5,328	9,102	3,098	8,049	6,464	5,232	48,660
Fuel	8,050	3,613	6,462	2,263	5,315	3,964	2,813	32,479
Non-Scheduled Rolling Stock Repairs	27	10	21	6	20	15	11	109
Operating Facilities Maintenance	609	219	464	140	440	333	245	2,450
Other Operating Train Services	326	137	148	123	78	101	115	1,029
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,955	1,828	4,072	1,426	2,634	2,317	1,799	18,032
Public Safety Program	16	19	20	17	11	14	16	113
Passenger Relations	661	136	382	100	438	306	184	2,207
TVM Maintenance/Revenue Collection	1,087	807	1,023	555	764	872	727	5,834
Marketing	1,083	236	583	174	687	450	323	3,536
Media & External Communications	51	59	64	53	33	43	49	352
Utilities/Leases	492	560	609	505	321	412	472	3,372
Transfers to Other Operators	790	308	712	303	1,016	181	261	3,570
Amtrak Transfers	-	453	-	-	842	-	-	1,295
Station Maintenance	1,756	891	1,118	450	920	9	565	5,710
Rail Agreements	-	985	-	2,387	1,151	1,254	1,519	7,295
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	120	82	87	76	92	73	16	546
<b>Subtotal Operations &amp; Services</b>	<b>43,590</b>	<b>21,704</b>	<b>35,907</b>	<b>15,041</b>	<b>29,911</b>	<b>22,388</b>	<b>18,916</b>	<b>187,457</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	17,087	8,820	14,111	1,286	8,001	5,526	3,708	58,539
MoW - Extraordinary Maintenance	190	131	138	120	146	116	26	867
<b>Subtotal Maintenance-of-Way</b>	<b>17,277</b>	<b>8,951</b>	<b>14,249</b>	<b>1,406</b>	<b>8,148</b>	<b>5,642</b>	<b>3,734</b>	<b>59,407</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	2,780	3,145	3,436	2,834	1,818	2,321	2,651	18,986
Ops Non-Labor Expenses	2,880	1,870	2,572	1,415	1,950	1,673	1,651	14,011
Indirect Administrative Expenses	3,949	4,498	4,888	4,054	2,574	3,310	3,792	27,064
Ops Professional Services	433	493	536	445	282	363	416	2,967
<b>Subtotal Admin &amp; Services</b>	<b>10,041</b>	<b>10,006</b>	<b>11,432</b>	<b>8,748</b>	<b>6,624</b>	<b>7,667</b>	<b>8,509</b>	<b>63,028</b>
<b>Contingency</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>12</b>	<b>13</b>	<b>96</b>
<b>Total Operating Expenses</b>	<b>70,922</b>	<b>40,677</b>	<b>61,606</b>	<b>25,209</b>	<b>44,692</b>	<b>35,708</b>	<b>31,172</b>	<b>309,987</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	4,572	1,643	3,481	1,050	3,300	2,499	1,842	18,387
Net Claims / SI	269	97	205	62	194	147	108	1,081
Claims Administration	583	209	444	134	421	319	235	2,343
<b>Total Net Insurance and Legal</b>	<b>5,424</b>	<b>1,948</b>	<b>4,129</b>	<b>1,246</b>	<b>3,914</b>	<b>2,965</b>	<b>2,185</b>	<b>21,812</b>
<b>Total Expense</b>	<b>76,346</b>	<b>42,626</b>	<b>65,735</b>	<b>26,455</b>	<b>48,606</b>	<b>38,673</b>	<b>33,357</b>	<b>331,798</b>
<b>Loss/Member Support Required</b>	<b>(57,207)</b>	<b>(37,888)</b>	<b>(53,291)</b>	<b>(23,048)</b>	<b>(35,619)</b>	<b>(32,713)</b>	<b>(27,985)</b>	<b>(267,751)</b>

Numbers may not foot due to rounding

**Exhibit 11.6: FY2026-27 Forecast of Operating Budget by Cost Component by Member Agency**

	<b>FY27 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	23,131	11,238	4,242	6,311	1,038	45,959
Fare Reduction Subsidy	681	-	-	457	-	1,138
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>26,377</b>	<b>11,238</b>	<b>4,242</b>	<b>6,769</b>	<b>1,038</b>	<b>49,662</b>
Dispatching	1,136	708	15	129	257	2,244
Other Revenues	344	149	74	87	36	691
MOW Revenues	7,941	3,416	974	1,912	475	14,719
<b>Total Operating Revenue</b>	<b>35,798</b>	<b>15,510</b>	<b>5,304</b>	<b>8,897</b>	<b>1,806</b>	<b>67,317</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	28,773	10,470	5,088	6,423	2,437	53,190
Equipment Maintenance	24,897	11,557	5,807	6,186	2,403	50,850
Fuel	17,566	7,456	3,317	4,119	1,483	33,942
Non-Scheduled Rolling Stock Repairs	57	27	12	14	4	114
Operating Facilities Maintenance	1,288	610	265	309	89	2,561
Other Operating Train Services	534	148	128	180	85	1,075
Rolling Stock Lease	-	-	-	-	-	-
Security	9,734	3,943	2,039	2,175	952	18,844
Public Safety Program	56	20	18	12	12	118
Passenger Relations	1,122	595	209	324	56	2,306
TVM Maintenance/Revenue Collection	2,664	1,309	994	768	362	6,096
Marketing	1,832	898	343	527	95	3,695
Media & External Communications	175	63	55	39	37	368
Utilities/Leases	1,672	607	524	370	351	3,523
Transfers to Other Operators	1,993	937	269	409	123	3,731
Amtrak Transfers	554	620	-	-	179	1,353
Station Maintenance	3,577	819	404	847	320	5,967
Rail Agreements	2,251	2,083	1,835	425	1,029	7,623
Holiday Trains	-	-	-	-	-	-
Special Trains	271	113	63	82	41	571
<b>Subtotal Operations &amp; Services</b>	<b>99,016</b>	<b>42,276</b>	<b>21,369</b>	<b>23,209</b>	<b>10,058</b>	<b>195,928</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	34,139	12,006	3,875	7,750	3,439	61,210
MoW - Extraordinary Maintenance	531	130	86	97	63	906
<b>Subtotal Maintenance-of-Way</b>	<b>34,670</b>	<b>12,136</b>	<b>3,961</b>	<b>7,847</b>	<b>3,502</b>	<b>62,116</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,457	3,448	2,958	2,095	1,977	19,935
Ops Non-Labor Expenses	7,266	2,929	1,783	1,684	979	14,642
Indirect Administrative Expenses	13,451	4,885	4,219	2,977	2,821	28,354
Ops Professional Services	1,471	534	461	326	309	3,101
<b>Subtotal Admin &amp; Services</b>	<b>31,646</b>	<b>11,797</b>	<b>9,422</b>	<b>7,081</b>	<b>6,086</b>	<b>66,032</b>
<b><u>Contingency</u></b>	<b>47</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>100</b>
<b>Total Operating Expenses</b>	<b>165,379</b>	<b>66,226</b>	<b>34,767</b>	<b>38,148</b>	<b>19,656</b>	<b>324,176</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	9,669	4,575	1,986	2,317	668	19,215
Net Claims / SI	568	269	117	136	39	1,130
Claims Administration	1,232	583	253	295	85	2,449
<b>Total Net Insurance and Legal</b>	<b>11,469</b>	<b>5,427</b>	<b>2,356</b>	<b>2,748</b>	<b>793</b>	<b>22,794</b>
<b>Total Expense</b>	<b>176,848</b>	<b>71,653</b>	<b>37,123</b>	<b>40,897</b>	<b>20,448</b>	<b>346,969</b>
<b>Loss/Member Support Required</b>	<b>(141,050)</b>	<b>(56,143)</b>	<b>(31,819)</b>	<b>(31,999)</b>	<b>(18,642)</b>	<b>(279,653)</b>

Numbers may not foot due to rounding

### Exhibit 11.7: FY2026-27 Forecast of Operating Budget by Cost Component by Line

	FY27 Budget Forecast by Line							
(\$000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
Farebox Revenue	13,217	2,716	7,917	2,963	10,227	4,577	4,341	45,959
Fare Reduction Subsidy	1,138	-	-	-	-	-	-	1,138
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>15,202</b>	<b>2,870</b>	<b>8,790</b>	<b>3,271</b>	<b>10,407</b>	<b>4,577</b>	<b>4,547</b>	<b>49,662</b>
Dispatching	397	501	314	2	1,003	7	21	2,244
Other Revenues	171	80	127	53	109	87	66	691
MOW Revenues	4,377	1,492	3,808	268	2,137	1,606	1,031	14,719
<b>Total Operating Revenue</b>	<b>20,146</b>	<b>4,942</b>	<b>13,039</b>	<b>3,593</b>	<b>13,656</b>	<b>6,275</b>	<b>5,665</b>	<b>67,317</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	13,778	6,334	11,515	3,544	7,381	5,856	4,782	53,190
Equipment Maintenance	11,902	5,565	9,512	3,240	8,412	6,757	5,463	50,850
Fuel	8,419	3,796	6,747	2,388	5,497	4,145	2,950	33,942
Non-Scheduled Rolling Stock Repairs	28	10	22	7	20	16	11	114
Operating Facilities Maintenance	637	229	485	146	460	348	257	2,561
Other Operating Train Services	341	143	155	129	82	105	120	1,075
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	4,132	1,919	4,223	1,496	2,759	2,423	1,891	18,844
Public Safety Program	17	20	21	18	11	14	17	118
Passenger Relations	691	143	398	104	457	319	193	2,306
TVM Maintenance/Revenue Collection	1,136	843	1,069	580	798	911	760	6,096
Marketing	1,131	246	609	181	718	471	338	3,695
Media & External Communications	54	61	66	55	35	45	52	368
Utilities/Leases	514	586	636	528	335	431	494	3,523
Transfers to Other Operators	825	322	744	317	1,061	189	273	3,731
Amtrak Transfers	-	473	-	-	879	-	-	1,353
Station Maintenance	1,835	931	1,168	470	961	10	591	5,967
Rail Agreements	-	1,029	-	2,494	1,203	1,310	1,587	7,623
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	125	86	91	79	96	77	17	571
<b>Subtotal Operations &amp; Services</b>	<b>45,565</b>	<b>22,737</b>	<b>37,462</b>	<b>15,776</b>	<b>31,167</b>	<b>23,427</b>	<b>19,793</b>	<b>195,928</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	17,866	9,223	14,755	1,344	8,366	5,778	3,877	61,210
MoW - Extraordinary Maintenance	199	137	144	125	153	122	27	906
<b>Subtotal Maintenance-of-Way</b>	<b>18,065</b>	<b>9,360</b>	<b>14,899</b>	<b>1,470</b>	<b>8,519</b>	<b>5,900</b>	<b>3,904</b>	<b>62,116</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	2,918	3,303	3,608	2,977	1,909	2,437	2,784	19,935
Ops Non-Labor Expenses	3,010	1,955	2,688	1,478	2,038	1,748	1,725	14,642
Indirect Administrative Expenses	4,137	4,712	5,121	4,247	2,696	3,468	3,972	28,354
Ops Professional Services	452	515	560	465	295	379	434	3,101
<b>Subtotal Admin &amp; Services</b>	<b>10,517</b>	<b>10,485</b>	<b>11,977</b>	<b>9,167</b>	<b>6,938</b>	<b>8,033</b>	<b>8,916</b>	<b>66,032</b>
<b>Contingency</b>	<b>15</b>	<b>17</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>12</b>	<b>14</b>	<b>100</b>
<b>Total Operating Expenses</b>	<b>74,161</b>	<b>42,598</b>	<b>64,356</b>	<b>26,428</b>	<b>46,633</b>	<b>37,371</b>	<b>32,627</b>	<b>324,176</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	4,778	1,716	3,638	1,097	3,448	2,612	1,925	19,215
Net Claims / SI	281	101	214	65	203	154	113	1,130
Claims Administration	609	219	464	140	440	333	245	2,449
<b>Total Net Insurance and Legal</b>	<b>5,668</b>	<b>2,036</b>	<b>4,315</b>	<b>1,302</b>	<b>4,091</b>	<b>3,098</b>	<b>2,283</b>	<b>22,794</b>
<b>Total Expense</b>	<b>79,829</b>	<b>44,634</b>	<b>68,672</b>	<b>27,730</b>	<b>50,724</b>	<b>40,469</b>	<b>34,910</b>	<b>346,969</b>
<b>Loss/Member Support Required</b>	<b>(59,684)</b>	<b>(39,692)</b>	<b>(55,633)</b>	<b>(24,137)</b>	<b>(37,069)</b>	<b>(34,194)</b>	<b>(29,245)</b>	<b>(279,653)</b>

Numbers may not foot due to rounding

**Exhibit 11.8: 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	23,131	11,238	4,242	6,311	1,038	45,959
Fare Reduction Subsidy	681	-	-	457	-	1,138
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>26,377</b>	<b>11,238</b>	<b>4,242</b>	<b>6,769</b>	<b>1,038</b>	<b>49,662</b>
Dispatching	1,165	734	15	133	265	2,313
Other Revenues	344	149	74	88	36	691
MOW Revenues	8,230	3,534	1,008	1,978	492	15,243
<b>Total Operating Revenue</b>	<b>36,117</b>	<b>15,655</b>	<b>5,339</b>	<b>8,967</b>	<b>1,831</b>	<b>67,909</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	30,084	10,922	5,335	6,721	2,555	55,616
Equipment Maintenance	26,019	12,077	6,067	6,467	2,508	53,139
Fuel	18,380	7,743	3,478	4,312	1,556	35,469
Non-Scheduled Rolling Stock Repairs	60	28	12	14	4	119
Operating Facilities Maintenance	1,346	637	277	323	93	2,676
Other Operating Train Services	558	155	134	188	89	1,123
Rolling Stock Lease	-	-	-	-	-	-
Security	10,153	4,127	2,139	2,274	999	19,692
Public Safety Program	58	21	18	13	12	123
Passenger Relations	1,173	620	219	339	59	2,410
TVM Maintenance/Revenue Collection	2,784	1,368	1,038	802	378	6,371
Marketing	1,915	938	359	551	100	3,862
Media & External Communications	182	66	57	40	38	385
Utilities/Leases	1,747	634	548	387	366	3,682
Transfers to Other Operators	2,082	980	281	428	128	3,899
Amtrak Transfers	579	648	-	-	187	1,414
Station Maintenance	3,738	856	422	885	335	6,236
Rail Agreements	2,352	2,177	1,917	444	1,075	7,966
Holiday Trains	-	-	-	-	-	-
Special Trains	283	118	66	86	43	596
<b>Subtotal Operations &amp; Services</b>	<b>103,494</b>	<b>44,116</b>	<b>22,367</b>	<b>24,273</b>	<b>10,526</b>	<b>204,776</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	35,710	12,542	4,057	8,096	3,596	64,001
MoW - Extraordinary Maintenance	555	135	90	101	66	947
<b>Subtotal Maintenance-of-Way</b>	<b>36,265</b>	<b>12,678</b>	<b>4,148</b>	<b>8,197</b>	<b>3,662</b>	<b>64,948</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,930	3,619	3,107	2,200	2,076	20,932
Ops Non-Labor Expenses	7,593	3,061	1,864	1,760	1,023	15,301
Indirect Administrative Expenses	14,092	5,118	4,420	3,119	2,956	29,706
Ops Professional Services	1,537	558	482	340	322	3,241
<b>Subtotal Admin &amp; Services</b>	<b>33,153</b>	<b>12,357</b>	<b>9,873</b>	<b>7,418</b>	<b>6,377</b>	<b>69,179</b>
<b><u>Contingency</u></b>	<b>50</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>104</b>
<b>Total Operating Expenses</b>	<b>172,961</b>	<b>69,169</b>	<b>36,403</b>	<b>39,899</b>	<b>20,576</b>	<b>339,008</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	10,104	4,781	2,075	2,421	698	20,079
Net Claims / SI	594	281	122	142	41	1,181
Claims Administration	1,288	609	265	309	89	2,559
<b>Total Net Insurance and Legal</b>	<b>11,986</b>	<b>5,672</b>	<b>2,462</b>	<b>2,872</b>	<b>828</b>	<b>23,819</b>
<b>Total Expense</b>	<b>184,947</b>	<b>74,840</b>	<b>38,865</b>	<b>42,771</b>	<b>21,404</b>	<b>362,827</b>
<b>Loss/Member Support Required</b>	<b>(148,830)</b>	<b>(59,185)</b>	<b>(33,527)</b>	<b>(33,804)</b>	<b>(19,572)</b>	<b>(294,918)</b>

*Numbers may not foot due to rounding*

### Exhibit 11.9: FY2027-28 Forecast of Operating Budget by Cost Component by Line

	FY28 Budget Forecast by Line							
(\$000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
Farebox Revenue	13,217	2,716	7,917	2,963	10,227	4,577	4,341	45,959
Fare Reduction Subsidy	1,138	-	-	-	-	-	-	1,138
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>15,202</b>	<b>2,870</b>	<b>8,790</b>	<b>3,271</b>	<b>10,407</b>	<b>4,577</b>	<b>4,547</b>	<b>49,662</b>
Dispatching	407	516	319	2	1,041	7	22	2,313
Other Revenues	171	79	127	53	109	87	66	691
MOW Revenues	4,531	1,547	3,943	280	2,214	1,661	1,068	15,243
<b>Total Operating Revenue</b>	<b>20,311</b>	<b>5,012</b>	<b>13,178</b>	<b>3,605</b>	<b>13,771</b>	<b>6,331</b>	<b>5,702</b>	<b>67,909</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	14,402	6,647	12,011	3,730	7,675	6,145	5,006	55,616
Equipment Maintenance	12,441	5,812	9,940	3,389	8,791	7,062	5,704	53,139
Fuel	8,803	3,988	7,045	2,518	5,687	4,335	3,093	35,469
Non-Scheduled Rolling Stock Repairs	30	11	23	7	21	16	12	119
Operating Facilities Maintenance	665	239	507	153	480	364	268	2,676
Other Operating Train Services	356	149	162	134	85	110	126	1,123
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	4,316	2,015	4,381	1,569	2,890	2,534	1,986	19,692
Public Safety Program	18	20	22	18	12	15	17	123
Passenger Relations	723	150	416	110	478	332	203	2,410
TVM Maintenance/Revenue Collection	1,187	881	1,117	606	834	952	794	6,371
Marketing	1,182	257	637	190	751	492	353	3,862
Media & External Communications	56	64	69	58	37	47	54	385
Utilities/Leases	537	612	665	552	350	450	516	3,682
Transfers to Other Operators	862	336	777	331	1,109	198	285	3,899
Amtrak Transfers	-	495	-	-	919	-	-	1,414
Station Maintenance	1,918	973	1,221	492	1,005	10	617	6,236
Rail Agreements	-	1,075	-	2,606	1,257	1,369	1,658	7,966
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	131	90	95	83	100	80	18	596
<b>Subtotal Operations &amp; Services</b>	<b>47,628</b>	<b>23,816</b>	<b>39,087</b>	<b>16,544</b>	<b>32,480</b>	<b>24,512</b>	<b>20,710</b>	<b>204,776</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	18,681	9,644	15,428	1,405	8,747	6,042	4,054	64,001
MoW - Extraordinary Maintenance	208	143	151	131	160	127	28	947
<b>Subtotal Maintenance-of-Way</b>	<b>18,889</b>	<b>9,787</b>	<b>15,579</b>	<b>1,536</b>	<b>8,907</b>	<b>6,169</b>	<b>4,082</b>	<b>64,948</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	3,064	3,468	3,788	3,126	2,004	2,559	2,924	20,932
Ops Non-Labor Expenses	3,145	2,043	2,809	1,545	2,129	1,827	1,803	15,301
Indirect Administrative Expenses	4,334	4,937	5,365	4,450	2,825	3,633	4,162	29,706
Ops Professional Services	473	539	585	485	308	396	454	3,241
<b>Subtotal Admin &amp; Services</b>	<b>11,015</b>	<b>10,986</b>	<b>12,547</b>	<b>9,606</b>	<b>7,266</b>	<b>8,416</b>	<b>9,342</b>	<b>69,179</b>
<b>Contingency</b>	<b>15</b>	<b>17</b>	<b>19</b>	<b>16</b>	<b>10</b>	<b>13</b>	<b>15</b>	<b>104</b>
<b>Total Operating Expenses</b>	<b>77,547</b>	<b>44,607</b>	<b>67,232</b>	<b>27,703</b>	<b>48,663</b>	<b>39,109</b>	<b>34,148</b>	<b>339,008</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	4,993	1,794	3,801	1,147	3,604	2,729	2,012	20,079
Net Claims / SI	294	105	224	67	212	160	118	1,181
Claims Administration	636	229	485	146	459	348	256	2,559
<b>Total Net Insurance and Legal</b>	<b>5,923</b>	<b>2,128</b>	<b>4,509</b>	<b>1,360</b>	<b>4,275</b>	<b>3,238</b>	<b>2,386</b>	<b>23,819</b>
<b>Total Expense</b>	<b>83,470</b>	<b>46,735</b>	<b>71,741</b>	<b>29,063</b>	<b>52,937</b>	<b>42,347</b>	<b>36,534</b>	<b>362,827</b>
<b>Loss/Member Support Required</b>	<b>(63,159)</b>	<b>(41,722)</b>	<b>(58,563)</b>	<b>(25,458)</b>	<b>(39,167)</b>	<b>(36,016)</b>	<b>(30,832)</b>	<b>(294,918)</b>

Numbers may not foot due to rounding

**Exhibit 11.10: FY2024-25 through FY2027-28 Forecast of State of Good Repair Budget by Cost Asset Category**

(\$000's)

<b>Asset Category</b>	<b>FY2024-25</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>TOTAL</b>
Facilities	3,623	3,804	3,994	4,193	15,613
Information Technology	269	282	296	311	1,159
Non-Revenue Fleet	3,224	3,385	3,554	3,732	13,894
Rolling Stock	52,904	55,549	58,327	61,243	228,024
Structures	14,930	15,676	16,460	17,283	64,350
Track	34,538	36,265	38,078	39,982	148,862
Train Control	25,050	26,302	27,617	28,998	107,968
Right of Way	1,759	1,847	1,939	2,036	7,580
<b>State of Good Repair Total</b>	<b>136,295</b>	<b>143,110</b>	<b>150,266</b>	<b>157,779</b>	<b>587,450</b>

*Numbers may not foot due to rounding.*

**Exhibit 11.11: FY2024-25 through FY2027-28 Forecast of State of Good Repair Budget by Member Agency**

(\$000's)

<b>Member Agency</b>	<b>FY2024-25</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>TOTAL</b>
METRO	66,537	69,864	73,357	77,025	286,783
OCTA	26,821	28,162	29,570	31,049	115,602
RCTC	14,045	14,747	15,485	16,259	60,537
SBCTA	15,803	16,593	17,423	18,294	68,114
VCTC	13,089	13,743	14,430	15,152	56,414
<b>State of Good Repair Total</b>	<b>136,295</b>	<b>143,110</b>	<b>150,266</b>	<b>157,779</b>	<b>587,450</b>

*Numbers may not foot due to rounding.*



**Exhibit 11.12: FY2024-25 through FY2027-28 Forecast of New Capital Budget by Asset Category**

(000's)

<b>Asset Category</b>	<b>FY2024-25</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>TOTAL</b>
Business Systems	1,537	1,614	1,695	1,780	6,626
Facilities	1,575	1,654	1,736	1,823	6,788
Non-Revenue Fleet	5,864	6,157	6,465	6,789	25,276
Rolling Stock	12,291	12,906	13,551	14,229	52,977
<b>New Capital Total</b>	<b>21,268</b>	<b>22,331</b>	<b>23,448</b>	<b>24,620</b>	<b>91,667</b>

*Numbers may not foot due to rounding.*

**Exhibit 11.13: FY2024-25 through FY2027-28 Forecast of New Capital Budget by Member Agency**

(\$000's)

<b>Member Agency</b>	<b>FY2024-25</b>	<b>FY2025-26</b>	<b>FY2026-27</b>	<b>FY2027-28</b>	<b>TOTAL</b>
METRO	10,102	10,607	11,138	11,695	43,542
OCTA	4,211	4,422	4,643	4,875	18,150
RCTC	2,361	2,479	2,603	2,733	10,175
SBCTA	3,063	3,216	3,376	3,545	13,200
VCTC	1,531	1,608	1,688	1,773	6,600
<b>New Capital Total</b>	<b>21,268</b>	<b>22,331</b>	<b>23,448</b>	<b>24,620</b>	<b>91,667</b>

*Numbers may not foot due to rounding.*

ADOPTED BUDGET  
FISCAL YEAR  
**2023-2024**



SECTION TWELVE  
**APPENDIX**

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# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

## **FY2023-24 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 FY2023-24 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, SCRRRA 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. A team of SCRRA staff and consultants completed a yearlong comprehensive analysis to thoroughly assess the condition of SCRRA's infrastructure assets. These assessments were compiled and documented in the MRP. Based on these assessments within the MRP, the team was able to determine when these assets must be rehabilitated or replaced to support safe, reliable, high-quality and efficient services across SCRRA's rail network.

The MRP is the first report commissioned by SCRRA's engineering department to thoroughly assess the condition of SCRRA's key infrastructure components. This

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

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

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

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

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

## **12.5 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	3.1 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:	21.6 million
California Population:	38.9 million
% of State Population located within SCRRA Service Area	56%

### 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	53
Cab Cars	38
Coaches	150



**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 TVD + 2 TOM spares at CDCE facility (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

**Grand 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

**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 SCRRRA 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
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: FY2023-24 Formulae Used to Allocate Expenses by Member Agency** lists the allocation categories and the percentages allocated for each across Member Agencies in the FY2023-24 Budget.

**Exhibit 12.2: FY2023-24 Formulae Used to Allocate Expenses by Line** lists the allocation categories and the percentages allocated for each across the operating rail lines in the FY2023-24 Budget.

**Exhibit 12.1 FY2023-24 Formulae Used to Allocate Expenses by Member Agency**

<b>Allocation</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>
Train Miles Lagged (FY22)	50.32%	23.81%	10.34%	12.06%	3.48%
FY24 Budget Train Miles (Base Services)	54.45%	18.31%	10.28%	12.33%	4.63%
FY24 Budget Train Miles (All Services)	53.12%	21.08%	9.88%	11.71%	4.21%
Revenue Moves Thru LAUS	62.52%	12.83%	6.28%	13.36%	5.01%
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 (FY22)	49.58%	24.29%	9.29%	14.26%	2.58%
Current Ridership w/o IEOC (Transfer Payments)	57.84%	18.88%	6.00%	13.29%	3.99%
FY24 Fare Revenue	52.21%	23.25%	8.78%	13.61%	2.15%
75% Train Miles Lagged/25% Unduplicated Stations	49.03%	22.70%	11.38%	12.27%	4.62%
S.B. Line Train Miles	58.60%	0.00%	0.00%	41.40%	0.00%
S.B. Weekend	58.60%	0.00%	0.00%	41.40%	0.00%
S.B. Incremental (100% SBCTA)	0.00%	0.00%	0.00%	100.00%	0.00%
Ventura Line Train Miles	62.14%	0.00%	0.00%	0.00%	37.86%
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)	29.54%	70.46%	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%	62.46%	31.13%	6.41%	0.00%
91 Line Train Miles	25.28%	24.23%	50.09%	0.40%	0.00%
Route Miles Dispatched	59.12%	17.76%	7.80%	9.80%	5.52%
All-Share (MoW)	47.50%	19.80%	11.10%	14.40%	7.20%
All-Share (MoW) w/o IEOC/MSEP	47.50%	19.80%	11.10%	14.40%	7.20%
Route Miles Owned (MoW Storm Damage)	58.58%	14.30%	9.53%	10.66%	6.93%
Undup Route Miles (Excludes S.D.)	47.44%	17.23%	14.88%	10.50%	9.95%
MTA Train Miles	100.00%	0.00%	0.00%	0.00%	0.00%
OCTA Train Miles	0.00%	100.00%	0.00%	0.00%	0.00%
RCTC Train Miles	0.00%	0.00%	100.00%	0.00%	0.00%
SBCTA Train Miles	0.00%	0.00%	0.00%	100.00%	0.00%
VCTC Train Miles	0.00%	0.00%	0.00%	0.00%	100.00%

## Exhibit 12.2 FY2023-24 Formulae Used to Allocate Expenses by Line

Allocation	San Bernardino	Ventura	Antelope Valley	Riverside	Orange County	IEOC	91/PVL
Train Miles Lagged (FY22)	24.87%	8.93%	18.93%	5.71%	17.95%	13.59%	10.02%
FY24 Budget Train Miles (Base Services)	24.55%	12.24%	21.57%	8.30%	12.11%	12.12%	9.12%
FY24 Budget Train Miles (All Services)	23.74%	10.62%	21.83%	6.41%	16.32%	11.27%	9.81%
Revenue Moves Thru LAUS	29.05%	14.66%	24.40%	7.40%	15.20%	0.00%	9.29%
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 (FY22)	30.62%	6.66%	16.49%	4.91%	19.44%	12.74%	9.14%
Current Ridership w/o IEOC (Transfer Payments)	27.79%	10.46%	20.31%	10.14%	23.99%	0.00%	7.31%
FY24 Fare Revenue	27.73%	5.70%	20.19%	6.22%	21.46%	9.60%	9.10%
75% Train Miles Lagged/25% Unduplicated Stations	23.56%	10.80%	18.70%	6.50%	16.55%	13.35%	10.54%
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	26.42%	13.96%	39.62%	9.19%	6.57%	0.00%	4.23%
OCTA Train Miles	0.00%	0.00%	0.00%	0.00%	46.60%	41.33%	12.07%
RCTC Train Miles	0.00%	0.00%	0.00%	18.89%	0.00%	36.67%	44.44%
SBCTA Train Miles	82.44%	0.00%	0.00%	10.96%	0.00%	6.31%	0.29%
VCTC Train Miles	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%



**METROLINK**



**SOUTHERN CALIFORNIA  
REGIONAL RAIL AUTHORITY**

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