

ADOPTED BUDGET

FISCAL YEAR 2021-2022



METROLINK



SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY

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**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

**FISCAL YEAR 2021-22
BUDGET**

Adopted June 25, 2021

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

FY2021-22 BUDGET

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A Word from the CEO

October 25, 2021

I am taking this “Word from the CEO” as another opportunity to introduce myself to the Metrolink Family.

I am Darren Kettle, the Chief Executive Officer of Metrolink. And, although I have been in the top spot for only a few months, I have been a part of the Metrolink family for many years. I was formerly the Executive Director of the Ventura County Transportation Commission, one of Metrolink’s five Member Agencies. Early in my professional career I was involved at the local level in building the Metrolink station in the City of Rialto and in the mid-90s I was a regular Metrolink rider when I lived in San Bernardino County and worked in downtown Los Angeles.



We at Metrolink believe that the Metrolink Family includes our Board of Directors, our Member Agencies, our contractors and vendors, and our staff.

And first and foremost, our passengers. Without our passengers, we would quite simply have no reason to exist.

The two most important principles we live by each day at Metrolink are “Safety is Foundational” and “Our Passengers Come First”.

Because I am new in my position, the FY2021-22 Budget presented here is the result of the hard work of many individuals here before me. These include, my predecessor Stephanie Wiggins, the interim CEO Arnold Hackett, the Metrolink Executive Leadership team, the Finance Department, and staff in each department who created budgets by individual line item, and the Capital Program by individual project. Metrolink’s member agencies, through the Member Agency Advisory Committee, played an important consultative role as Metrolink staff developed the annual budget.

Throughout the budget development process, the Board provided guidance and asked tough questions that shaped the final budget that was approved by the Metrolink Board of Directors on June 25, 2021.

The COVID-19 pandemic has continued to create many challenges for Metrolink as it has for all public transit.

In response, Metrolink stepped up. We turned challenges into triumphs by reinventing the way we serve our community.

We doubled down on safety, identifying what actions we needed to take to keep our riders, employees, and contractors safe in the new environment. These actions included antimicrobial air filters, enhanced and more frequent cleaning, physical distancing policies, and mask requirements for contractors, employees, and riders.

Through surveys and close monitoring of passenger comments that came in through email, social media, texts, and calls, we listened and responded to our customers' changing needs, and implemented a wide variety of new protocols, fares and programs that address safety, efficiency and equity. These included a five-day flex pass in recognition of the changing environment in office/homework plans; a "How full is my train" mobile program, allowing passengers to select social distancing in their own comfort zone; a Kids Ride Free program to make more accessible family entertainment breaks.

Metrolink is proud that through all challenges, we have served essential workers who kept the Southern California region functioning safely throughout the pandemic. Our February 2021 survey revealed 75 percent of people currently riding Metrolink identified themselves as essential workers. In that same survey we also learned that 29 percent of these essential workers are in the healthcare industry. Throughout the pandemic we saw more people in services like childcare start to rely on us to get to work. We know they have lower incomes, and some don't have cars. We take it as a badge of honor that we succeeded in serving the essential workers and connected them to their jobs on the frontlines of COVID-19.

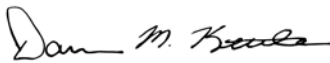
Through the pandemic, we continued our work on maintenance projects, ensuring tracks and trains remain in good repair. Work also continues on the Southern California Optimized Rail Expansion program (SCORE), our \$10 billion capital campaign to upgrade our system in time for the 2028 Olympic and Paralympic Games. Our region will be on the world's stage for the Super Bowl at SoFi Stadium in February, the Major League Baseball All Star Game in 2022, and the FIFA World Cup in 2026. Metrolink will be ready to ensure our region can meet the challenge of transporting the millions of visitors and participants these events will bring and do it in the most environmentally responsible way.

In response to the devastating effect of the pandemic on small business, we worked to implement an innovative Small Business Partnership Program which recognizes how critical small businesses are for long-term economic growth of our region and helps create a more equitable marketplace. And we continue to grow our partnerships with the region's small business as a part of our SoCal Explorer rewards program, helping to promote their businesses as they, too, are working to recover.

I also must mention that our Federal Government's quick action in the providing of CARES funds to support ongoing public transit operations, was critical to Metrolink. The lessons we've learned from this journey of the past year have provided a new way to look at Metrolink as essential to the mobility of Southern California. We understand how Metrolink connects riders to what matters in their lives -- work, family and fun. I and the whole Metrolink team are excitedly looking forward to providing more and more of those connections to our passengers in the safest, most comfortable and economic way.

Our budget reflects the scope of the work ahead. We are determined to remain flexible to meet new travel patterns and evolving needs and expectations of our riders. This budget is the key to Metrolink's future as a *regional passenger rail system that connects people to employment, education, healthcare, family, fun and everything in-between*. It provides the resources that enable the Metrolink team to execute on realizing the full potential of our service.

Sincerely,

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

Darren Kettle
Metrolink Chief Executive Officer

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ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION ONE

EXECUTIVE SUMMARY

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 1: Executive Summary

1.1 Introduction

In its 29th year of operation, the Southern California Regional Rail Authority (SCRRA), operating as Metrolink, is Southern California's only inter-county commuter rail provider, furnishing transportation services for over 9.4 million unlinked passenger trips in FY20. As Southern California's second largest transit provider in terms of passenger miles, Metrolink traditionally has had one of the lowest subsidies 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.

For over two 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 Powers Authority (JPA) made up of an 11-member board representing the transportation commissions 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 critical workers, continued service at a 70 percent level, and instituted enhanced cleaning, state of the art air filters and mask requirements.

1.2 Metrolink in Perspective

Service

- Metrolink is the nation's third largest commuter rail system, with 537 route miles, and operates the cleanest running commuter rail fleet in California.
- Metrolink is the largest transportation provider for inter-county travel in the Southern California mega region. Metrolink service encompasses 2.8 million train miles annually.
- Metrolink is the second largest transit provider in Southern California, in terms of passenger miles, servicing more than 324 million passenger miles annually.
- Each weekday in FY20, Metrolink riders traveled more than 1.0 million miles, enough to cover four roundtrips to the moon.

- 82% of Metrolink weekday trips are work related (FY19).
- 60% of Metrolink riders travel across county lines connoting a truly regional system (FY19).
- 61% of all Metrolink boardings are in Los Angeles County (FY20).
- Metrolink trains reduced directional peak hour traffic volumes by up to 25% on parallel freeways in FY20.

Cost Efficiency

- Metrolink’s FY2019-20 revenue recovery ratio was 25.8%. Metrolink continues to have one of the lowest subsidies per passenger mile among major transit operators in Southern California.

Regional Benefits

- 85% of Metrolink weekday riders have access to a car. However, by taking Metrolink, they helped the region avoid the following in FY2019-20:
 - 9.9 million car trips annually
 - 338 million vehicle miles traveled (VMT) annually
 - 83.5 metric tons of greenhouse gas (GHG) emissions

Performance Statistics by Line

	VCL	AVL	SBL	RVL	OCL	91/PVL	IEOC
Metrolink Passenger Miles ^(a) (000's)	21,232	55,407	84,657	25,507	72,277	28,210	34,199
Car trips avoided ^(b) (000's)	952	1,262	2,360	870	2,459	752	1,201
VMT avoided ^(b) (000's)	23,903	46,557	83,999	30,153	82,778	29,982	40,710
GHG, metric tons ^(d)	4,628	6,089	21,492	8,880	24,406	7,961	10,046
Metrolink ridership as Peak Hr Lane Capacity on parallel freeways ^(c)	0.5		1.1		0.8		0.9
Directional Peak Hr Volume relief on parallel freeways up to: ^(c)	11%		10%		25%		0.1%

SOURCES:

(a) FY20 Passenger Miles (San Diego County combined with Orange County)

(b) FY19 Emissions. California Air Resources Board, TIRCP Benefits Calculator Tool.

<https://ww2.arb.ca.gov/resources/documents/cqi-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.

1.3 Metrolink in Comparison

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

Source: 2019 National Transit Database

Fixed route only, includes purchased and directly operated service.

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

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

1.4 Accomplishments in FY2020-2021

Below are highlights of Metrolink accomplishments during FY2020-2021:

- Metrolink placed into service the final five F125 Tier 4 locomotives, totaling all 40 in service. The Tier 4 technology removes particulate matter and NOx emissions by 85% compared to our legacy locomotives with Tier 0 technology.
- Positive Train Control (PTC) is the centerpiece of Metrolink's unwavering commitment to safety, providing protective collision avoidance, prevents work zone incursion, switch misalignment detection, and overspeed prevention. Metrolink was the first commuter railroad in the nation to complete implementation of PTC and the first to achieve interoperability with BNSF, UPRR, Amtrak, and NCTD.

- A new contract was awarded combining both Track/Structure and Signal maintenance to achieve cost efficiencies.
- Plans were finalized to begin work on new service to Redlands featuring DMU technology.
- The Metrolink Customer Experience Department, yet again, garnered an American Public Transportation Association (APTA) AdWheel Awards. The awards were:
 - Metrolink Shoestring Tactic to Increase Ridership: 5-Day Flex Pass (Best Marketing and Communications to Support Ridership or Sales)
 - Social Media Campaign to Increase Ridership: Kids Ride Free on Weekends (Best Marketing and Communications to Support Ridership or Sales)
 - Social Media Campaign to Address COVID-19: Clean Commute (Best Marketing and Communications on COVID-19)
 - Social Media Campaign to Educate: Rail Safety Month (Best Marketing and Communications Educational Initiative)
- Grant activity in FY2019-20 led to the acquisition of \$323.6 million in new grants including CARES Act Funding. When Metrolink is awarded competitive and formula grants directly, critical projects that could not have otherwise been funded can be implemented. Grant awards also reduce the impact on Member Agencies.
- Metrolink continued work on a \$70 million multi-year project for the complete refurbishment of over 50 passenger cars to provide a better customer experience.
- Launched an array of new communications systems for passengers, for example:
 - How Full is My Train? online tool that allows customers to ensure they have plenty of room for physical distancing
 - Customer notification system to inform customers of planned service disruptions on the Mobile App

1.5 Objectives for FY2021-22

The unforeseeable length and depth of the COVID-19 pandemic has had devastating effects on businesses worldwide. Public transit systems have been especially hard hit. By the end of FY2019-2020, Metrolink's ridership had dropped by 90%. The corresponding reduction in Farebox Revenue totaled an estimated \$27 million for that fiscal year. By the end of FY2020-21, ridership had recovered to 24%. This reduction of 76% of Farebox Revenue created a shortfall of approximately \$64 million from pre-covid levels. Our funding Member Agencies, who are also public transportation entities, endured similar economic burdens. Regardless of these difficulties, Metrolink, with the support of its Member Agencies, continued to fulfill the responsibility to provide transportation services including those services vital to essential workers. Funds provided through our Member Agencies by the CARES Act were crucial to Metrolink's ability to continue operating at the needed level of service.

The FY2021-22 Budget reflects Metrolink's determination to regain riders while continuing the Authority's vision to keep customers safe and improve the customer experience, while operating in the most efficient manner consistent with that vision.

Introspection required by the COVID-19 pandemic, caused Metrolink to sharpen its focus with respect to providing passengers with more than commuter service. The many activities surrounding efforts to make Metrolink an integral part of Southern California's leisure activities will be discussed more fully in later sections of this book.

The budget provides funding in alignment with the Authority's board approved Strategic Business Plan. That plan defines the following **Commitments** for the upcoming fiscal year, and activities planned to honor those commitments:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.
 - Continue emphasis on safe operations, with the continuously upgraded operation of PTC as the centerpiece of our efforts.
 - Continue deep cleaning procedures to prevent the spread of COVID-19.

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
 - Continue enhanced cleaning procedures:
 - Clean and sanitize trains throughout the day.

- Use electrostatic sprayers to disinfect train cars daily.
 - Continued face mask policies as determined by the CDC and state and local health authorities.
- Continue initiatives which make Metrolink an ever-larger part of life in Southern California.
- Enhance rider experience through a \$70 million rehabilitation of Passenger Cars.
- **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.
 - Addition of DMU service to Redlands.
 - Improved and Expanded Corporate Partner Program.
- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
 - Implement technology improvements determined in the FY2019-20 study.
 - Restructure and improvement of contract and procurement protocols.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.
 - Reduce vehicle miles traveled and freeway congestion.
 - Reduce emission of criteria pollutants.
 - Provide accessibility to equity disadvantaged communities.
 - Increase accessibility to health care.
 - Support essential workers.

- Our goals also anticipate the completion of key Capital / Rehabilitation projects:

TVD – Fiber Phase – June 2022 (TVD Install Completed September 2020)	\$23.0M
Security Data Network Buildout – March 2022	\$8.0M
Maintenance Facilities Hardening – March 2022	\$3.8M
Station Video Surveillance Systems – March 2022	\$5.8M
PTC Shake Alert Integration	\$4.9M
RYRM LAUS Platform Track Construction – January 2022	\$15.0M

1.6 FY2021-22 Budget in Brief

The FY2021-22 Operating Budget of \$253.0 million is a decrease of 2.9% from the FY2020-21 Operating Budget. Total SCRRA operating revenues are estimated to be \$59.4 million, up from the FY2020-21 Budget by \$15.9 million or 36.5%, reflecting the anticipated continuing post-pandemic recovery of Farebox Revenues in FY2021-22. Required funding, at \$193.7 million, a decrease of \$23.3 million, or 10.8% less than the required funding for the FY2020-21 Budget. The required funding will primarily be funded by the CARES Act (See CARES Act below) and other COVID-19 Relief funds. Expenses not eligible for the CARES Act and other COVID-19 Relief funds, will be funded by subsidies from Member Agencies.

The Capital Program provides an additional \$99.0 million in funding authorization: \$90.4 million in new authority for Rehabilitation projects, and \$8.6 million in new authority for New Capital Projects. Member Agencies will provide \$64.3 million for Rehabilitation and \$0.6 million for New Capital; grants direct to Metrolink have been secured to cover funding of \$26.1 million, and \$8.0 million respectively for the two Capital program segments.

1.7 Key FY2021-22 Budget Information

SCRRA is a JPA created to plan, design, build and operate the Metrolink commuter rail service in the Southern California region. In FY2021-22, Metrolink will provide service on seven routes to 62 stations with over 537 route miles. The system map is provided as Exhibit 1.1.

During FY2021-22, Metrolink will operate 108 trains on weekdays, 48 trains on Saturdays, and 42 trains on Sundays and Holidays on traditional Metrolink Lines. Metrolink initiated a 30% service schedule reduction was in July 2020 in response to reduced ridership as a result of the COVID-19 pandemic. Current estimates are expected to bring a return to FY2019-20 ridership levels in the fourth quarter of FY2022-23. Average daily weekday one-way ridership is projected at 22,936, which the COVID-19 pandemic has reduced by 45.3%. Additionally, we estimate 5,323 riders will take advantage of Saturday and Sunday services offered on the Antelope Valley, Inland Empire-Orange County, Orange County, 91/PVL, San Bernardino, and Ventura lines, which is down 46.2% from Pre-COVID-19 of FY2018-19.

Metrolink operates approximately 75% of Member Agency-owned territory. SCRRA will dispatch 108 Metrolink trains, up to 18 Amtrak and 60 freight trains per day. In addition, Metrolink is responsible for the maintenance of right-of-way owned by SCRRA Member Agencies, that span 298.75 service route miles, and dispatching of 301.57 service route miles.

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

1.8 The FY2021-22 Operational Budget Statistics

- Operating Expense per train mile is \$115.49 excluding Extraordinary Maintenance-of-Way (MOW) (21.0% increase from the FY2020-21 Budget).
- Operating Subsidy per passenger mile equals \$0.87 (a 44.2% decrease from the FY2020-21 Budget).
- Operating Expenses per passenger mile is \$1.13 (a 39.2% decrease from the FY2020-21 Budget).
- Total Operating Revenue recovery is projected to equal 23.5% (a 40.4% increase from the FY2020-21 Budget).
- Farebox recovery is projected at 17.9% (a 71.2% increase from the FY2020-21 Budget).
- COVID-19 Relief Funds will provide the majority of Operational funding in FY2021-22. To what extent these Relief funds will be supplemented by Member Agency Contributions will be known only after year-end reconciliation of COVID Relief funds and Member Agency allocations.
- Diesel fuel costs will continue to be managed using a Fuel Purchase Program which is designed to stabilize the fuel budget and minimize large year-over-year variances.

1.9 Administrative Requirements

Under the terms of the JPA establishing SCRRA, the Chief Executive Officer submits a Preliminary Fiscal Year Budget for the following fiscal year to the SCRRA Board for transmittal to Member Agencies no later than May 1 of each year. The Preliminary Budget includes projected Authority revenues, administrative and operating costs, and capital program. The net of operating revenues and expenses represent the funding required to carry out the objectives of the Authority. In FY2021-22 a portion of this required funding will be provided by subsidies from the Member Agencies, while another portion will be covered by CARES Act and other COVID-19 relief funds. Decisions involving capital, operating fund allocations, and annual approval of each Member Agency's share of SCRRA's annual budget, require approval by the Member Agencies.

The SCRRA Board approved the transmittal of the FY2021-22 Proposed Budget on April 23, 2021, and the document was transmitted to the Member Agencies on July 24, 2020. The FY2021-22 Budget was adopted by the SCRRA Board on June 25, 2021.

1.10 Budget Development and Assumptions

The development of SCRRA's FY2021-22 Budget was based on revenues, operating costs, and capital investment required to provide a safe, efficient and reliable commuter rail operation, while fulfilling the objectives of the Authority, and responding to the extraordinary new requirements resulting from the COVID-19 pandemic.

The SCRRA budget is made up of two principal components:

- Operating Budget (Train Operations, MOW, and Insurance) and,
- Capital Program (Rehabilitation Projects and New Capital Projects).

Funding for these costs is derived from SCRRA fare revenue and other income, with the balance provided by grants and subsidies provided by the five Member Agencies and grants awarded directly to SCRRA. In FY2020-22 significant funding will be provided by the CARES Act and other COVID-19 relief funds, designed to provide relief to organizations under financial stress as a result of the COVID-19 pandemic. Under the terms of the JPA, each Member Agency approves its individual Operating and Capital subsidies for the upcoming fiscal year. These subsidies are based on a series of formulated board approved allocations that distribute revenue and costs across operating line segments and Member Agencies.

1.11 Summary of Operating Revenues and Subsidy Funding

SCRRA generates Operating Revenue from four sources: Fare, Dispatching, MOW, and Other Revenue.

Fare Revenues – The FY2021-22 Budget assumes annual ridership of 6.5 million passengers will generate Fare Revenues equal to \$41.5 million, an increase of \$15.5 million, or 58.5%, from the FY2020-21 Budget. The FY2021-22 Budget includes a continued 25% fare reduction on the San Bernardino Line funded by Metro and SBCTA. Special Trains are anticipated to provide an additional \$0.2 million in fares.

Dispatching Revenue – SCRRA provides dispatching services to freight railroads and Amtrak Intercity operating on the rights-of-way which SCRRA administers. These revenues are volume-based, and individual rates are contained in existing agreements that govern rate increases. The total Dispatching Revenues are budgeted at \$2.1 million, a decrease of 11.7% from the FY2020-21 Budget.

MOW 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 subsidies for ordinary maintenance are partially offset by revenues received from freight railroads and Amtrak Intercity Services. Most of the MOW revenue rates were negotiated based on the historical expenditures on MOW by freight railroads prior to the purchase of these right-of-way properties by the Member Agencies. Consequently, these revenue rates do not completely offset the escalating costs of maintaining a higher standard of quality for passenger rail service. The FY2021-22 Budget projects MOW revenues at \$11.6 million which is \$1.4 million, or 10.8%, less than the FY2020-21 Budget. The decrease is primarily related to reduced Amtrak service, an outcome of the COVID-19 pandemic.

Other Revenues – For FY2021-22, total budgeted amount for Other Revenues is \$0.6 million. SCRRA will continue to offer advertising space on Metrolink trains to select organizations and have budgeted \$0.5 million for the marketing of advertising, and \$0.1 million for disposal of fixed assets, citations, and miscellaneous revenues.

1.12 Summary of Operating Expenses

In FY2021-22, SCRRA's Operating Expenses include Train Operations, MOW and Insurance. The combined total expense for the FY2021-22 Budget is \$253.0 million.

Train Operations – A variety of expenses are included in the broad category of Train Operations. These include: operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, sheriffs and security guards, public safety programs, passenger relations, ticket vending device maintenance, revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to other operators, Rail2Rail program, station maintenance, freight rail agreements, and general administrative costs that support the Authority's operation. Total Train Operations costs are \$189.1 million, a 4.4% decrease from the FY2020-21 Budget.

MOW – Ordinary and extraordinary maintenance of Member Agency-owned track, signals, bridges, road crossings, other elements of the infrastructure, and right-of-way totals \$47.1 million. This is a 1.2% decrease from the FY2020-21 Budget.

Insurance and Legal – Insurance and Legal expenses of \$16.8 million are an increase of \$1.9 million, or 12.5%, from the FY2020-21 Budget.

1.13 Summary of Capital Program

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

Rehabilitation projects within the program renovate or remanufacture worn-out assets to preserve and/or extend the useful life of the asset. 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 FY2021-22 Capital Program Budget request totals \$490.0 million. The Capital Program Budget contains a \$317.1 million Rehabilitation component, which includes \$64.3 million of New Authority and \$179.7 million of Member Agencies share for the Rehabilitation of projects approved and carried over from prior years (Carryover), and \$73.1 million of Other funding sources. The Capital Program also contains a New Capital component of \$172.9 million, which includes the \$0.6 million in additional authority for New Capital, the Member Agencies share for the New Capital Carryover of \$49.5 million, while Other funding sources cover \$122.8 million. Section 7 of this budget document contains a detailed listing of the individual projects which these amounts represent.

1.14 Exhibit

Exhibit 1.1: Metrolink Systemwide Map

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



ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION TWO

**INTRODUCTION TO
THE BUDGET**

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 2: Introduction to the Budget

2.1 Mission Statement

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

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

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ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION THREE

BUDGET SUMMARY

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 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 the Authority's priorities and objectives as presented in the SCRRA 10-Year Strategic Plan. The objective is also consistent with the Authority's vision of the central focus of Customer-First, supported by the pillars of Safety and Security, an Integrated System, and Modernized Business Practices. The Operating Budget provides funds to enable the provision of such rail service and the associated administrative functions to manage that service, for the period of a single fiscal year. The Capital Program budget approves multi-year individual projects that may proceed within the approved funding level.

As specified in the Joint Exercise of Powers Agreement, the Governing Board of the Authority 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 FY2021-22 Proposed Budget was offered for adoption by the SCRRA Board on June 25, 2021.

Consistent with Best Practice, our Budget Document contains a financial plan that includes the following:

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

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

- Total amount appropriated for Train Operations, Maintenance-of-Way (MOW) and Insurance.
- Total amount appropriated for each Rehabilitation and New Capital project.
- Individual Member Agency funding commitments.
- Total number of authorized 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. This authorization is provided on an annual basis.

By adopting an annual budget, the SCRRA Board delegates to the Chief Executive Officer 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 Chief Executive Officer the authority to approve budget transfers within the adopted Operating Budget that do not increase the Operating Subsidy of any Member Agency.

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

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

- A change to the Budget that requires additional funding from one or more Member Agencies.
- A change to the Budget that requires additional funding provided by a Grant or Third-Party Agreement.

- A change to the Budget for specific expenditures with funding provided by carryover of the same unexpended budget (i.e. Fuel, Marketing, etc.).
- A change to the Budget with funding provided by carryforward of operating surplus.

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

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

The Adopted Budget, or subsequently Adjusted Adopted Budget, becomes the baseline for all comparisons to actual revenue and expenditures during a fiscal year. Operational Statements with accompanying reports, comparing adjusted budgets to actual for the year-to-date are presented to the SCRRA Board each quarter. To ensure SCRRA Board members are provided the most current financial information, a condensed Operational Statement is presented to the SCRRA Board monthly. Forecasts through the end of the current fiscal year are provided to the SCRRA Board with the reporting of actual operating results for the third quarter. 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 Authority 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.

Condition Assessment Data

Governmental accounting standards require that a condition assessment be performed on all infrastructure assets every three years. As an approved 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 (SOGR).

3.1.4 Budget Assumptions / New in FY2021-22

- Assumptions
 - No fare increase is included in the FY2021-22 Budget.
 - Budget Approach: The approach for budgeting was a zero base. Each item submitted for inclusion in the FY2021-22 Budget required specific justification.
 - Service Level remaining at 70%.
 - Fuel Expense: The budget for fuel purchases has been calculated using an assumption of 8.5 million gallons of diesel fuel consumption, with fuel prices managed through a hedging program.
 - Annual Performance Merit Pool of 3%.
 - No Cost-of-Living Allowance (COLA).
 - CARES Act Funding, provided as a relief measure for organizations impacted by the COVID-19 pandemic, is shown as a supplement to Member Agency Contributions funding Metrolink operating expenses.

- New in the FY2021-22 Budget
 - One new position has been approved for the FY2021-22 Budget:
 - Manager II, (Cybersecurity)

3.2 Total Operating Budget

SCRRA's FY2021-22 budgeted Operating Expense totals \$253.0 million, a decrease of \$7.5 million, or 2.9% less than the FY2020-21 Budget. Total Operating Revenues are projected to total \$59.4 million, \$15.9 million more than the FY2020-21 Budget, an increase of 36.5%. This increase is primarily the result of the anticipated recovery from COVID-19 pandemic impact on Metrolink ridership. Required operating funding for the FY2021-22 Budget is \$193.7 million, a decrease of \$23.3 million, or 10.8% less than the FY2020-21 Budget. It is anticipated that the majority of funding will be provided by CARES Act and ARPA funds. Any expenses not eligible for those funds will be paid by Member Agency Subsidies. The specific amount of CARES Act funds available for FY2021-22 will be known subsequent to reconciliation of CARES Act funds for FY2020-21.

3.3 Operating Revenues and Subsidy Funding

The Authority's Operating Revenue is derived from three principal sources: Fares, Dispatching, and MOW. In FY2021-22, these sources will be supplemented by funds from the CARES Act, which was enacted to provide relief to organizations impacted by the COVID-19 pandemic. In order to minimize the impact to Member Agency subsidy requirements, the Authority continues to pursue cost savings and other potential revenue enhancements.

Average weekday ridership is projected to total 22,936. Total ridership, including all weekend services, is expected to equal 6.5 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 \$41.7 million, an increase of \$15.3 million or 57.7% more than the FY2020-21 Budget.

Farebox Subsidies total \$3.5 million and include subsidies for fare discounts on the San Bernardino Line and Access Rider Subsidies for Los Angeles County.

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

Dispatching Revenues are estimated to equal approximately \$2.1 million, a decrease of 11.8% from the FY2020-21 Budget.

MOW revenues are estimated at \$11.6 million, a decrease of 10.8% from the FY2020-21 Budget.

3.4 Operating Expenses

Total Operating Expenses include Train Operations, Maintenance of Member Agency-owned Rights-of-Way and Insurance. The FY2021-22 Budget includes a Train Operations budget of \$189.1 million, MOW budget of \$47.1 million, and Insurance budget of \$16.8 million. The total of \$253.0 million is a decrease of \$7.5 million or 2.9% less than the FY2020-21 Budget.

3.5 Capital Program

SCRRA is responsible for the safety and performance of the railroad system and right-of-way, including the passengers and equipment utilizing the system. Capital projects are selected and prioritized based on keeping our assets in a SOGR to maximize safety and ensure customer service. For FY2021-22, Rehabilitation projects were evaluated and ranked based on this principle. The resulting list of potential projects was then prioritized according to project delivery capacity. The amount for new Rehabilitation projects in FY2021-22 totals \$90.4 million. The member Agencies share of the Rehabilitation is \$64.3 million; a grant direct to Metrolink was identified to cover funding for \$26.1 million.

New Capital projects are reflective of increased infrastructure needs. The amount for New Capital projects in FY2021-22 totals \$8.6 million. The Member Agencies share of the New Capital request is \$0.6 million; a grant direct to Metrolink was identified to cover the funding for \$8.0 million.

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

Funding Sources for Estimated Capital Program Expenditures in Fiscal Year 2021-22

(\$000's)

Federal Funds	\$	1,442
State Funds		137
Member Agency Local Funds		1,667
Carryover from prior year		254,759
Other Funds		1,706
	\$	<u>259,711</u>

Numbers may not foot due to rounding.

3.6 Summary of the Total FY2021-22 Budget

The FY2021-22 Budget totals \$743.0 million and consists of an Operating Budget of \$253.0 million and a Capital Program of \$490.0 million.

The Operating Budget includes Train Operations of \$189.1 million, MOW budget of \$47.1 million, and \$16.8 million covering Insurance.

The Capital Program Budget contains a \$317.1 million Rehabilitation component, which includes \$64.3 million of New Authority, \$26.1 million of Other New Authority, \$179.7 million of Member Agencies share of Carryover and \$47.0 million of Other funding sources of Carryover; and a \$172.9 million New Capital component, which includes \$0.6 million of New Authority, \$8.0 million of Other New Authority, \$49.5 million of Member Agencies share of Carryover and \$114.8 million of Other funding sources of Carryover.

3.7 Exhibits

Exhibits 3.1a – 3.1d: Summary of FY2019-20 to FY2021-22 Statistics by Line provides the estimated operating statistics by line for FY2021-22 and the calculation of various performance ratios. Revenues and expenses are allocated to lines using formulas that incorporate rail operational statistics to achieve an equitable distribution. Detailed listings of allocation categories and the methodology of their use is detailed in Sections 9 - General and Administrative Budget. Section 11 – Appendix, Exhibit 11.2 details the percentages utilized to allocate by operating line.

Average weekday trip length for FY2021-22 is projected at 33.0 miles. Dependent on ridership and revenues received, individual line operating statistics vary considerably. The Orange County Line (excluding MSEP) has the highest revenue recovery rate at 40.5%. The San Bernardino Line revenue recovery is estimated at 25.7%, the Antelope Valley Line at 19.2%, the Ventura County Line at 18.7%, the IEOC Line at 20.2%, the Riverside Line at 22.4%, and the 91/PV Line at 17.9%. As a result of the COVID-19 pandemic, revenue recovery ratios that were typically in the 26% to 72% range, were cut to one-third of their original level in FY2020-21 and will not see complete recovery until the fourth quarter of FY2022-23.

Exhibits 3.2 – 3.5: Performance Data (FY2011-12 to FY2021-22) provide a summary of the projected annual operating performance data as represented in the FY2021-22 Budget compared to the FY2020-21 Budget and 8 years of historical actuals since FY2012-13. Exhibit 3.2 through 3.5, displays this information in an expanded and graphic form to provide illustrative and trending prospective.

Exhibit 3.2: Operating Expense, Revenues and Operating Subsidy

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 Subsidy per Rider and Operating Subsidy per Passenger Mile

Exhibit 3.6: FY2017-18 to FY2021-22 Annual Operating Budget by Cost Component by Fiscal Year displays the line items that comprise the FY2021-22 Operating Budget and includes both revenues and expenses, with each line presenting a key component are allocated among the Member Agencies based on a particular allocation formula. This exhibit presents actual revenue and expense for fiscal years FY2017-18 through FY2019-20, FY2020-21 Budget and the FY2021-22 Budget and shows variances between the FY2021-22 Budget as compared with the FY2020-21 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: FY2021-22 Annual Operating Budget by Cost Component by Member Agency and **Exhibit 3.8: FY2021-22 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 allocation formula. That distribution across the five Member Agencies is shown in this exhibit.

Expenses as shown in Exhibits 3.6 and 3.7, offset by revenues, would normally determine the annual member subsidy contribution. In FY2021-22 the majority of Operational funding will be provided by COVID-19 Relief Funds. The extent to which those Relief Funds will be supplemented by Member Agency contributions will be determined with the reconciliation of COVID-19 Relief Funds at year end.

Operations Funding by Member Agency

(000's)	FY2020-21		FY2021-22		VARIANCE	% CHANGE
	BUDGET		BUDGET			
METRO	\$ 74,089	\$	98,379	\$	24,291	32.8%
OCTA	28,773		39,153		10,379	36.1%
RCTC	17,027		21,475		4,447	26.1%
SBCTA	16,298		22,518		6,219	38.2%
VCTC	10,193		12,150		1,957	19.2%
Total Member Subsidies	146,381		193,674		47,294	32.3%
CARES Act Funding	70,627		*		(70,627)	
Total	\$ 217,008	\$	193,674	\$	(23,333)	(10.8%)

Numbers may not foot due to rounding.

NOTE:

*Funding utilizing Member Agency subsidies vs CARES Act to be determined by Member Agencies

Exhibit 3.9: FY2017-18 to FY2021-22 Revenue Sources Trend provides a summary of the actual FY2017-18 to FY2019-20 fund sources used to support expenditures. The exhibit also shows the FY2020-21 and FY2021-22 Budgeted Sources of Funds to provide funding for Operating Expenses of \$260.5 million in FY2020-21 and \$253.0 million in FY2021-22 and for the \$161.2 million and \$259.7 million of Capital Program authority which are forecast to be expended in FY2020-21 and FY2021-22, respectively. Operating Budget expenses represent only the single year of authorized expenditures, while the Capital Program expenditure amounts include portions of the Capital Program authorized in both current year and approved authority carryover from prior years.

With respect to Operating Revenues:

The FY2021-22 budgeted farebox revenue is \$41.7 million, reflecting an increase of \$15.3 million or 57.7% more than the FY2020-21 Budget.

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

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

With respect to Capital Revenues:

The amounts shown can be traced to the Cash Flows shown in Exhibit 7.8.8 of \$5.0 million added to the Carryover spending of \$254.8 million. Total dollars are divided into funding categories, including state and federal grants, freight railroad and local funds. The FY2021-22 Budget detailed allocations are compared to budgeted or actual funding sources for FY2017-18 through FY2021-22.

Exhibit 3.10: FY2021-22 Budget Revenue Sources and Use by Member Agency provides a summary by Member Agency of the FY2021-22 Budget Revenue Source and Use to cover Operating Expenses of \$253.0 million and expected expenditures on the Capital Program of \$259.7 million. Operating Budget expenses represent only FY2021-22 approved expenditures, while the Capital Program includes expenditures approved as new capital expense for the current fiscal year and carryover Board approved authority. Total dollars are separated into funding categories including state and federal grants, freight railroad participation and local funds.

Exhibit 3.1a Summary of FY2019-20 to FY2021-22 Statistics by Line

LINE	San Bernardino	Ventura County ⁽¹⁾	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Service Levels									
Weekday Train Trips - FY20 Actual	40	34	30	12	22	6	16	11	171
Weekend Train Trips - FY20 Actual	34	0	24	0	16	0	8	8	90
Total Train Trips - FY20 Actual	74	34	54	12	38	6	24	19	261
Weekday Train Trips - FY21 Budget	30	14	16	7	17	0	14	10	108
Weekend Train Trips - FY21 Budget	32	0	24	0	16	0	8	8	88
Total Train Trips - FY21 Budget	62	14	40	7	33	0	22	18	196
Weekday Train Trips - FY22 Budget	30	14	16	7	17	0	14	10	108
Weekend Train Trips - FY22 Budget	32	2	24	0	16	0	8	8	90
Total Train Trips - FY22 Budget	62	16	40	7	33	0	22	18	198
Passenger Boardings ⁽²⁾									
FY20 Actual	2,391,582	855,314	1,500,365	737,154	2,108,396	50,526	1,015,806	701,291	9,360,434
FY21 Budget	1,032,606	374,152	641,269	320,900	931,976	20,174	445,225	306,501	4,072,803
FY22 Budget	1,633,110	607,257	1,018,292	521,542	1,513,049	32,803	710,922	483,528	6,520,504
% Change-FY22 Budget to FY20 Actual	(31.7%)	(29.0%)	(32.1%)	(29.2%)	(28.2%)	(35.1%)	(30.0%)	(31.1%)	(30.3%)
% Change-FY22 Budget to FY21 Budget	58.2%	62.3%	58.8%	62.5%	62.3%	62.6%	59.7%	57.8%	60.1%
Service Train Miles									
FY20 Actual	649,206	227,992	570,244	180,980	446,927	63,492	333,728	294,590	2,767,159
FY21 Budget	621,222	215,169	533,561	172,308	524,853	25,402	327,422	298,673	2,718,610
FY22 Budget	520,798	193,274	417,560	116,241	404,819	2,080	312,544	217,672	2,184,988
% Change-FY22 Budget to FY20 Actual	(19.8%)	(15.2%)	(26.8%)	(35.8%)	(9.4%)	(96.7%)	(6.3%)	(26.1%)	(21.0%)
% Change-FY22 Budget to FY21 Budget	(16.2%)	(10.2%)	(21.7%)	(32.5%)	(22.9%)	(91.8%)	(4.5%)	(27.1%)	(19.6%)
Passenger Miles (000's) ⁽³⁾									
FY20 Actual	85,435	21,725	56,230	25,579	71,573	859	34,069	28,039	323,507
FY21 Budget	36,663	9,290	23,383	11,103	31,339	343	15,054	12,329	139,504
FY22 Budget	58,006	15,141	37,098	18,045	50,843	558	24,023	19,414	223,128
% Change-FY22 Budget to FY20 Actual	(32.1%)	(30.3%)	(34.0%)	(29.5%)	(29.0%)	(35.1%)	(29.5%)	(30.8%)	(31.0%)
% Change-FY22 Budget to FY21 Budget	58.2%	63.0%	58.7%	62.5%	62.2%	62.6%	59.6%	57.5%	59.9%
Average Weekday Ridership									
FY20 Actual	8,219	3,290	5,108	2,835	7,481	194	3,489	2,482	33,097
FY21 Budget	3,518	1,439	2,168	1,234	3,290	78	1,515	1,078	14,319
FY22 Budget	5,557	2,314	3,451	2,006	5,349	126	2,422	1,712	22,936
% Change-FY22 Budget to FY20 Actual	(32.4%)	(29.7%)	(32.4%)	(29.2%)	(28.5%)	(35.1%)	(30.6%)	(31.0%)	(30.7%)
% Change-FY22 Budget to FY21 Budget	57.9%	60.8%	59.2%	62.5%	62.6%	62.6%	59.9%	58.8%	60.2%
Average Weekday Trip Length (Miles) ⁽⁴⁾									
	34.1	24.8	34.7	34.6	32.3	N/A	31.4	39.2	33.0

Numbers may not foot due to rounding.

NOTES:

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

Exhibit 3.1b Summary of FY2019-20 to FY2021-22 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Operating Cost (w/ MOW) (000's) ⁽¹⁾									
FY20 Actual	51,747	29,702	49,242	19,863	32,685	6,483	27,784	27,779	245,285
FY21 Budget	57,532	31,429	52,095	21,197	37,450	5,372	29,485	25,948	260,508
FY22 Budget	57,167	30,961	50,447	19,448	34,167	4,317	30,663	25,864	253,034
% Change-FY22 Budget to FY20 Actual	10.5%	4.2%	2.4%	(2.1%)	4.5%	(33.4%)	10.4%	(6.9%)	3.2%
% Change-FY22 Budget to FY21 Budget	(0.6%)	(1.5%)	(3.2%)	(8.3%)	(8.8%)	(19.6%)	4.0%	(0.3%)	(2.9%)
Operating Cost (w/o MOW Extraordinary Maint) (000's) ⁽¹⁾									
FY20 Actual	51,557	29,572	49,105	19,743	32,539	6,483	27,668	27,753	244,421
FY21 Budget	57,296	31,266	51,907	21,070	37,289	5,366	29,355	25,909	259,458
FY22 Budget	57,014	30,856	50,336	19,351	34,049	4,317	30,570	25,844	252,336
% Change-FY22 Budget to FY20 Actual	10.6%	4.3%	2.5%	(2.0%)	4.6%	(33.4%)	10.5%	(6.9%)	3.2%
% Change-FY22 Budget to FY21 Budget	(0.5%)	(1.3%)	(3.0%)	(8.2%)	(8.7%)	(19.5%)	4.1%	(0.3%)	(2.7%)
Operating Cost (w/o MOW) (000's)									
FY20 Actual	39,403	22,677	39,619	18,573	26,910	5,845	23,305	24,715	201,046
FY21 Budget	44,135	24,146	41,460	19,824	30,648	5,103	24,887	22,643	212,846
FY22 Budget	43,687	23,602	40,105	18,159	27,842	4,291	25,592	22,663	205,941
% Change-FY22 Budget to FY20 Actual	10.9%	4.1%	1.2%	(2.2%)	3.5%	(26.6%)	9.8%	(8.3%)	2.4%
% Change-FY22 Budget to FY21 Budget	(1.0%)	(2.3%)	(3.3%)	(8.4%)	(9.2%)	(15.9%)	2.8%	0.1%	(3.2%)
Subsidy (w/MOW) (000's) ^(4 & 5)									
FY20 Actual	32,459	22,801	35,661	13,047	13,172	6,098	20,692	22,397	166,327
FY21 Budget	46,815	26,743	44,165	18,350	27,953	5,204	25,109	22,669	217,008
FY22 Budget	42,448	25,177	40,754	15,093	20,318	4,181	24,473	21,231	193,674
% Change-FY22 Budget to FY20 Actual	30.8%	10.4%	14.3%	15.7%	54.3%	(31.4%)	18.3%	(5.2%)	16.4%
% Change-FY22 Budget to FY21 Budget	(9.3%)	(5.9%)	(7.7%)	(17.7%)	(27.3%)	(19.7%)	(2.5%)	(6.3%)	(10.8%)
Farebox Revenue (000's) ⁽²⁾									
FY20 Actual	15,355	4,650	9,298	6,472	16,723	190	5,855	4,563	63,104
FY21 Budget	6,736	2,410	3,525	2,491	6,389	68	3,101	2,417	27,138
FY22 Budget	10,758	3,856	6,386	4,124	11,270	120	4,839	3,822	45,175
% Change-FY22 Budget to FY20 Actual	(29.9%)	(17.1%)	(31.3%)	(36.3%)	(32.6%)	(36.7%)	(17.3%)	(16.2%)	(28.4%)
% Change-FY22 Budget to FY21 Budget	59.7%	60.0%	81.2%	65.5%	76.4%	76.6%	56.1%	58.1%	66.5%
Other Revenues (000's) ⁽³⁾									
FY20 Actual	3,933	2,252	4,284	344	2,791	195	1,237	819	15,854
FY21 Budget	3,981	2,276	4,406	356	3,107	100	1,275	862	16,363
FY22 Budget	3,961	1,929	3,307	231	2,579	16	1,351	811	14,185
% Change-FY22 Budget to FY20 Actual	0.7%	(14.3%)	(22.8%)	(32.9%)	(7.6%)	(91.6%)	9.2%	(1.0%)	(10.5%)
% Change-FY22 Budget to FY21 Budget	(0.5%)	(15.3%)	(24.9%)	(35.2%)	(17.0%)	(83.7%)	5.9%	(5.9%)	(13.3%)

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 (FY20, FY21, FY22)
- (3) Other revenues include dispatching fees and MOW revenues from freight and Amtrak due to individual member agencies
- (4) FY21 Subsidies includes contribution from Member Agencies and CARES Act Funding
- (5) FY22 Subsidies includes contribution from Member Agencies and CARES Act Funding

Exhibit 3.1c Summary of FY2019-20 to FY2021-22 Statistics by Line

LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Average Fare/Passenger									
FY20 Actual	\$6.42	\$5.44	\$6.20	\$8.78	\$7.93	\$3.77	\$5.76	\$6.51	\$6.74
FY21 Budget	\$6.52	\$6.44	\$5.50	\$7.76	\$6.86	\$3.38	\$6.97	\$7.89	\$6.66
FY22 Budget	\$6.59	\$6.35	\$6.27	\$7.91	\$7.45	\$3.67	\$6.81	\$7.90	\$6.93
% Change-FY22 Budget to FY20 Actual	2.6%	16.8%	1.2%	(9.9%)	(6.1%)	(2.5%)	18.1%	21.5%	2.8%
% Change-FY22 Budget to FY21 Budget	1.0%	(1.4%)	14.1%	1.9%	8.7%	8.6%	(2.3%)	0.2%	4.0%
Op Cost/Passenger (w/o MOW Extraordinary Maint)									
FY20 Actual	\$21.56	\$34.57	\$32.73	\$26.78	\$15.43	N/A	\$27.24	\$39.57	\$26.11
FY21 Budget	\$55.49	\$83.57	\$80.94	\$65.66	\$40.01	N/A	\$65.93	\$84.53	\$63.71
FY22 Budget	\$34.91	\$50.81	\$49.43	\$37.10	\$22.50	N/A	\$43.00	\$53.45	\$38.70
% Change-FY22 Budget to FY20 Actual	61.9%	47.0%	51.0%	38.5%	45.8%	N/A	57.9%	35.1%	48.2%
% Change-FY22 Budget to FY21 Budget	(37.1%)	(39.2%)	(38.9%)	(43.5%)	(43.8%)	N/A	(34.8%)	(36.8%)	(39.3%)
Op Cost/Passenger Mile (w/o MOW Extraordinary Maint)									
FY20 Actual	\$0.60	\$1.36	\$0.87	\$0.77	\$0.45	N/A	\$0.81	\$0.99	\$0.76
FY21 Budget	\$1.56	\$3.37	\$2.22	\$1.90	\$1.19	N/A	\$1.95	\$2.10	\$1.86
FY22 Budget	\$0.98	\$2.04	\$1.36	\$1.07	\$0.67	N/A	\$1.27	\$1.33	\$1.13
% Change-FY22 Budget to FY20 Actual	62.9%	49.7%	55.4%	38.9%	47.3%	N/A	56.7%	34.5%	49.7%
% Change-FY22 Budget to FY21 Budget	(37.1%)	(39.4%)	(38.9%)	(43.5%)	(43.7%)	N/A	(34.7%)	(36.7%)	(39.2%)
Subsidy/Passenger ^(1 & 2)									
FY20 Actual	\$13.57	\$26.66	\$23.77	\$17.70	\$6.25	N/A	\$20.37	\$31.94	\$17.77
FY21 Budget	\$45.34	\$71.48	\$68.87	\$57.18	\$29.99	N/A	\$56.40	\$73.96	\$53.28
FY22 Budget	\$25.99	\$41.46	\$40.02	\$28.94	\$13.43	N/A	\$34.42	\$43.91	\$29.70
% Change-FY22 Budget to FY20 Actual	91.5%	55.5%	68.4%	63.5%	115.0%	N/A	69.0%	37.5%	67.2%
% Change-FY22 Budget to FY21 Budget	(42.7%)	(42.0%)	(41.9%)	(49.4%)	(55.2%)	N/A	(39.0%)	(40.6%)	(44.3%)
Subsidy/Passenger Mile ^(1 & 2)									
FY20 Actual	\$0.38	\$1.05	\$0.63	\$0.51	\$0.18	N/A	\$0.61	\$0.80	\$0.51
FY21 Budget	\$1.28	\$2.88	\$1.89	\$1.65	\$0.89	N/A	\$1.67	\$1.84	\$1.56
FY22 Budget	\$0.73	\$1.66	\$1.10	\$0.84	\$0.40	N/A	\$1.02	\$1.09	\$0.87
% Change-FY22 Budget to FY20 Actual	92.6%	58.4%	73.2%	64.0%	117.1%	N/A	67.7%	36.9%	68.8%
% Change-FY22 Budget to FY21 Budget	(42.7%)	(42.2%)	(41.8%)	(49.4%)	(55.2%)	N/A	(38.9%)	(40.5%)	(44.2%)
Op Cost/Service Train Mile (w/o MOW Extraordinary Maint)									
FY20 Actual	\$79.42	\$129.71	\$86.11	\$109.09	\$72.81	\$102.11	\$82.91	\$94.21	\$88.33
FY21 Budget	\$92.23	\$145.31	\$97.28	\$122.28	\$71.05	\$211.24	\$89.66	\$86.75	\$95.44
FY22 Budget	\$109.47	\$159.65	\$120.55	\$166.47	\$84.11	\$2,075.64	\$97.81	\$118.73	\$115.49
% Change-FY22 Budget to FY20 Actual	37.8%	23.1%	40.0%	52.6%	15.5%	1,932.7%	18.0%	26.0%	30.7%
% Change-FY22 Budget to FY21 Budget	18.7%	9.9%	23.9%	36.1%	18.4%	882.6%	9.1%	36.9%	21.0%

Numbers may not foot due to rounding.

NOTES:

- (1) FY21 Subsidies included contribution from Member Agencies and CARES Act Funding
- (2) FY22 Subsidies included contribution from Member Agencies and CARES Act Funding

Exhibit 3.1d Summary of FY2019-20 to FY2021-22 Statistics by Line

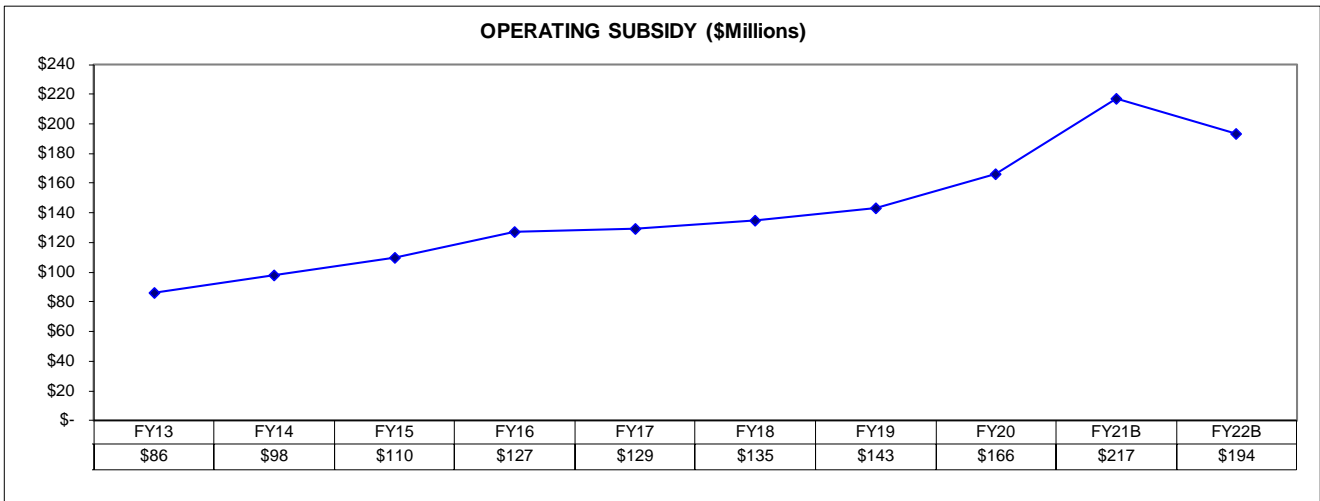
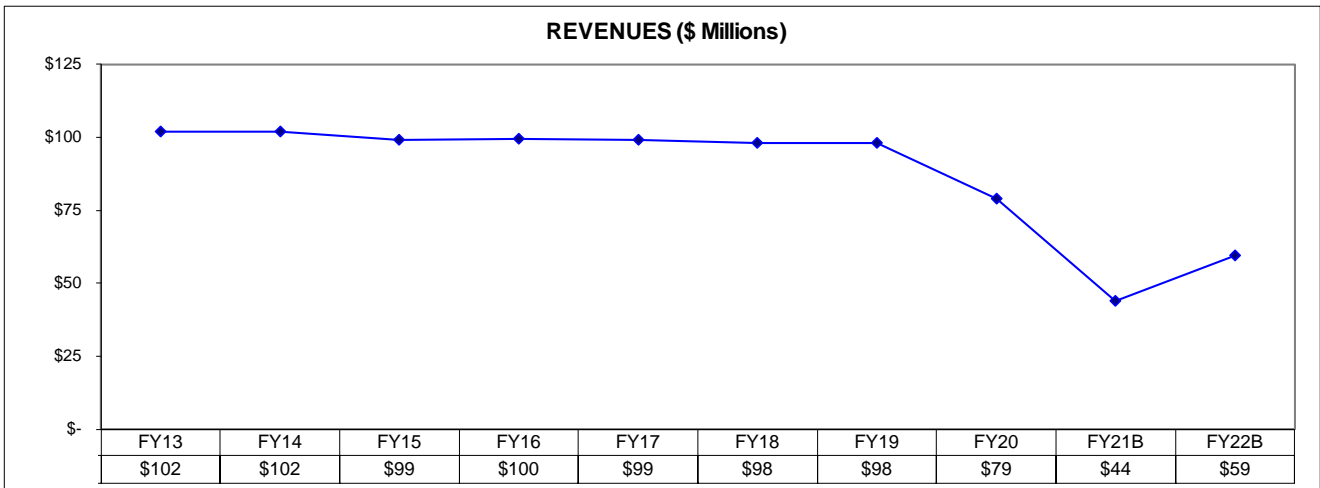
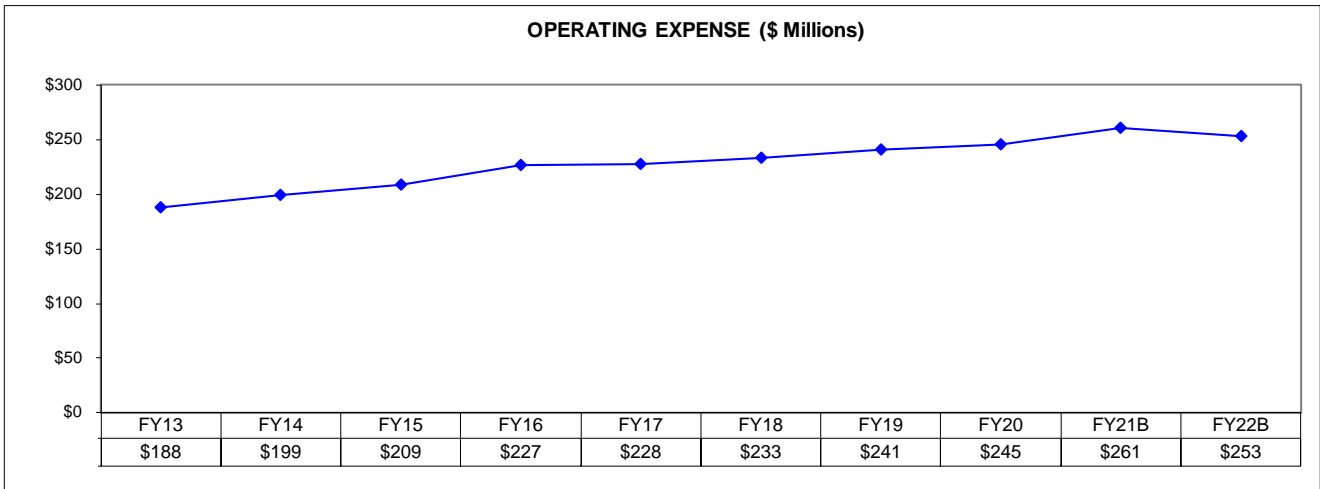
LINE	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	Orange Co MSEP	IEOC	91 / PVL	Total
Operating Cost/Service Train Mile (w/o MOW)									
FY20 Actual	\$60.69	\$99.46	\$69.48	\$102.63	\$60.21	\$92.06	\$69.83	\$83.90	\$72.65
FY21 Budget	\$71.05	\$112.22	\$77.70	\$115.05	\$58.39	\$200.88	\$76.01	\$75.81	\$78.29
FY22 Budget	\$83.88	\$122.12	\$96.05	\$156.22	\$68.78	\$2,063.19	\$81.88	\$104.11	\$94.25
% Change-FY22 Budget to FY20 Actual	38.2%	22.8%	38.2%	52.2%	14.2%	2,141.1%	17.3%	24.1%	29.7%
% Change-FY22 Budget to FY21 Budget	18.1%	8.8%	23.6%	35.8%	17.8%	927.1%	7.7%	37.3%	20.4%
Farebox Recovery ⁽¹⁾									
FY20 Actual	29.7%	15.7%	18.9%	32.6%	51.2%	2.9%	21.1%	16.4%	25.8%
FY21 Budget	11.7%	7.7%	6.8%	11.8%	17.1%	1.3%	10.5%	9.3%	10.4%
FY22 Budget	18.8%	12.5%	12.7%	21.2%	33.0%	2.8%	15.8%	14.8%	17.9%
% Change-FY22 Budget to FY20 Actual	(36.6%)	(20.5%)	(33.0%)	(35.0%)	(35.6%)	(5.0%)	(25.2%)	(10.0%)	(30.7%)
% Change-FY22 Budget to FY21 Budget	60.6%	62.2%	87.0%	80.2%	93.1%	119.7%	49.9%	58.6%	71.2%
Revenue Recovery ⁽²⁾									
FY20 Actual	37.3%	23.3%	27.6%	34.4%	59.8%	5.9%	25.6%	19.4%	32.2%
FY21 Budget	18.6%	14.9%	15.2%	13.5%	25.4%	3.1%	14.9%	12.6%	16.7%
FY22 Budget	25.7%	18.7%	19.2%	22.4%	40.5%	3.2%	20.2%	17.9%	23.5%
% Change-FY22 Budget to FY20 Actual	(31.0%)	(19.7%)	(30.4%)	(34.9%)	(32.2%)	(46.7%)	(21.0%)	(7.6%)	(27.2%)
% Change-FY22 Budget to FY21 Budget	38.1%	25.2%	26.1%	66.5%	59.7%	1.0%	35.9%	41.7%	40.4%

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 Subsidy



NOTES:

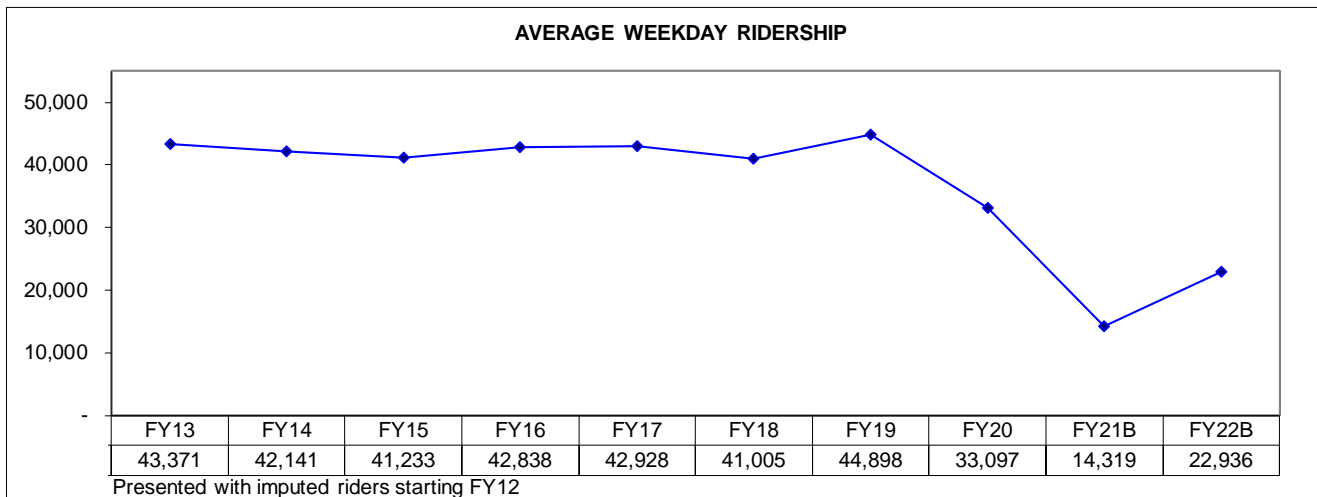
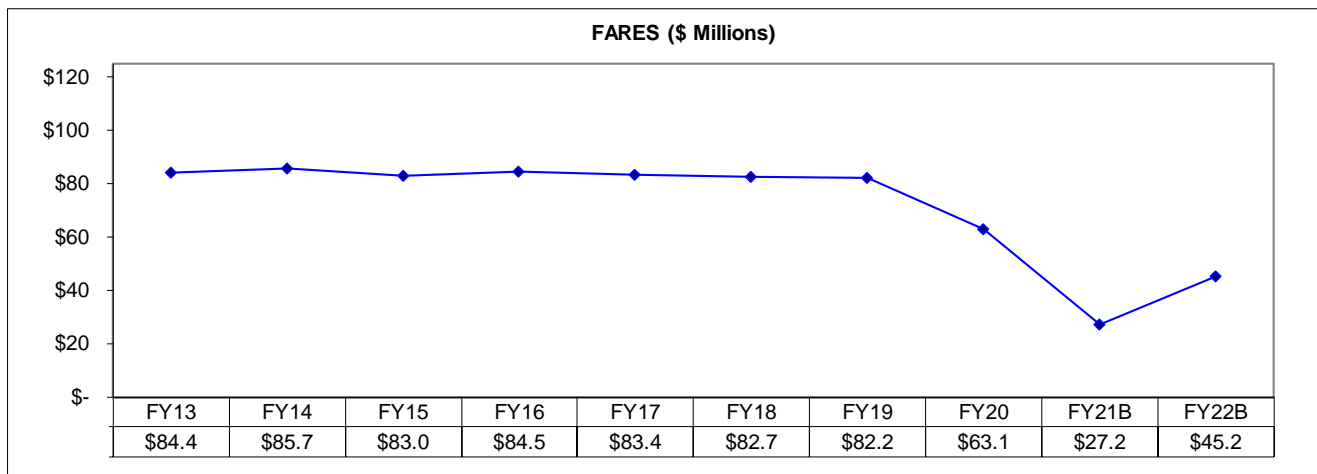
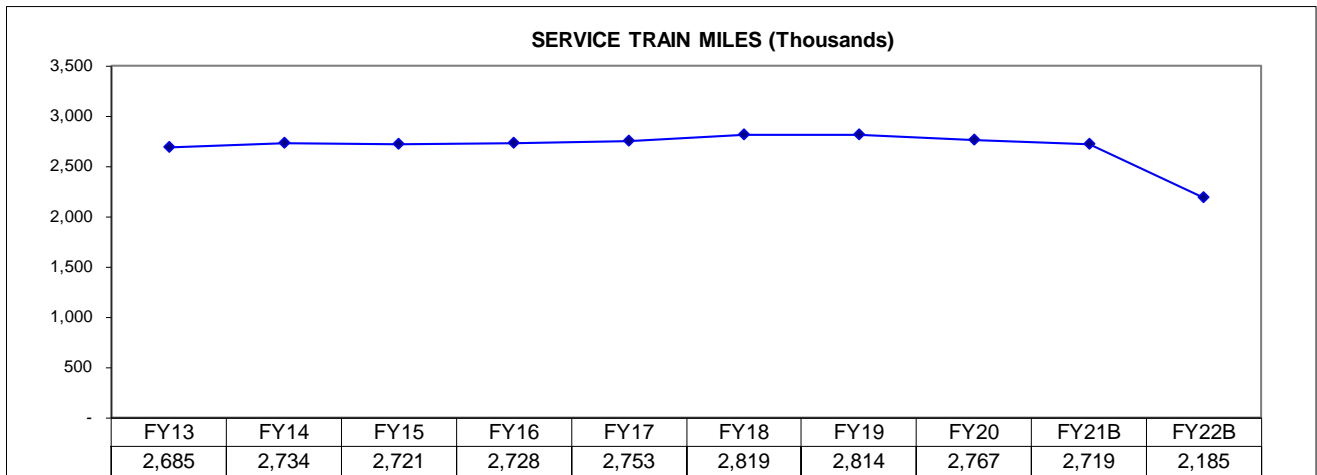
Actuals to FY20, Budget for FY21 and FY22

FY16 Actuals and FY17 Actuals include BNSF Lease Locomotives costs

FY21 Budgeted Subsidies include contribution from Member Agencies (\$146.4 million) and CARES Act Funding (\$70.6 million)

FY22 Budgeted funding will be covered by Member Agencies and/or COVID Relief Act Funding

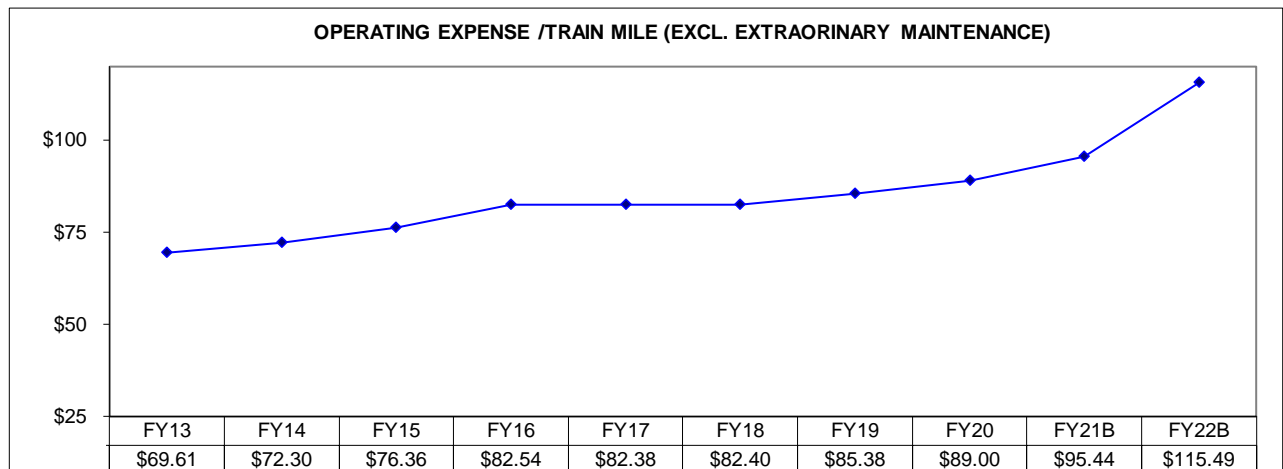
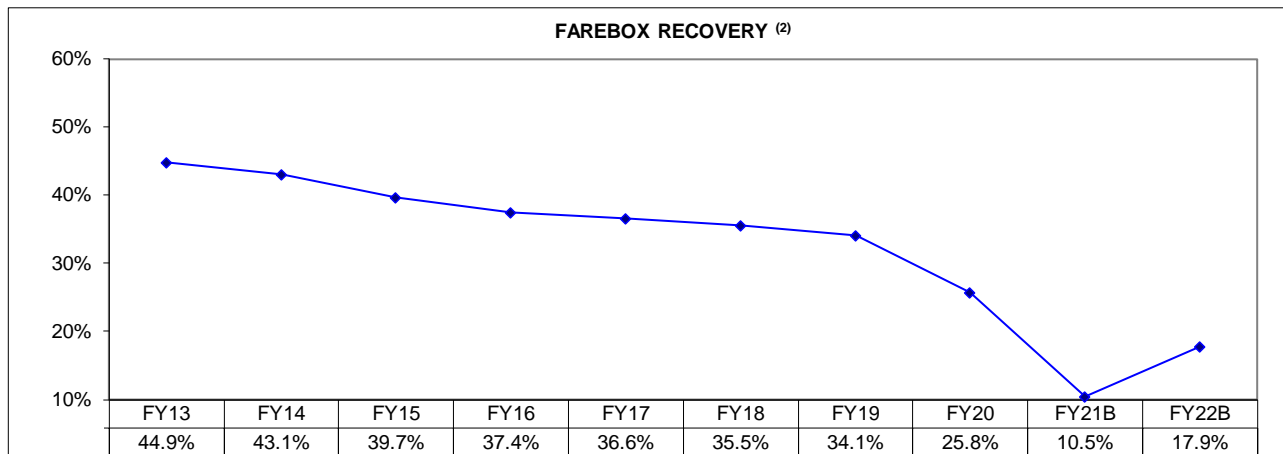
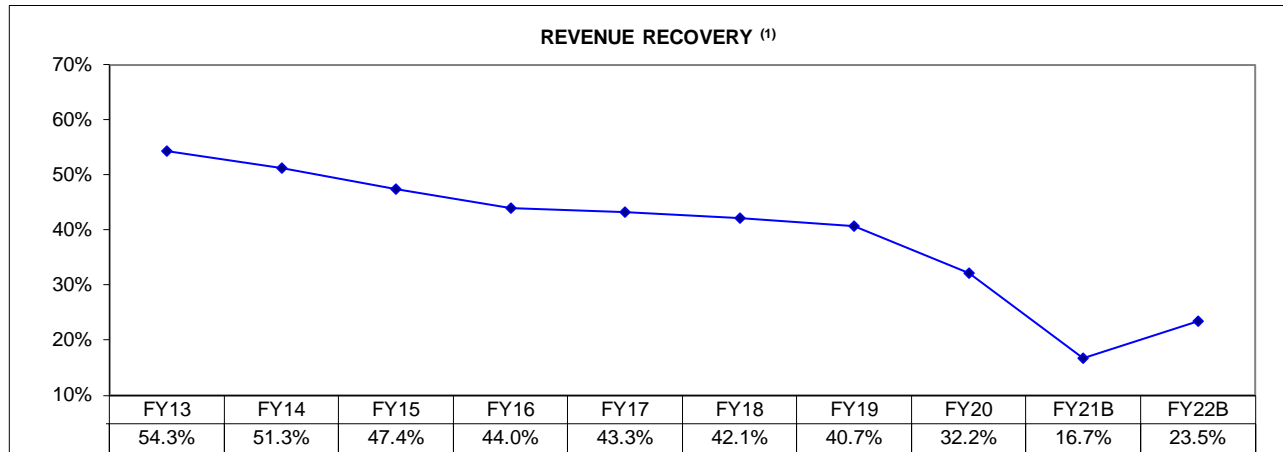
Exhibit 3.3 Train Miles, Fares and Average Weekday Ridership



NOTES:

Actuals to FY20, Budget for FY21 and FY22

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



NOTES:

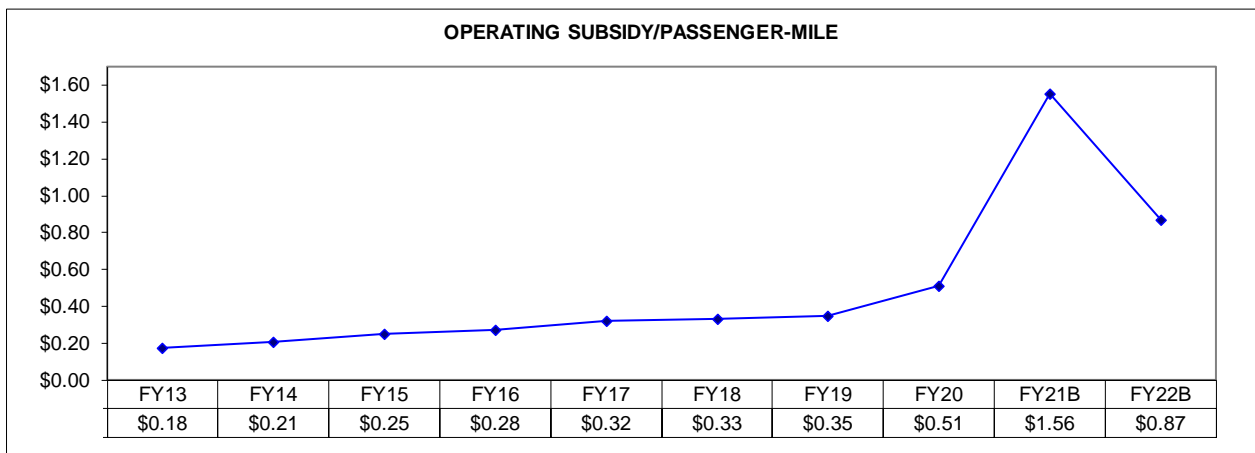
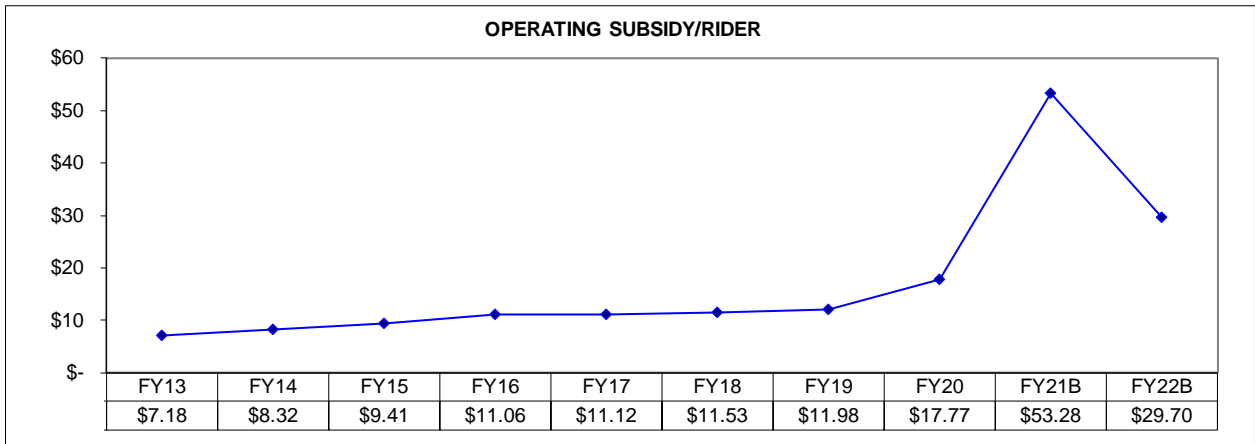
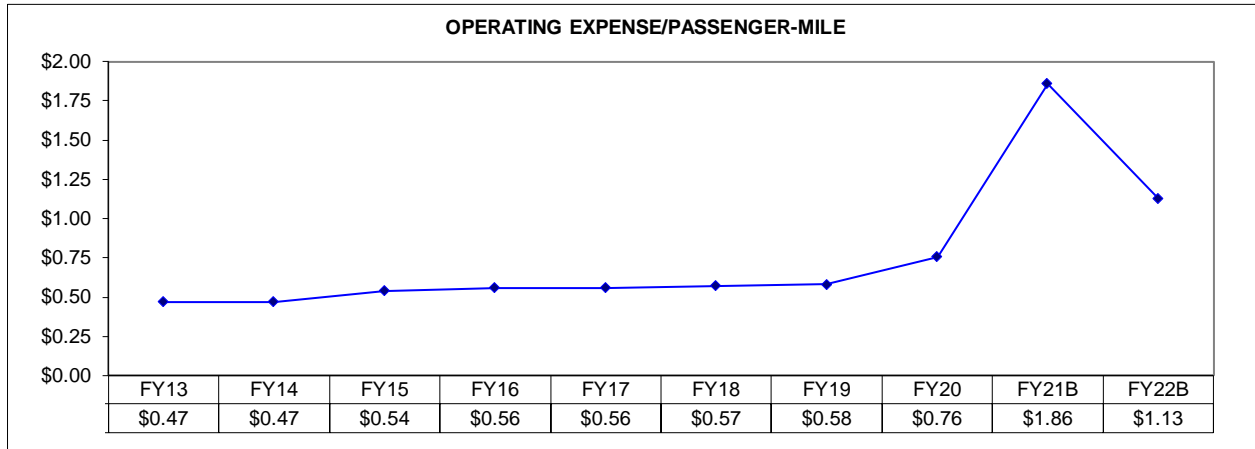
(1) Revenue Recovery = Operating Revenues/Operating Expenses Net of Rolling Stock Lease Payments

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

Actuals to FY20, Budget for FY21 and FY22

FY16 Actuals and FY17 Actuals include BNSF Lease Locomotives costs

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



NOTES:

Actuals to FY20, Budget for FY21 and FY22

FY16 Actuals and FY17 Actuals include BNSF Lease Locomotives costs

FY21 Budgeted Subsidies include contribution from Member Agencies (\$146.4 million) and CARES Act Funding (\$70.6 million)

FY22 Budgeted funding will be covered by Member Agencies and/or COVID Relief Act Funding

Exhibit 3.6 FY2017-18 to FY2021-22 Annual Operating Budget by Cost Component by Fiscal Year

(000's)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2021-22 BUDGET VS. FY2020-21 BUDGET	
	ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET	VARIANCE	%
Operating Revenue							
Farebox Revenue	\$ 82,542	\$ 79,007	\$ 61,843	\$ 26,219	\$ 41,547	15,328	58.5%
Fare Reduction Subsidy	157	3,147	1,090	700	1,126	426	60.8%
Other Train Subsidies	-	-	-	-	2,352	2,352	N/A
Special Trains	-	-	171	219	150	(69)	(31.5%)
Subtotal-Pro Forma FareBox	82,699	82,154	63,104	27,138	45,175	18,037	66.5%
Dispatching	2,133	2,136	2,300	2,327	2,054	(273)	(11.7%)
Other Revenues	463	790	254	1,075	575	(500)	(46.5%)
MOW Revenues	12,789	13,017	13,301	12,960	11,556	(1,405)	(10.8%)
Subtotal Operating Revenue	98,084	98,097	78,958	43,500	59,359	15,859	36.5%
Operating Expenses							
Operations & Services							
Train Operations	42,116	43,093	45,701	49,978	45,096	(4,882)	(9.8%)
Equipment Maintenance	34,242	36,642	36,861	39,202	37,594	(1,608)	(4.1%)
Fuel	17,577	23,582	21,150	20,539	19,417	(1,122)	(5.5%)
Non-Scheduled Rolling Stock Repairs	56	87	92	140	100	(40)	(28.6%)
Operating Facilities Maintenance	1,493	1,683	1,569	1,745	1,654	(91)	(5.2%)
Other Operating Train Services	722	1,069	863	984	916	(68)	(6.9%)
Rolling Stock Lease	11	230	231	230	-	(230)	(100.0%)
Security	7,821	8,715	9,367	10,763	13,533	2,770	25.7%
Public Safety Program	193	209	55	105	102	(3)	(3.0%)
Passenger Relations	1,723	1,769	1,786	1,812	1,870	58	3.2%
TVM Maintenance/Revenue Collection	8,188	7,871	7,594	6,827	4,614	(2,214)	(32.4%)
Marketing	1,307	4,304	1,359	2,408	2,868	459	19.1%
Media & External Communications	320	348	410	481	362	(119)	(24.7%)
Utilities/Leases	2,804	2,775	2,762	3,066	2,965	(101)	(3.3%)
Transfers to Other Operators	3,818	5,608	5,394	2,983	3,276	294	9.8%
Amtrak Transfers	1,678	1,497	1,166	1,854	824	(1,030)	(55.6%)
Station Maintenance	1,575	1,847	1,980	2,298	2,065	(233)	(10.1%)
Rail Agreements	4,938	5,696	5,159	5,804	3,641	(2,163)	(37.3%)
Holiday Trains	-	-	57	255	265	10	3.9%
Special Trains	-	-	524	524	92	(432)	(82.4%)
Subtotal Operations & Services	130,582	147,026	144,081	151,998	141,253	(10,745)	(7.1%)
Maintenance-of-Way							
MoW - Line Segments	42,411	43,112	43,375	46,611	46,395	(216)	(0.5%)
MoW - Extraordinary Maintenance	594	801	864	1,050	697	(353)	(33.6%)
Subtotal Maintenance-of-Way	43,005	43,913	44,239	47,662	47,093	(569)	(1.2%)
Administration & Services							
Ops Salaries & Fringe Benefits	12,507	13,484	15,497	14,627	16,817	2,190	15.0%
Ops Non-Labor Expenses	5,890	6,725	7,645	7,518	8,654	1,135	15.1%
Indirect Administrative Expenses	19,333	16,151	18,254	20,978	19,889	(1,088)	(5.2%)
Ops Professional Services	2,687	2,423	3,019	2,559	2,398	(160)	(6.3%)
Subtotal Admin & Services	40,417	38,784	44,415	45,681	47,758	2,077	4.5%
Contingency (Non-Train Ops)	15	-	11	200	90	(110)	(55.0%)
Total Operating Expenses	214,019	229,723	232,745	245,541	236,194	(9,347)	(3.8%)
Insurance Expense/(Revenue)							
Liability/Property/Auto	9,748	9,429	9,870	12,865	14,677	1,813	14.1%
Claims / SI	8,551	1,212	2,303	1,000	990	(10)	(1.0%)
Claims Administration	585	682	367	1,102	1,172	70	6.4%
Net Insurance and Legal	18,883	11,324	12,540	14,967	16,840	1,873	12.5%
Total Expense	232,902	241,046	245,285	260,508	253,034	(7,474)	(2.9%)
Loss	(134,818)	(142,949)	(166,327)	(217,008)	(193,674)	23,333	(10.8%)
Member Subsidies							
Total Member Subsidies	142,399	150,550	156,578	217,008	193,674	(23,333)	(10.8%)
Surplus / (Deficit)	7,581	7,600	(9,748)	-	-	-	N/A
Requested Member Agency Subsidies	N/A	N/A	156,578	146,381	*	N/A	N/A
CARES Act Funding	N/A	N/A	9,748	70,627	*	N/A	N/A

Numbers may not foot due to rounding.

Exhibit 3.7 FY2021-22 Annual Operating Budget by Cost Component by Member Agency

Exhibit 3.7 FY2021-22 Annual Operating Budget by Cost Component by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 18,685	\$ 12,159	\$ 4,264	\$ 4,963	\$ 1,477	\$ 41,547
Fare Reduction Subsidy	673	-	-	452	-	1,126
Other Train Subsidies	2,352	-	-	-	-	2,352
Special Trains	53	50	9	8	30	150
Subtotal-Pro Forma FareBox	21,763	12,209	4,273	5,423	1,507	45,175
Dispatching	1,060	647	14	96	237	2,054
Other Revenues	288	142	51	72	21	575
MOW Revenues	6,103	2,606	706	1,661	479	11,556
Total Operating Revenue	29,214	15,604	5,045	7,253	2,244	59,359
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	23,859	9,933	3,952	5,401	1,951	45,096
Equipment Maintenance	18,434	8,720	4,346	4,453	1,641	37,594
Fuel	9,830	4,606	1,701	2,450	829	19,417
Non-Scheduled Rolling Stock Repairs	51	24	10	12	3	100
Operating Facilities Maintenance	846	398	167	191	51	1,654
Other Operating Train Services	455	127	110	152	73	916
Security	7,101	2,812	1,434	1,518	668	13,533
Public Safety Program	48	18	15	11	10	102
Passenger Relations	920	498	157	234	60	1,870
TVM Maintenance/Revenue Collection	1,919	1,070	812	517	295	4,614
Marketing	1,441	722	245	360	99	2,868
Media & External Communications	172	62	54	38	36	362
Utilities/Leases	1,407	511	441	311	295	2,965
Transfers to Other Operators	1,743	850	235	343	106	3,276
Amtrak Transfers	253	519	-	-	51	824
Station Maintenance	1,199	331	142	294	98	2,065
Rail Agreements	1,359	955	876	197	254	3,641
Holiday Trains	77	87	-	21	81	265
Special Trains	44	32	16	-	-	92
Subtotal Operations & Services	71,159	32,275	14,715	16,501	6,604	141,253
<u>Maintenance-of-Way</u>						
MoW - Line Segments	24,566	9,543	3,231	6,146	2,910	46,395
MoW - Extraordinary Maintenance	408	100	66	74	48	697
Subtotal Maintenance-of-Way	24,974	9,643	3,298	6,220	2,958	47,093
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,978	2,910	2,494	1,767	1,667	16,817
Ops Non-Labor Expenses	4,253	2,017	980	989	415	8,654
Indirect Administrative Expenses	9,436	3,427	2,960	2,088	1,979	19,889
Ops Professional Services	1,138	413	357	252	239	2,398
Subtotal Admin & Services	22,804	8,768	6,791	5,097	4,300	47,758
<u>Contingency</u>	43	16	13	9	9	90
Total Operating Expenses	118,979	50,701	24,816	27,828	13,870	236,194
Insurance and Legal						
Liability/Property/Auto	7,508	3,535	1,484	1,693	457	14,677
Net Claims / SI	506	238	100	114	31	990
Claims Administration	600	282	119	135	36	1,172
Total Net Insurance and Legal	8,614	4,056	1,703	1,943	524	16,840
Total Expense	127,593	54,757	26,519	29,770	14,394	253,034
Net Loss / Total Funding Required	(98,379)	(39,153)	(21,475)	(22,518)	(12,150)	(193,674)

Numbers may not foot due to rounding.

NOTE:

Funding utilizing Member Agency subsidies vs CARES Act to be determined by Member Agencies

Exhibit 3.8 FY2021-22 Annual Operating Budget by Cost Component by Line

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	TOTAL
Operating Revenue									
Farebox Revenue	\$ 8,836	\$ 3,745	\$ 5,438	\$ 3,824	\$ 11,054	\$ 120	\$ 4,839	\$ 3,689	\$ 41,547
Fare Reduction Subsidy	1,126	-	-	-	-	-	-	-	1,126
Other Train Subsidies	750	93	912	299	183	-	-	115	2,352
Special Trains	46	18	36	-	33	-	-	18	150
Subtotal-Pro Forma FareBox	10,758	3,856	6,386	4,124	11,270	120	4,839	3,822	45,175
Dispatching	331	467	307	2	915	5	6	22	2,054
Other Revenues	145	55	94	46	124	4	64	44	575
MOW Revenues	3,486	1,407	2,907	183	1,540	7	1,281	745	11,556
Total Operating Revenue	14,719	5,784	9,693	4,355	13,849	137	6,190	4,633	59,359
Operating Expenses									
Operations & Services									
Train Operations	11,335	4,570	9,833	2,597	5,803	764	6,116	4,078	45,096
Equipment Maintenance	8,464	3,851	7,335	2,621	5,492	1,136	4,466	4,229	37,594
Fuel	4,788	1,828	3,716	1,209	2,875	207	3,025	1,769	19,417
Non-Scheduled Rolling Stock Repairs	23	8	21	7	16	2	12	11	100
Operating Facilities Maintenance	388	136	341	108	267	38	199	176	1,654
Other Operating Train Services	287	122	133	110	57	20	83	103	916
Security	2,840	1,328	3,246	1,144	1,746	276	1,587	1,366	13,533
Public Safety Program	15	17	18	15	8	3	12	14	102
Passenger Relations	475	158	315	135	422	10	227	129	1,870
TVM Maintenance/Revenue Collection	818	670	744	363	511	209	677	621	4,614
Marketing	733	262	460	226	646	15	311	215	2,868
Media & External Communications	53	60	65	54	28	10	41	51	362
Utilities/Leases	433	493	535	444	228	81	336	415	2,965
Transfers to Other Operators	704	272	678	243	952	-	166	262	3,276
Amtrak Transfers	-	123	-	-	700	-	-	-	824
Station Maintenance	646	278	392	136	373	5	14	222	2,065
Rail Agreements	-	596	-	1,149	472	-	669	755	3,641
Holiday Trains	81	-	51	-	87	-	-	47	265
Special Trains	28	32	31	-	-	-	-	-	92
Subtotal Operations & Services	32,111	14,806	27,914	10,562	20,681	2,778	17,941	14,462	141,253
Maintenance-of-Way									
MoW - Line Segments	13,327	7,254	10,231	1,192	6,207	26	4,977	3,181	46,395
MoW - Extraordinary Maintenance	153	105	111	97	117	-	94	21	697
Subtotal Maintenance-of-Way	13,480	7,359	10,342	1,288	6,325	26	5,071	3,201	47,093
Administration & Services									
Ops Salaries & Fringe Benefits	2,463	2,784	3,045	2,509	1,309	459	1,904	2,344	16,817
Ops Non-Labor Expenses	1,897	905	1,635	634	1,409	55	1,184	934	8,654
Indirect Administrative Expenses	2,902	3,306	3,592	2,979	1,531	545	2,251	2,783	19,889
Ops Professional Services	350	399	433	359	185	66	271	336	2,398
Subtotal Admin & Services	7,612	7,394	8,705	6,482	4,434	1,125	5,610	6,396	47,758
Contingency	13	15	16	13	7	2	10	13	90
Total Operating Expenses	53,216	29,574	46,977	18,346	31,447	3,931	28,632	24,071	236,194
Insurance and Legal									
Liability/Property/Auto	3,443	1,209	3,025	960	2,371	337	1,770	1,563	14,677
Net Claims / SI	232	82	204	65	160	23	119	105	990
Claims Administration	275	97	242	77	189	27	141	125	1,172
Total Net Insurance and Legal	3,951	1,387	3,470	1,101	2,720	386	2,031	1,793	16,840
Total Expense	57,167	30,961	50,447	19,448	34,167	4,317	30,663	25,864	253,034
Net Loss / Total Funding Required	\$ 42,448	\$ 25,177	\$ 40,754	\$ 15,093	\$ 20,318	\$ 4,181	\$ 24,473	\$ 21,231	\$ 193,674

Numbers may not foot due to rounding.

NOTE:

Funding utilizing Member Agency subsidies vs CARES Act to be determined by Member Agencies

Exhibit 3.9 FY2017-18 to FY2021-22 Revenue Sources Trend

(000's)	FY2017-18 ACTUALS	FY2018-19 ACTUAL	FY2019-20 ACTUAL	FY2020-21 BUDGET	FY2021-22 BUDGET	CHANGE FROM FY2020-21 BUDGET
Operating Revenues						
Farebox	\$ 82,699	\$ 82,154	\$ 63,104	\$ 27,138	\$ 45,175	66.5%
Dispatching Agreements	2,133	2,136	2,300	2,327	2,054	(11.7%)
Other Operating ⁽¹⁾	463	790	254	1,075	575	(46.5%)
Maintenance-of-Way	12,789	13,017	13,301	12,960	11,556	(10.8%)
Funds for Operating ⁽²⁾⁽⁶⁾	134,818	142,949	166,327	217,008	193,674	(10.8%)
Subtotal Operating Revenues	\$ 232,902	\$ 241,046	\$ 245,285	\$ 260,508	\$ 253,034	(2.9%)
Percent of Total Revenues	73.9%	57.5%	54.3%	61.8%	49.3%	N/A
Capital Revenues ⁽³⁾						
State	\$ 21,472	\$ 2,748	\$ 176	\$ 236	\$ 137	(41.9%)
Federal	26,795	4,428	1,353	1,486	1,442	(3.0%)
Union Pacific Railroad/BNSF	-	26	-	-	-	N/A
Other Non-Member (includes insurance recoveries)	9,585	-	35	42	1,706	3968.2%
Local Funds for Capital	24,459	2,365	1,640	953	1,667	75.1%
Carryover from prior year ⁽⁴⁾⁽⁵⁾	N/A	168,878	203,190	158,440	254,759	60.8%
Subtotal Capital Revenues	\$ 82,311	\$ 178,445	\$ 206,393	\$ 161,156	\$ 259,711	61.2%
Percent of Total Revenues	26.1%	42.5%	45.7%	38.2%	50.7%	N/A
Total Revenues	\$ 315,213	\$ 419,491	\$ 451,678	\$ 421,664	\$ 512,745	21.6%
Revenues as a Percent of Total	50.5%	34.6%	37.2%	51.7%	38.1%	N/A

Numbers may not foot due to rounding.

NOTES:

- (1) Other Revenues include one-time and other non-recurring sources.
- (2) In FY2017-18, FY2018-19, FY2019-20 and FY2020-21 a portion of local funds will be reimbursed by a Federal Preventive Maintenance grant.
- (3) Each year includes only that amount expended within that year.
- (4) There is no separate category for carryover in FY2017-18 because funding types are identified when expenses were recorded and categorized in the appropriate line.
- (5) Carryover amounts are included in specific categories in years which are actual. Carryover amounts for budgeted years reflect expected expenditures as calculated at the time of the Budget Adoption.
- (6) Funding utilizing Member Agency subsidies vs CARES Act to be determined by Member Agencies

Exhibit 3.10 FY2021-22 Budget Revenue Sources and Use by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total FY2021-22	% of Total
Operating Budget								
Funds For Operating	98,379	39,153	21,475	22,518	12,150	-	193,674	76.5%
Operations	79,509	32,116	18,883	17,959	9,671	-	158,137	62.5%
Maintenance-of-Way	18,871	7,037	2,591	4,559	2,479	-	35,537	14.0%
Other Operating Revenues	29,214	15,604	5,045	7,253	2,244	-	59,359	23.5%
Farebox Revenue	21,763	12,209	4,273	5,423	1,507	-	45,175	17.9%
Non-Fare Operating Revenue	1,347	789	65	168	258	-	2,629	1.0%
MOW Revenues	6,103	2,606	706	1,661	479	-	11,556	4.6%
Total Funding Sources For Operating	127,593	54,757	26,519	29,770	14,394	-	253,034	100.0%
Total Operating Expenditures	127,593	54,757	26,519	29,770	14,394	-	253,034	100.0%
Operating Expenditures (Excludes MOW)	102,619	45,114	23,222	23,550	11,436	-	205,941	81.4%
Maintenance-of-Way	24,974	9,643	3,298	6,220	2,958	-	47,093	18.6%
Capital Program Expenditure in FY2021-22								
Local Funds For Capital	1,667	-	-	-	-	-	1,667	0.6%
New Capital	14	-	-	-	-	-	14	0.0%
Rehabilitation/Renovation	1,653	-	-	-	-	-	1,653	0.6%
Other Capital Revenues	-	758	215	368	238	1,706	3,285	1.3%
State Funds	-	-	-	22	116	-	137	0.1%
Federal Funds	-	758	215	347	122	-	1,442	0.6%
Other Funds	-	-	-	-	-	1,706	1,706	0.7%
Carryover Expenditures in FY22	42,775	50,668	10,173	18,273	14,160	118,709	254,759	98.1%
Total Funding Sources For Capital Program	44,443	51,426	10,388	18,641	14,398	120,415	259,711	100.0%
Total Capital Program Expenditures in FY22	44,443	51,426	10,388	18,641	14,398	120,415	259,710	100.0%
New Capital	14	6	3	4	2	400	430	0.2%
Rehabilitation/Renovation	1,653	752	211	364	236	1,305	4,522	1.7%
Carryover from prior year	42,775	50,668	10,173	18,273	14,160	118,709	254,759	98.1%
Total Proposed Expenditures	172,036	106,183	36,907	48,411	28,792	120,415	512,745	N/A

Numbers may not foot due to rounding.

ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION FOUR

OPERATING REVENUES

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 4: Operating Revenues

4.1 Introduction

SCRRA's funding requirement for the FY2021-22 Operating Budget is \$253.0 million. Funding for the Operating Budget is normally provided by a combination of SCRRA is generated operating revenues and subsidies from the five Member Agencies. During the COVID-19 pandemic, COVID-19 Relief Funds have been provided to cover many costs of operation.

SCRRA operating revenues include farebox, dispatching, Maintenance-of-Way (MOW), and miscellaneous revenue sources. The FY2021-22 net requirement for funding is \$193.7 million, a decrease of \$23.3 million from the FY2020-21 Budget.

SCRRA estimated FY2021-22 Revenues are \$59.4 million, an increase of \$15.9 million from the FY2021-22 Budget. This increase is a result of the slow recovery from the impacts of the COVID-19 pandemic on farebox revenues. In FY2020-21 and FY2021-22, total funding is budgeted as follows:

	FY 2020-21	FY 2021-22	CHANGE FROM FY2020-21 BUDGET	
	BUDGET	BUDGET	\$ VARIANCE	% VARIANCE
Farebox	\$ 27,138	\$ 45,175	\$ 18,037	66.5%
Dispatching	2,327	2,054	(273)	(11.7%)
Other Revenues	1,075	575	(500)	(46.5%)
MOW Revenues	12,960	11,556	(1,405)	(10.8%)
Subtotal	43,500	59,359	15,859	36.5%
Member Agencies	146,381	*	N/A	N/A
CARES Act Funding	70,627	*	N/A	N/A
Subtotal	217,008	\$ -		
Total Funding Required	\$ 262,869	\$ 59,359	\$ (203,509)	(77.4%)

Numbers may not foot due to rounding.

NOTE:

*Funding utilizing Member Agency subsidies vs CARES Act to be determined by Member Agencies

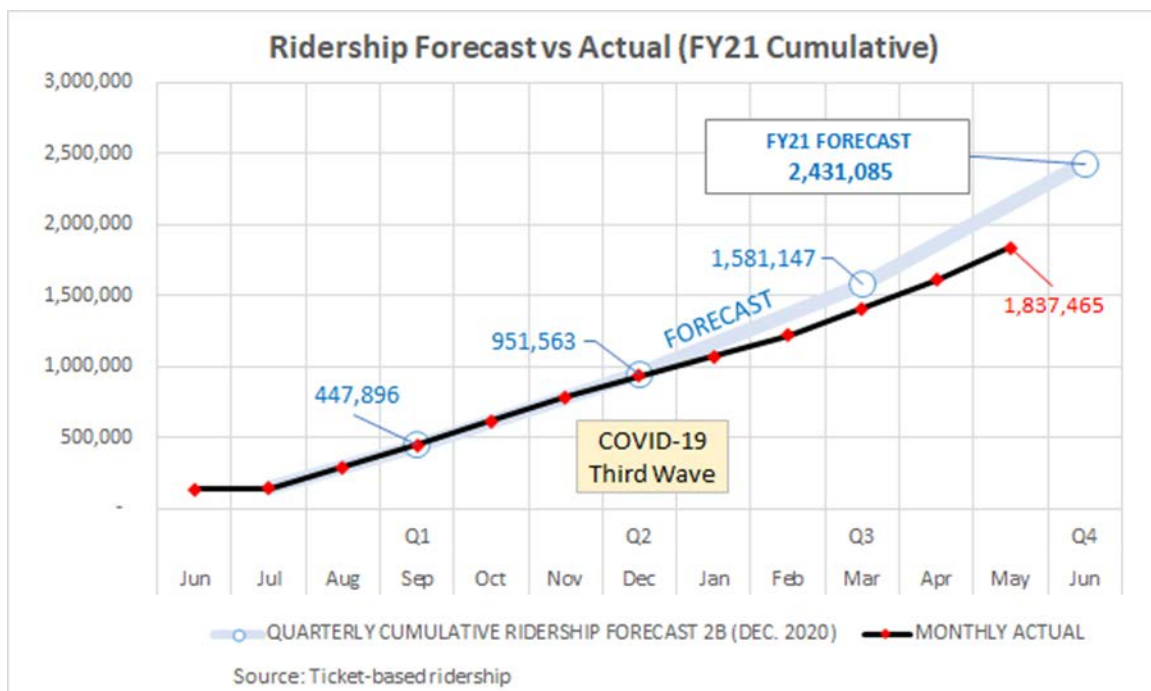
As shown in Section 6 - Member Agency Subsidies, operational subsidies are effectively reduced by the annual Congestion Mitigation Air Quality Grant (CMAQ) and Preventive Maintenance Federal Formula Funds, which are claimed by Metrolink and passed on to Member Agencies.

4.2 Farebox Revenues – Marketing

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

- 71% of riders in 2020 self-identified as essential workers, which further increased to 75% in 2021.
- Seniors, ages 65+, account for 10% of riders, up from 6% in 2018 and 2020.
- In 2020, 75% of riders were commuting to work, compared to 50% in 2021, while 33% of riders were traveling by rail for leisure, sightseeing or visiting friends and family.
- Moreover, riders who stated that Metrolink was their only option for transportation doubled from 5% to 10%.

Ridership recovery during the first half of FY21 closely tracked earlier forecasts from December 2020. But the spread of a third wave of the pandemic throughout the Metrolink service area starting in December 2020 delayed the recovery by several months. Since January, ridership has begun to recover. By June 2021, ridership is expected to have increased by 80% since January and have recovered about 20% of pre-pandemic ridership levels. Yet, the delay in the ridership recovery due to the third wave of the pandemic during the winter months has resulted in Metrolink ridership ending the fiscal year about 15% below projections.



Illustrating the changing ridership base, weekend ridership has grown at a faster pace than weekday ridership as people seek safe and budget-friendly ways to get out of their homes for leisure activities. Increased leisure travel presents Metrolink with the opportunity to expand its service from being a predominantly commuter rail to a regional rail service that fits the needs and lifestyles of Southern Californians.

The Corporate Partner Program has seen 32.8% growth in Monthly Pass sales from May 2020 (657 sales) to June 2021 (978 sales). As employers start to plan for a Summer and Fall return, we have seen increased sales for the Five-Day Flex Pass, corresponding to the increasing daily ridership as the region moves into the new normal.

The New Normal

California reopened June 15 after months of public health restrictions, a color-coded tier system and a mask mandate. Even though many schools and businesses are reopening, we don't expect people's commuting habits to be the same as they were pre-pandemic. White collar workers, the traditional core ridership for Metrolink, are expected to commute less. But blue collar and essential workers, as well as seniors, continue to look for viable transportation options as traffic patterns return to pre-COVID congestion. As California reopens, the Metrolink opportunity to be the provider of safe and affordable leisure travel is greater than ever, particularly for families, eco-conscious Millennials, Gen-Zers and Seniors. Metrolink will build on the momentum of ridership trends and projections to create engaging campaigns focused on regaining ridership.

MARKETING COMMUNICATIONS OBJECTIVES

Our marketing communications objectives are as follows:

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

Metrolink will strive to achieve these objectives by:

- Demonstrating how Metrolink aligns with the new normal lifestyle from flexible work patterns and school hours to leisure travel routines.
- Using offers and incentives to drive trial and future purchase intent, and measure effectiveness of the campaigns.
- Leveraging new and existing partnerships with businesses and interest specific organizations to create unique experiences and broaden awareness of Metrolink among target audiences.
- Continuing to highlight Metrolink's comprehensive health & safety protocols to provide emotional security and comfort around COVID-specific safety concerns
- Appealing to new eco-conscience riders to show how Metrolink aligns with their interests and is a viable, environmentally friendly transportation alternative.

4.3 MOW Revenues

Freight railroads and Amtrak Intercity Services operating over territory owned by Member Agencies provide MOW revenues, based upon existing agreements. MOW revenue is projected at \$11.6 million, or 10.8% less than the FY21 Adopted Budget. The details of MOW payments and their source are as shown in Exhibit 4.2. The decrease in revenue is the result of a reduction in freight traffic on the Coast & Saugus line segments, and a reduction in service by Amtrak.

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 FY2021-22 are projected at \$2.1 million, which is a 11.7% decrease from the FY2020-21 Budget. The decrease is the result of an elimination of Mission Tower charges, and a reduction in Amtrak service.

4.5 Exhibits

Exhibit 4.1: FY2016-17 to FY2020-21 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: FY2017-18 to FY2021-22 MOW Revenue Trends details various MOW revenue agreements by territory and source with annual actual revenues for FY2017-18, FY2018-19 and FY2019-20, and budgeted revenues for FY2020-21 and FY2021-22.

Exhibit 4.3: FY2017-18 to FY2021-22 Dispatching Revenue Trends lists various dispatching revenue agreements by territory with annual actual revenues for FY2017-18, FY2018-19 and FY2019-20, and budgeted revenues for FY2020-21 and FY2021-22.

Exhibit 4.4: FY2017-18 to FY2021-22 Other Operating Revenue Trends lists various revenue sources such as Marketing Revenues with annual actual revenues for FY2017-18, FY2018-19 and FY2019-20 and budgeted revenues for FY2020-21 and FY2021-22.

Exhibit 4.1 FY2017-18 to FY2021-22 Fare Revenue and Ridership

Operating Line	AVERAGE DAILY RIDERSHIP						REVENUE/RIDER (\$'s)					FARE REVENUE (\$000's)					
	FY2017-18 ACTUAL	FY2018-19 ACTUAL	FY2019-20 ACTUAL	FY2020-21 BUDGET	FY2022-22 BUDGET	% CHANGE FROM FY2020-21 BUDGET	FY2016-17 ACTUAL	FY2017-18 ACTUAL	FY2019-20 ACTUAL	FY2020-21 BUDGET	FY2022-22 BUDGET	FY2017-18 ACTUAL	FY2018-19 ACTUAL	FY2019-20 ACTUAL	FY2020-21 BUDGET	FY2022-22 BUDGET (1)	% CHANGE FROM FY2019-20 BUDGET
San Bernardino																	
Weekday	9,141	9,962	8,219	3,518	5,557	57.9%	7.81	5.96	5.96	6.55	6.64	18,572	15,448	12,743	5,991	9,597	60.2%
Weekend	3,238	3,352	2,449	1,134	1,812	59.7%	6.30	5.88	5.92	6.32	6.16	2,121	2,051	1,508	745	1,161	55.8%
Ventura County																	
Weekday	4,182	4,220	3,290	1,439	2,314	60.8%	5.55	5.45	5.43	6.39	6.35	6,031	5,985	4,648	2,391	3,820	59.8%
Weekend				297	22					5.01	15.71				19	36	86.2%
Antelope Valley																	
Weekday	6,070	6,309	5,108	2,168	3,451	59.2%	6.37	8.07	6.17	5.68	6.35	10,055	13,237	8,188	3,201	5,699	78.0%
Weekend	2,186	2,155	1,657	746	1,164	55.9%	6.82	6.74	6.36	4.17	5.68	1,550	1,511	1,096	324	687	112.4%
Riverside	3,880	3,698	2,835	1,234	2,006	62.5%	8.61	8.55	8.78	7.76	7.91	8,688	8,226	6,470	2,491	4,124	65.5%
Orange County																	
Weekday	9,497	9,615	7,481	3,290	5,349	62.6%	8.19	8.21	7.96	6.89	7.57	20,231	20,534	15,486	5,896	10,527	78.5%
Weekend	2,138	2,184	1,570	737	1,176	59.5%	7.06	7.08	7.08	6.44	6.08	1,569	1,609	1,156	493	743	50.6%
OC MSEP	482	530	194	78	126	62.6%	3.12	2.56	3.77	3.38	3.67	391	352	190	68	120	76.6%
IEOC																	
Weekday	4,632	4,463	3,489	1,515	2,422	59.9%	6.11	6.12	6.14	7.14	6.98	7,355	7,098	5,567	2,812	4,398	56.4%
Weekend	1,578	1,494	1,046	494	781	58.2%	2.33	2.23	2.39	5.63	5.43	382	346	260	289	441	52.7%
91/Perris Valley																	
Weekday	3,121	3,151	2,482	1,078	1,712	58.8%	6.67	6.60	6.57	8.03	8.10	5,411	5,408	4,241	2,249	3,604	60.2%
Weekend	739	710	538	252	369	46.6%	4.46	4.75	4.75	6.41	5.69	343	351	266	168	219	30.0%
Totals																	
Weekday	41,005	41,948	33,097	14,319	22,936	60.2%	7.20	6.99	6.69	6.74	7.02	76,735	76,287	57,533	25,100	41,888	66.9%
Weekend	9,879	9,894	7,261	3,660	5,323	45.5%	5.80	5.70	5.68	5.35	5.94	5,964	5,867	4,287	2,038	3,287	61.3%
Total	50,883	51,841	40,358	17,979	28,260	57.2%	7.08	6.88	6.60	6.61	6.93	82,699	82,154	61,820	27,138	45,175	66.5%

Numbers may not foot due to rounding.

NOTES:

- (1) FY21 fare revenue budget is projected with FY19 actual average fare per rider and ridership trends
- (2) Data is provided for each operating line with annual actuals for FY2017-18, FY2018-19 and FY2019-20, and budgeted data for FY2020-21 and FY2021-22

Exhibit 4.2 FY2017-18 to FY2021-22 Maintenance-of-Way (MOW) Revenue Trends

(000's)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	CHANGE FROM
Agreement/Territory	ACTUALS	ACTUALS	ACTUALS	BUDGET	BUDGET	FY2020-21 BUDGET
Amtrak Intercity Services	\$ 941	\$ 941	\$ 1,049	\$ 963	\$ 858	(11.0%)
LAUS Rail Yard Operations & Maintenance (Amtrak)	750	769	910	557	485	(12.9%)
Azusa Branch Shared Use (UPRR/SPTC)	136	142	135	146	149	2.0%
Baldwin Park Branch Shared Use (UPRR/SPTC)	220	229	210	235	240	2.0%
Coast & Saugus Shared Use (UPRR/SPTC)	4,391	4,391	4,391	4,391	3,473	(20.9%)
East Bank Joint Facility (UPRR/SPTC)	864	860	951	881	562	(36.2%)
Mission Tower (UPRR/SPTC)	192	193	55	198	88	(55.3%)
San Diego & Olive Subdivision Shared Use (BNSF)	1,717	1,775	1,818	1,818	1,856	2.1%
Pasadena Subdivision Shared Use (BNSF)	2,230	2,306	2,361	2,366	2,411	1.9%
State Grade Crossing (CPUC)	328	367	336	328	335	2.0%
PVL/San Jacinto Subdivision Shared Use (BNSF)	653	675	727	692	706	2.1%
Redlands Subdivision Shared Use (BNSF)	217	224	230	230	234	2.1%
Crossing Maintenance Fees	149	143	123	155	158	2.0%
Total	\$ 12,789	\$ 13,017	\$ 13,301	\$ 12,960	\$ 11,556	(10.8%)

Numbers may not foot due to rounding.

Exhibit 4.3 FY2017-18 to FY2021-22 Dispatching Revenue Trends

(000's)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	CHANGE FROM
Agreement/Territory	ACTUALS	ACTUALS	ACTUALS	BUDGET	BUDGET	FY2020-21 BUDGET
Amtrak Intercity Services	\$ 1,464	\$ 1,464	\$ 1,816	\$ 1,651	\$ 1,522	(7.8%)
Coast & Saugus Shared Use (UPRR/SPTC)	257	257	257	257	257	0.0%
East Bank Joint Facility (UPRR/SPTC)	92	92	91	94	93	(0.9%)
Mission Tower (UPRR/SPTC)	183	183	-	183	-	(100.0%)
San Diego & Olive Subdivision Shared Use (BNSF)	59	59	57	61	63	3.3%
Pasadena Subdivision Shared Use (BNSF)	71	70	68	71	105	48.4%
San Jacinto Subdivision	8	11	11	11	14	32.4%
Total	\$ 2,133	\$ 2,136	\$ 2,300	\$ 2,327	\$ 2,054	(11.7%)

Numbers may not foot due to rounding.

Exhibit 4.4 FY2017-18 to FY2021-22 Other Operating Revenue Trends

(000's) Revenue Source	FY2017-18 ACTUALS	FY2018-19 ACTUALS	FY2019-20 ACTUALS	FY2020-21 BUDGET	FY2021-22 BUDGET	CHANGE FROM FY2020-21 BUDGET
Marketing Revenues	\$ 11	\$ 18	\$ 6	\$ 1,000	\$ 500	(50.0%)
Amtrak TVM Revenues	79	-	-	-	-	N/A
Miscellaneous Revenues	128	360	248	15	15	0.0%
TPA Earnings	202	-	-	-	-	N/A
Gain On Disposal Of Asset	33	-	-	50	50	0.0%
Scrap and Salvage Sales	11	363	-	10	10	0.0%
Total	\$ 463	\$ 742	\$ 254	\$ 1,075	\$ 575	(46.5%)

Numbers may not foot due to rounding.

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ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION FIVE

OPERATING EXPENSES

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 5: Operating Expenses

5.1 Introduction

SCRRA's Operating Expenses for FY2021-22 are projected at \$253.0 million. This cost includes four key budgetary components: Train Operations, Maintenance-of-Way (MOW), Administration and Services related to Train Operations and Insurance Expense. Note that the categories of Train Operations, Administration & Services and Non-Train Ops Contingency are herein combined and referred to as "Train Operations." Train Operations costs are \$189.1 million, or 74.8% of the total Operating Budget. MOW costs are \$47.1 million, or 18.6% of the total Operating Budget. Insurance expenses are \$16.8 million, or 6.6% of the total Operating Budget.

The approach for budgeting was a zero base. Each item submitted for inclusion in the FY2021-22 Budget required specific justification. Justification for cost submissions were reviewed, cost center by cost center, line by line. Tighter controls were instituted to ensure conformance to established guidelines. Meetings were held with Staff to reach agreement on expenses in the current environment. Special attention was dedicated to the "Big Four" vendors (Amtrak, Bombardier, Sheriff, Herzog) as they comprise more than 40% of the Operating Expenses.

Review protocols were instituted beginning in FY2018 to ensure staff in all areas are provided monthly budget vs actual information in their respective areas, to facilitate compliance with budgeted expense.

Meetings are held each month with every Chief to compare actual expenses to budget for each item in each cost center for which they are accountable.

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

5.2 Operating Budget Assumptions

5.2.1 Service Levels

The FY2021-22 Budget reflects the operation of 108 weekday trains on seven lines and 90 regular weekend trains operating on six lines. Currently, weekend services offered both Saturday and Sunday, will be operated on the San Bernardino,

Antelope Valley, 91/PVL, Orange County, and IEOC lines. Saturday service only is offered on the Ventura Line.

5.2.2 Cost Allocations

Operations expenses are distributed to the operating lines, and subsequently to Member Agencies, based on a number of formulas approved by the Member Agencies. 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 dispatched, track miles and unduplicated stations.

These allocation categories are applied to specific budget line-item components as outlined in Member Agency agreements. Examples include current budget year train miles used to allocate Train Operations, fuel and operating contingency funds. More complex allocations are applied directly to line segments or territories, and are used for rail agreements, MOW, transfer payments and Amtrak passenger transfers. Items such as direct Train Operations expenses and fuel are distributed based on train miles, while payments to freight railroads are charged directly to operating lines associated with the specific freight lines. These allocation formulae are described in Section 11 – Appendix.

5.3 Train Operations

Train Operations expenses of \$189.1 million have decreased \$10.7 million, or 7.1%, from the FY2020-21 Budget. These costs include multiple functional sub-components, which are segmented to permit allocation to operating line segments 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 service also 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.

The explanations below will show that in FY2021-22 many costs which vary directly with ridership see a significant reduction as an impact of the COVID-19 pandemic.

Train Operations - Crews

Cost in FY2021-22 is \$39.6 million, a decrease of \$5.0 million or 11.2% from the FY2020-21 Budget. This is the result of service reduction, in combination with the benefits of the newly negotiated contract, which was effective January 1, 2021.

Train Operations - Dispatching

The budgeted cost of SCRRA-provided dispatching services over the right-of-way territories owned by the SCRRA Member Agencies in FY2021-22 is \$5.5 million, an increase of \$0.1 million or 1.9% from the FY2020-21 Budget.

Equipment Maintenance

The Equipment Maintenance budget for FY2021-22 totals \$37.6 million, a decrease of \$1.6 million, or 4.1% from the FY2020-21 Budget. This is comprised of three types of expense items:

- Outsourced mechanical services – Eastern Maintenance Facility & Stuart Mesa (primarily Bombardier) totals \$27.5 million and includes additional cleaning services necessitated by COVID-19 pandemic.
- Materials issued from inventory to effect repairs totals \$9.9 million.
- Other Mechanical Services totals \$0.2 million.

Fuel

The budget assumes an annual consumption of 8.0 million gallons of fuel for train operations. FY2021-22 fuel prices will continue to be managed through a fuel hedging program. 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 \$19.4 million is a \$1.1 million decrease from the FY2020-21 Budget.

Non-Scheduled Rolling Stock Repairs/Modifications

Repairs to accommodate unforeseen medium-scaled damage to rolling stock or rolling stock modifications is budgeted at \$0.1 million, a decrease of 28.6% from the FY2020-21 Budget.

Operating Facilities Maintenance

This category includes janitorial services; maintenance and hazardous materials compliance at the Central Maintenance Facility (CMF) and other SCRRA facilities; repair, fueling and maintenance of Authority-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 FY2021-22 is \$1.7 million; a 5.2% decrease from the FY2020-21 Budget.

Other Operating Train Services

This category involves items directly related to operating the rail system, including; weather data forecast and emergency reporting services, publications, printing of required manuals and the largest line item, emergency bus services. The projected

expenditures of \$0.9 million are a 6.9% decrease to the amount of the FY2020-21 Budget.

Security – Sheriff

Our contract with the Los Angeles County Sheriff's Department at \$8.6 million for FY2021-22 is \$1.5 million, or 21.6%, higher than the FY2020-21 Budget. It should be noted that the FY21 was underbudgeted, and that the actuals for that year were \$9.6 million

Security – Guards

FY2021-22 Security Guard cost of \$4.5 million is more than prior year by \$1.5 million or 51.3%. The security officers' duties were previously reduced in FY21 due to budget constraints. In FY22, a new security contract was awarded and previous duties were reinstated to ensure safety of our employees and patrons.

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 amount of these funds varies directly with the growth or decline in fare revenues.

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 FY2021-22 Public Safety is \$0.1 million, or 3.0% less than the FY2020-21 Budget.

Passenger Relations

The Passenger Relations budget furnishes funds primarily for the Call Center which provides multiple types of information to passengers seven days a week. The \$1.9 million budget is a 3.2% increase from the FY2020-21 Budget.

Ticket Vending Machine (TVM) Maintenance/Revenue Collection

This includes maintenance of TVM, 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 FY2021-22 Budget is \$4.6 million, a \$2.2 million or 32.4% reduction from the FY2020-21 Budget. New ticket vending devices will reduce repair costs and a more favorable maintenance contract has been negotiated. The impact of COVID-19 pandemic will affect this category by less ticket stock, fewer bank charges, and a lower commission cost on Mobile Application purchases.

Marketing

The Marketing category totaling \$2.9 million is comprised of the Marketing and Partnership Department's budget of \$2.5 million and Customer Experience market research budget of \$0.4 million. For FY2021-22, the overall budget for Marketing increased by \$0.5 million from the FY2020-21 Budget. The Marketing Department's budget includes advertising, Metrolink's weekend/destination programs, Corporate Partner Program (CPP), new resident direct mail campaign and customer outreach onboard trains and at stations, and Title VI expenditures.

Media/External Communications

The Media/External Communications category includes media, public and community relations, website content development and the production of printed timetable schedules and Ride Guides. At \$0.4 million, this line item less than the FY2020-21 Budget by \$0.1 million or 25%.

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 FY2021-22 Budget is \$3.0 million, a budget decrease of \$0.1 million, or 3.3%, from the FY2020-21 Budget.

Transfers to Other Operators

This line item is the amount Metrolink pays to other Transit Operators to allow Metrolink ticket holders to transfer to their systems without additional cost. The estimated cost for these payments is budgeted at \$3.3 million for FY2021-22, \$0.3 million, or 9.8% more than the FY2020-21 Budget.

Amtrak Transfers

These funds represent costs to the Authority for the Rail2Rail program. Under this program, SCRRRA, 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 FY2021-22 is \$0.8 million, a decrease of \$1.0 million or 55.6% from the FY2020-21 Budget. A reduction of Amtrak service was made in response to the impact of COVID-19 pandemic.

Station Maintenance

For FY2021-22, Station Maintenance is budgeted at \$2.1 million. The largest portion of this item represents the maintenance of Union Station common area maintenance totaling \$1.8 million. The balance of the amount cover costs to maintain station equipment, including station displays, and maintenance of the Union Station platforms. This category decreased by \$0.2 million and is 10.1% less than the FY2020-21 Budget.

Rail Agreements

This item represents payments to Union Pacific 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 \$3.6 million, reflecting a budgeted decrease of \$2.2 million or 37.3% from the FY2020-21 Budget. The decrease is partially the result of service reduction implemented in response to COVID-19 impact on ridership, and partially due to reduced fees upon the completion of a second track.

Holiday Trains

The Holiday Train was included in the FY22 Budget in a hopeful anticipation that the COVID-19 pandemic will have abated by December 2021. It is an extremely popular event, and it is our hope that we will have the opportunity to offer it to our passengers this year.

Special Trains

Special Trains are being included in the Operating Budget on the basis that Special Trains are key factors in both attracting new riders and fulfilling Metrolink's responsibility to serve communities. Although COVID-19 pandemic may affect the running of such trains, the decision was made to keep at least a portion of the funds available. The expenditure budget for FY2021-22 has been established at \$0.1 million, a decrease to prior year's budget. Special Trains include trains for events such as Angels baseball games, Festival of Lights, Rams football games, and Lunar New Year.

Operations Salaries and Fringe Benefits

Salaries and fringe benefits are projected based on the actual salary rate of each approved position charged to Train Operations with an assumed fringe benefit additive. A 3% Merit pool increase is included in the FY2021-22 budget. The total salary and fringe benefit budget for Train Operations is \$16.8 million for FY2021-22, an increase of \$2.2 million, or 15.0% from the FY2020-21 Budget.

Operations Direct Non-Labor Costs

This category totals \$8.7 million for FY2021-22, an increase of \$1.1 million, or 15.1% from the FY2020-21 Budget. A total of \$6.8 million of this category, or 78.0%, is PTC software, maintenance agreements, technology support and utility costs which have increased \$0.6 million from the FY2020-21 Budget. This category also includes \$0.8 million in Information Technology costs, with the balance consisting of travel and lodging expenses for employee training, and conferences, operations memberships, gasoline, maintenance and repairs for operating department vehicles, and miscellaneous expenses.

Indirect Administrative Expenses

The Indirect Administrative Expense category represents the Train Operations budget sector's share of the Authority's General and Administrative (G&A) costs. The Indirect expense allocation totals \$19.9 million for FY2021-22, a decrease of \$1.1 million, or 5.2%, from the FY2020-21 Budget.

Operations Professional Services

This category consists of consultants and other outside professional services utilized by the Train Operations budget sector. In FY2021-22, the total budget is \$2.4 million which is a reduction of \$0.02 million from the FY2020-21 Budget. Outside legal services comprise \$1.1 million, or 46.0%, of the costs in this category. An additional \$1.1 million, another 46.0% are consultants utilized in the strategic planning of Service Design, Rail Operations Simulation, and studies of large potential projects.

Contingency

This line item is traditionally 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 subsidies, in the event short-term negative expense impacts are realized during the fiscal year. It represents the primary general reserve fund of the budget. This year, we have again kept that contingency to \$0.1 million, representing less than 0.1% of the Operating Budget for FY2021-22.

5.3.2 Train Operations Note

FY2021-22 cost components by line-item expenditure for Train Operations, see Exhibit 3.6 FY2021-22 Annual Operating Budget by Cost Component by Fiscal Year and Exhibit 3.7 FY2021-22 Annual Operating Budget by Cost Component by Member Agency.

5.4 Maintenance-of-Way (MOW)

This portion of the Operating Budget represents ordinary maintenance of the rights-of-way owned by Member Agencies and includes routine maintenance, inspection and repairs of track, structures, right-of-way, signal, communication and the train control systems. Overall, the FY2021-22 MOW expenses of \$47.1 million a decrease of \$0.6 million, or 1.2%, compared to the FY2020-21 Budget. Over half of this decrease or \$0.4 million is a decrease to Extraordinary Maintenance. On June 1, 2021, the Authority implemented a newly negotiated agreement with a single vendor to provide Track, Structure and Signals maintenance over the Metrolink system. This maintenance had previously been performed by two vendors. This consolidation will provide both efficiencies in performing our maintenance and cost savings.

SCRRA budgets for MOW expenses to ensure that the level of Ordinary Maintenance (OM) is sufficient to prevent any degradation of service quality or safety performance. The levels of maintenance required on the individual subdivisions are dependent upon the condition of the infrastructure, levels of commuter and freight train traffic, the number of road crossings and curves, and weather conditions. The condition of the infrastructure is also highly dependent on the historical level of funding available for Capital Maintenance (rehabilitation) in the Capital Program of the Budget.

To address Capital Maintenance needs, SCRRA developed and distributed the Metrolink Rehabilitation Plan (MRP), which is a comprehensive assessment of the State of Good Repair (SOGR) of SCRRA's systemwide assets. The results of the MRP indicated that after years of inadequate funding of SCRRA's rehabilitation program, there is approximately a \$469.8 million (2020 dollars) backlog of deferred SOGR or Capital Maintenance for all SCRRA's assets. The MRP also indicates a Special Projects amount of an additional \$467.4 million (2020 dollars) necessary to modernize Metrolink's existing fleet and facilities to handle future service needs, and that a minimum annual investment of \$86.8 million (2020 dollars) is necessary to prevent the backlog from growing on a year-over-year basis; however, the average annual investment from the Member Agencies is approximately \$62.1 million. Economic realities suggest that the current growth of Metrolink's SOGR backlog is unsustainable, and several years of increased investment will be required to reduce the backlog to acceptable levels. A strategy is now being developed to address the backlog with a major rehabilitation investment program.

5.4.1 Assumptions

MOW expenses are expenditures that provide OM of Member Agency-owned Track, Structures, Signals, and Road crossings. The most economical methods of replacement of Track elements (rail, ties, crossings, etc.) are through large specialized production-based projects. Best practice indicates planned replacement of track, Train Control and C&S components and systems, as they approach the end of their life cycle using Capital Maintenance. The costs to perform inspections and routine repairs should be covered in the OM budget. The MOW policy of SCRRA is to perform ordinary maintenance sufficient to meet SCRRA maintenance standards in addition to regulatory requirements. To prevent loss of service quality and budget for Rehabilitation at practical intervals, we strive to rehabilitate systems based on industry best practices and the Metrolink Rehabilitation Plan. This philosophy is consistent with other successful railroads on their main routes.

The primary function of OM 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. To assure a high level of safety and quality on track and signal operations, SCRRA adheres to its own maintenance standards. These standards in some cases are stricter and more frequent than the FRA minimum requirements.

5.4.2 Conditions and Trends in the MOW Budget

Current year MOW budgets are developed annually to maintain the infrastructure in a safe and compliant manner. They are based on assessing the actual quantities of infrastructure components, the number of contracted and maintenance personnel (SCRRA technicians, supervisors, inspectors, and managers/support) needed to perform the inspections and repairs, including amounts for material purchases, vehicles, supplies, and support activities. Labor costs of contracted service providers are the largest component of the OM budget. The labor rates are based on rates obtained through competitively bid OM contracts. 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 systems caused by outside forces, including vandalism and wildfires. Due to the number of commuter and freight trains operated mid-day, a large majority of OM work is being performed at night or during non-revenue service hours. Most contracts and labor agreements permit scheduled night work at premium straight time shift rates, if sufficient advance notice is given for a change of shift starting time. The OM labor budget includes two-shift coverage of track 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 SCRRA non-revenue movements in and out of the CMF). The Antelope Valley Line is a high curve and grade territory, which equates to an increased 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

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

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

Signal & Communications and Train Control Systems includes Signal and Communications contractor costs of labor, required to perform inspections mandated by the FRA, routine maintenance of the SCRRA 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 inspections mandated by the FRA, 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 which are allocated to segments and counties based on track miles.

Agency Costs include SCRRA labor, overhead and non-labor costs allocated to the MOW budget that are subsequently allocated to specific line segments based on track miles.

Other Costs include payments for 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 FY2021-22 MOW expenditures are projected at \$47.1 million and are funded by SCRRA generated MOW revenue and Member Agency subsidies. These costs and revenues are allocated over operating lines and Member Agencies. Exhibit 5.3 FY2021-22 Maintenance-of-Way Expenditures and Revenue Offsets shows the Operating and Non-Operating line allocation.

5.4.5 MOW Projections by Line Segment

The FY2021-22 MOW Line Segment Budget of \$47.1 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,
- Redlands 1st Mile
- Redlands Subdivision 1+

Maintenance-of-Way

(000's)	FY2021-22
Operating Lines - MOW	\$ 43,793
Non-Operating Lines	2,602
Total Line Segments	46,395
Extraordinary Maintenance	697
MOW Budgeted Expenses	\$ 47,093

Numbers may not foot due to rounding.

NOTES:

Includes both MOW - Line Segments and Extraordinary MOW

Exhibit 5.4 FY2021-22 Maintenance-of-Way Expenditures by Line Segment / Territory – Operating Lines and Extraordinary and Exhibit 5.5 FY2021-22 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 prompt restoration following accidents or disasters. Short-term repairs are typically followed by permanent repairs. Repairs to restore the location and system to industry standards and compliance with current engineering standards and design criteria (i.e. a wooden bridge would be replaced with a steel/concrete bridge). Thus, funds are not used to rebuild obsolete infrastructure. Repair is complete when the replacement structure material matches the existing material (i.e., if the surrounding track has concrete ties, then the repair would not be complete until replacement concrete ties are installed).

Repairs to the signal and grade crossing warning and communications systems are made to be compliant with current FRA/CPUC regulatory requirements in addition to engineering and safety standards. Thus, maintaining system safety and reliability and enhancing the operational flexibility to achieve consistent system operations. Rehabilitation 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 if responsible party is identifiable (e.g., derailment caused by freight railroad or damage caused by a motorist covered with insurance). The Authority will also look to emergency funding (e.g. FEMA). After deductibles, SCRRRA insurance coverage may reimburse the Authority for expenditure costs.

5.5 Insurance and Legal Expense

This category includes insurance premiums for Property, Liability, and Auto, in addition to claims, self-insurance costs and claims administration. In FY2021-22, Insurance and Legal total expenses of \$16.8 million have increased by \$1.9 million or 12.5% from the FY2020-21 Budget. This increase is due to almost entirely to higher Insurance Premiums, which increased \$1.8 million or 14.0%. Similar increases are being experienced by all rail operators.

5.6 Exhibits

Exhibit 5.1: FY2021-22 Service Assumptions details the operating service assumptions for weekday, Saturday and Sunday trains by operating line. FY2021-22 includes 108 weekday trains and 90 weekend trains.

Exhibit 5.2: FY 2018-19 to FY2021-22 Service Train Miles provides revenue train miles by operating line with annual actuals for FY2018-19, FY2019-20, and budget costs for FY2020-21 and FY2021-22.

Exhibit 5.3: FY2021-22 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: FY2018-19 to FY2021-22 MOW Expenditures by Line Segment / Territory – Operating Lines provides the cost of MOW for operating lines allocated across operating lines and Member Agencies with annual actuals for FY2018-19, FY2019-20, and budget costs for FY2020-21 and FY2021-22.

Exhibit 5.5: FY2018-19 to FY2021-22 MOW Expenditures by Line Segment / Territory – Non-Operating Lines and Total including Extraordinary provides the cost of MOW for non-operating lines and the total costs including Extraordinary allocated across operating lines and Member Agencies with annual actuals for FY2018-19, FY2019-20, and budget costs for FY2020-21 and FY2021-22.

Exhibit 5.1 FY2021-22 Service Assumptions

	Number of Trains		
	Weekday	Saturday	Sunday
San Bernardino Line			
San Bernardino Downtown-LAUS	28	18	14
San Bernardino Depot-LAUS	2		
Ventura County Line			
Chatsworth-LAUS	2		
Moorpark-LAUS	8	2	
East Ventura-LAUS	4		
Antelope Valley Line			
Lancaster-LAUS	16	12	12
Riverside Line			
Riverside-LAUS	7		
91/Perris Valley Line			
Riverside-LAUS	2		
South Perris-LAUS	8	4	4
Orange County Line			
Irvine-LAUS	3		
Laguna Niguel-LAUS	4		
Oceanside-LAUS	10	8	8
Fullerton-Laguna Niguel (MSEP)			
Fullerton-Oceanside (MSEP)			
IEOC Line			
San Bernardino Downtown-Irvine	1		
San Bernardino Downtown-Laguna Niguel	4		
San Bernardino Downtown-Oceanside	3	4	4
Riverside-Laguna Niguel	5		
Riverside-Oceanside	1		
Total	108	48	42

Exhibit 5.2 FY2018-19 to FY2021-22 Service Train Miles

Line	FY2018-19 ACTUALS	FY2019-20 ACTUALS	FY2020-21 BUDGET	FY2021-22 BUDGET	VARIANCE FY2021-22 VS. FY2020-21	
					MILES	%
San Bernardino Line	717,583	639,522	621,222	520,798	(100,424)	(16.2%)
Ventura County Line	310,460	228,127	215,169	193,274	(21,895)	(10.2%)
Antelope Valley Line	266,568	575,444	533,561	417,560	(116,001)	(21.7%)
Riverside Line	188,209	170,007	172,308	116,241	(56,067)	(32.5%)
91/Perris Valley Line	479,528	252,248	298,673	217,672	(81,001)	-27.1%
Orange County Line (incl MSEP)	556,912	496,438	550,255	406,899	(143,356)	(26.1%)
Inland Empire/Orange County Line	361,047	325,878	327,422	312,544	(14,878)	(4.5%)
Total Service Train Miles	2,880,307	2,687,664	2,718,610	2,184,988	(533,622)	(19.6%)

Numbers may not foot due to rounding.

Exhibit 5.3 FY2021-22 MOW Expenditures and Revenue Offsets

Revenue Forecast Allocation (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2021-22 BUDGET
Operating Lines	\$ 4,996	\$ 2,606	\$ 706	\$ 1,392	\$ 479	\$ 10,179
LA - San Bernardino	427	-	-	1,392	-	1,819
LA - Ventura (Burbank Jct to Moorpark)	729	-	-	-	479	1,208
LA - Lancaster	2,697	-	-	-	-	2,697
Fullerton - San Diego County Line	-	2,407	-	-	-	2,407
Olive Subdivision	-	199	-	-	-	199
River Corridor	1,143	-	-	-	-	1,143
Perris Valley	-	-	706	-	-	706
Non-Operating Lines	1,107	-	-	270	-	1,377
Sierra Madre - Claremont (Pasadena Sub)	1,107	-	-	-	-	1,107
Redlands Sub MP1+	-	-	-	234	-	234
Total	\$ 6,103	\$ 2,606	\$ 706	\$ 1,661	\$ 479	\$ 11,556

Net Subsidy Allocation (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2021-22 BUDGET
Operating Lines	\$ 18,256	\$ 6,920	\$ 2,536	\$ 4,121	\$ 2,479	\$ 34,312
LA - San Bernardino ⁽¹⁾	4,186	-	-	2,958	-	7,143
LA - Ventura (Burbank Jct to Moorpark) ⁽²⁾	2,820	-	-	-	2,012	4,833
LA - Lancaster	6,257	-	-	-	-	6,257
Fullerton - San Diego County Line	991	4,405	884	178	-	6,458
Olive Subdivision	-	503	241	49	-	793
Riverside Layover Facility ⁽³⁾	64	27	57	14	-	161
River Corridor ⁽⁴⁾	2,761	1,151	645	837	419	5,813
Perris Valley	769	735	642	12	-	2,158
Extraordinary Maintenance ⁽⁵⁾ (Storm Damage, Vandalism, Gate Knockdowns)	408	100	66	74	48	697
Non-Operating Lines	615	116	56	438	-	1,225
Sierra Madre - Claremont (Pasadena Sub)	491	-	-	-	-	491
Rialto Sub (San Bernardino Co.)	-	-	-	318	-	318
Shortway Sub	124	116	56	99	-	395
Redlands 1st Mile	-	-	-	117	-	117
Total	\$ 18,871	\$ 7,037	\$ 2,591	\$ 4,559	\$ 2,479	\$ 35,537

Total Expenditure Forecast (000's)

Line Segment/Territory	METRO	OCTA	RCTC	SBCTA	VCTC	FY2021-22 BUDGET
Operating Lines	\$ 23,252	\$ 9,526	\$ 3,242	\$ 5,512	\$ 2,958	\$ 44,491
LA - San Bernardino	4,613	-	-	4,349	-	8,962
LA - Ventura (Burbank Jct to Moorpark)	3,550	-	-	-	2,491	6,041
LA - Lancaster	8,954	-	-	-	-	8,954
Fullerton - San Diego County Line	991	6,813	884	178	-	8,865
Olive Subdivision	-	702	241	49	-	991
Riverside Layover Facility	64	27	57	14	-	161
River Corridor	3,904	1,151	645	837	419	6,955
Perris Valley ⁽⁶⁾	769	735	1,348	12	-	2,864
Extraordinary Maintenance (Storm Damage, Vandalism, Gate Knockdowns)	408	100	66	74	48	697
Non-Operating Lines	1,722	116	56	708	-	2,602
Sierra Madre - Claremont (Pasadena Sub)	1,599	-	-	-	-	1,599
Rialto Sub (San Bernardino Co.)	-	-	-	353	-	353
Shortway	124	116	56	99	-	395
Redlands 1st Mile	-	-	-	117	-	117
Redlands Sub MP1+	-	-	-	139	-	139
Total	\$ 24,974	\$ 9,643	\$ 3,298	\$ 6,220	\$ 2,958	\$ 47,093

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 FY2018-19 to FY2021-22 MOW Expenditures by Line
Segment/Territory – Operating Lines and Extraordinary**

(000's) Line Segment/Territory	FY2018-19 ACTUALS	FY2019-20 ACTUALS	FY20-21 BUDGET	FY2021-22 BUDGET	FY2020-21 VS. FY2021-22	
					\$	%
Operating Lines	\$ 41,654	\$ 42,173	\$ 44,247	\$ 43,793	\$ (454)	(1.0%)
LA - San Bernardino	8,517	8,339	8,958	8,962	4	0.0%
Track	1,294	1,017	1,300	1,304	4	0.3%
Signal & Communications	3,053	3,368	3,392	3,584	192	5.7%
Structures	259	246	274	285	11	4.0%
Procurement	719	753	427	755	328	76.9%
Other	1,255	1,154	1,433	1,168	(265)	(18.5%)
Agency Costs	1,937	1,799	2,132	1,866	(266)	(12.5%)
LA - Ventura (Burbank Jct to Moorpark)	5,776	5,691	5,854	6,041	187	3.2%
Track	1,223	1,158	1,260	1,340	80	6.4%
Signal & Communications	1,741	1,832	1,576	1,917	340	21.6%
Structures	169	186	215	212	(3)	(1.5%)
Procurement	340	327	204	315	111	54.5%
Other	957	879	1,103	886	(218)	(19.7%)
Agency Costs	1,346	1,308	1,496	1,372	(124)	(8.3%)
LA - Lancaster	8,350	8,218	9,114	8,954	(161)	(1.8%)
Track	1,516	1,266	1,614	1,850	236	14.6%
Signal & Communications	2,524	2,494	2,671	2,731	60	2.3%
Structures	242	213	311	300	(11)	(3.5%)
Procurement	386	626	296	452	156	52.7%
Other	1,470	1,345	1,697	1,378	(320)	(18.8%)
Agency Costs	2,212	2,274	2,525	2,243	(282)	(11.2%)
CRI-BURBANK JCT	-	-	-	-	-	N/A
Agency Costs	-	-	-	-	-	N/A
Fullerton - San Diego County Line	7,835	8,355	8,959	8,865	(94)	(1.0%)
Track	1,132	1,119	1,395	1,462	67	4.8%
Signal & Communications	3,106	3,524	3,365	3,661	296	8.8%
Structures	149	189	210	244	34	16.2%
Procurement	522	640	387	594	207	53.4%
Other	1,116	1,036	1,543	1,059	(484)	(31.4%)
Agency Costs	1,811	1,847	2,059	1,845	(214)	(10.4%)
Olive Subdivision	1,132	931	1,001	991	(9)	(0.9%)
Track	164	170	142	177	35	24.6%
Signal & Communications	577	501	536	533	(2)	(0.4%)
Structures	56	4	19	9	(9)	(50.0%)
Procurement	43	16	6	9	4	64.0%
Other	117	90	114	94	(20)	(17.4%)
Agency Costs	173	151	185	169	(17)	(8.9%)
Riverside Layover Facility	97	133	172	161	(11)	(6.6%)
Track	38	78	93	85	(8)	(8.2%)
Signal & Communications	5	6	5	6	1	22.5%
Structures	1	-	3	1	(2)	(61.6%)
Procurement	1	1	9	17	8	93.4%
Other	22	30	32	32		0.7%
Agency Costs	31	18	31	19	(11)	(37.1%)
River Corridor	6,397	6,904	7,255	6,955	(300)	(4.1%)
Track	1,327	1,410	1,542	1,584	42	2.7%
Signal & Communications	3,210	3,497	3,426	3,571	144	4.2%
Structures	68	39	45	61	16	35.4%
Procurement	260	378	367	290	(77)	(21.1%)
Other	685	705	904	695	(209)	(23.1%)
Agency Costs	848	875	970	754	(216)	(22.3%)
Perris Valley	2,748	2,737	2,933	2,864	(69)	(2.4%)
Track	668	559	625	650	25	4.0%
Signal & Communications	760	1,029	1,023	1,058	35	3.4%
Structures	139	53	78	65	(13)	(17.0%)
Procurement	137	161	79	121	42	53.9%
Other	492	416	517	429	(87)	(16.9%)
Agency Costs	554	520	611	\$ 540	\$ (71)	(11.7%)
Extraordinary Maintenance	\$ 801	\$ 864	\$ 1,050	\$ 697	\$ (353)	(33.6%)
(Derailments, Storm Damage, Gate Knockdowns, Vandalism)						

Numbers may not foot due to rounding.

Exhibit 5.5 FY2018-19 to FY2021-22 MOW Expenditures by Line Segment/Territory – Non-Operating Lines and Total including Extraordinary

(000's) Line Segment/Territory	FY2018-19 ACTUALS	FY2019-20 ACTUALS	FY2020-21 BUDGET	FY2021-22 BUDGET	FY2021-22 VS. FY2020-21	
					\$	%
Non-Operating Lines	\$ 2,259	\$ 2,066	\$ 2,364	\$ 2,602	\$ 238	10.1%
Sierra Madre - Claremont (Pasa. Sub.)	1,199	1,095	1,231	1,599	368	29.9%
Track	120	105	130	507	378	291.0%
Signal & Communications	460	443	441	597	156	35.3%
Structures	41	9	7	4	(3)	(39.9%)
Procurement	44	45	68	56	(12)	(18.1%)
Other	215	171	222	126	(96)	(43.2%)
Agency Costs	318	322	363	308	(55)	(15.0%)
Rialto Subdivision (San Bernardino Co.)	356	344	452	353	(98)	(21.7%)
Track	124	115	160	132	(28)	(17.4%)
Signal & Communications	87	87	108	90	(18)	(16.5%)
Structures	6		3	2	(1)	(21.0%)
Procurement	23	24	31	15	(17)	(52.8%)
Other	47	63	76	62	(14)	(18.2%)
Agency Costs	69	55	74	52	(22)	(29.3%)
Shortway Sub	354	381	397	395	(2)	(0.5%)
Track	44	68	65	85	19	29.6%
Signal & Communications	93	87	83	92	10	11.7%
Structures	17	3	12	5	(6)	(54.4%)
Procurement	4	14	3	7	4	162.7%
Other	67	71	86	71	(15)	(17.4%)
Agency Costs	129	137	149	135	(14)	(9.6%)
Redlands 1st Mile	125	112	126	114	(12)	(9.3%)
Track	(1)	(1)	-	6	6	N/A
Signal & Communications	20	21	19	24	5	24.4%
Structures	15	-	5	1	(4)	(83.5%)
Procurement	2	5	1	-	(1)	(100.0%)
Other	28	27	32	27	(5)	(16.5%)
Agency Costs	61	61	69	57	(12)	(17.7%)
Redlands Sub MP1+	224	134	159	139	(21)	(12.9%)
Track	49	(2)	-	7	7	N/A
Signal & Communications	36	25	23	28	5	22.5%
Structures	4	-	-	1	1	N/A
Procurement	7	8	14	5	(9)	(64.5%)
Other	54	29	39	29	(10)	(25.4%)
Agency Costs	\$ 73	\$ 74	\$ 84	\$ 68	\$ (15)	(18.3%)

Line Segment/Territory	FY18-19 ACTUALS	FY2019-20 ACTUALS	FY2020-21 BUDGET	FY2021-22 BUDGET	FY2021-22 VS. FY2020-21	
					\$	%
Total Maintenance-of-Way	\$ 43,913	\$ 44,239	\$ 47,662	\$ 47,093	\$ (569)	(1.2%)
Track	7,697	7,062	8,325	9,190	864	10.4%
Signal & Communications	15,674	16,913	16,668	17,893	1,225	7.3%
Structures	1,165	944	1,181	1,190	9	0.8%
Procurement	2,488	3,000	1,892	2,639	748	39.5%
Other	6,525	6,017	7,797	6,055	(1,742)	(22.3%)
Extraordinary Maintenance	801	864	1,050	697	(353)	(33.6%)
Agency Costs	\$ 9,563	\$ 9,440	\$ 10,748	\$ 9,429	\$ (1,320)	(12.3%)

Numbers may not foot due to rounding.

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ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION SIX

**MEMBER AGENCY
SUBSIDIES**

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 6: Member Agency Subsidies

6.1 Member Agency Funding

For FY2020-22, the total funding required to support Metrolink will total \$193.7 million. This represents a decrease of \$23.3 million from the FY2020-21 Budget funding requirement, a decrease of 10.8%. The extent to which CARES Act funds will provide funding for the Authority will be determined by the Member Agencies.

(000's)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22
	<u>ACTUALS</u>	<u>ACTUALS</u>	<u>ACTUALS</u>	<u>BUDGET</u>	<u>BUDGET</u>
Subsidy	\$ 134,818	\$ 142,949	\$ 149,079	\$ 146,381	\$ 193,674
CARES Act Funding & Metro local for CARES	-	-	\$ 17,248	70,627	*
Total Funding Required	\$ 134,818	\$ 142,949	\$ 166,327	\$ 217,008	\$ 193,674
% Change from prior year	4.1%	6.0%	16.4%	30.5%	(10.8%)

Numbers may not foot due to rounding.

NOTE:

*Funding utilizing Member Agency subsidies vs CARES Act to be determined by Member Agencies

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ADOPTED BUDGET

FISCAL YEAR
2021-2022

SECTION SEVEN

CAPITAL PROGRAM
BUDGET

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 7: Capital Program Budget

7.1 Introduction

SCRRA's priority is to provide a safe, reliable, and efficient operation. A comprehensive assessment of SCRRA's infrastructure was performed to determine the budgetary impact of the Capital Program.

The Capital Program Budget consists of two major components totaling \$490.0 million: SCRRA's Rehabilitation program and New Capital programs. These budgets total \$317.1 million and \$172.9 million, respectively.

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

Both the Rehabilitation and New Capital budgets include projects authorized in prior years but are still in process as of the end of a fiscal year (Carryover Projects), as well as new projects for which new authority is requested in FY2021-22.

	FY2021-22
CARRYOVER	
<u>Rehabilitation</u>	
Member Agency Rehabilitation	\$ 179,669
Other Funding Sources	\$ 47,006
Subtotal Rehabilitation Carryover	<u>\$ 226,676</u>
<u>New Capital</u>	
Member Agency New Capital	\$ 49,537
Other Funding Sources	\$ 114,795
Subtotal New Capital Carryover	<u>\$ 164,331</u>
Total FY2021-22 Capital Program Carryover	<u>\$ 391,007</u>
NEW AUTHORITY	
<u>Rehabilitation</u>	
Member Agency Rehabilitation	\$ 64,331
Other Funding Sources	\$ 26,103
Subtotal Rehabilitation New Authority	<u>\$ 90,433</u>
<u>New Capital</u>	
Member Agency New Capital	\$ 600
Other Funding Sources	\$ 8,000
Subtotal New Capital New Authority	<u>\$ 8,600</u>
Total FY2021-22 Capital Program New Authority	<u>\$ 99,033</u>
Grand Total FY2021-22 Capital Program	<u>\$ 490,040</u>

Numbers may not foot due to rounding.

In addition to the daily management of our core business of mass transit at the most efficient level, including Rehabilitation and New Capital Projects as described, Metrolink provides services to complete projects or provide consulting assistance to Third Parties. The largest of these projects are frequently performed for our Member Agencies. Third-Party projects completed and closed in FY2019-20 are detailed in Exhibit 7.1, in the total amount of \$9.0 million.

Various Third-Party projects were underway in FY2020-21. The exact amount is not available at this time as the fiscal year end has not yet been completed. However, based on historical data, we plan to complete approximately \$10 million in Third-Party Projects each year.

7.2 Rehabilitation Program

Rehabilitation 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.

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

In 2012, Congress enacted a federal transportation program known as *Moving Ahead for Progress in the 21st Century* (MAP-21). This legislation replaced section 5309 Rail Modernization formula funds with section 5337 funds specifically for SOGR projects, underscoring the federal government’s commitment to maintaining transportation infrastructure. MAP-21 contains Transit Asset Management (TAM) provisions requiring transit agencies that receive federal transportation funds to develop and implement TAM Plans. A TAM Plan was adopted by the SCRRRA Board in December 2016 which is compliant with MAP-21.

7.2.1 Metrolink Rehabilitation Plan (MRP)

The FY2020-21 Capital Program Rehabilitation Budget was developed based on the following steps and in conjunction with the MRP.

The MRP was created in fulfillment of the TAM requirement for a Rehabilitation Plan and addresses requests by the Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of the Authority’s SOGR needs so that Member Agencies, the Authority, and others could develop long range financial programming to address critical SOGR needs.

The MRP achieves this by addressing two critical elements:

- Backlog - Total cost of renovating SCRRRA assets to achieve a current State of Good Repair
- SOGR - Annual cost of keeping SCRRRA assets in a State of Good Repair transform

7.2.2 Budget Development

As in previous years, early drafts of the FY2021-22 Rehabilitation budget utilized the MRP and backlog drawdown strategy. After meetings with the Member Agencies, the request for funding was revised to reflect the current funding capacity of the Member Agencies. At a future date, a revised MRP will be shared along with a Strategic Business Plan. These plans will address long term funding strategies.

7.2.3 Programmatic Approach

Methodology

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

Benefits

The MRP addresses funding rehabilitation 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 delivery.

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

- Project of future investments needed for the SOGR 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.

7.2.4 Railroad Rehabilitation Cycles

Railroad infrastructure deteriorates due to traffic, time, environmental conditions (weather) and wear. Railroad infrastructure, especially systems hardware and software, with time can become functionally obsolete or unsupported. At minimum, a Rehabilitation program is required to overcome this deterioration and maintain a SOGR. A Rehabilitation program typically incorporates state-of-the-art or state-of-the-industry components to support service levels and replace older designs, resulting in reduced maintenance expense, improved operations, or improved reliability.

Rehabilitation 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 rehabilitation where groups of assets are replaced when they are nearing the end of usefulness.

7.2.5 Rehabilitation 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. Rehabilitation 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 some form of 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 ¼ 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. Rehabilitation of road crossings is difficult because they require detour routes for highway traffic, and halt train traffic while the crossing is under repair. Rehabilitation 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. Rehabilitation 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 reused on a cyclical basis of maintenance.

G. Embankment

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

H. Rolling Stock

The Metrolink rolling stock fleet consists of 55 diesel locomotives (including three leased), 57 Cab Cars and 144 coach cars. Rolling stock directly affects the passenger experience and must be maintained in a SOGR to ensure safety, reliability and comfort. Rolling stock goes through regular preventative maintenance on a cyclical basis as part of normal operations. Additional rehabilitation is performed on key rail car subsystems such as the heating, ventilation, air conditioning (HVAC) system, door control systems, lighting systems and battery systems.

For depreciation purposes, SCRRA established a useful life of 30 years for revenue rolling stock. Initial locomotive and rail car purchases occurred in 1992-1993, making the vehicles 26-27 years old. To date, these vehicles have not undergone comprehensive midlife overhauls, and vehicle replacement or rebuild is necessary to prevent service degradation. Of SCRRA's 52 locomotives, 37 have exceeded the point at which a midlife overhaul should be performed. SCRRA has ordered 40 new Tier-4 locomotives, 37 of which will replace the oldest of the locomotives. By the end of FY2021 staff anticipates all 40 Tier-4 locomotives to be received and be in service or testing. The remaining 12 legacy locomotives will begin to need midlife overhauls sometime after FY2020-21. Funding will be necessary for this important effort.

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 rail rolling stock. Yard equipment such as ground power stations, locomotive sanders, and fuel and urea dispensing systems are also critical for service. All items must be maintained in a SOGR to ensure safe and efficient operation.

7.2.6 Consequences of Deferred Rehabilitation

There are five consequences of deferred maintenance:

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

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.

Rehabilitation projects are summarized in Exhibits 7.2 and 7.3. A number of the projects will not be completed in FY2019-20 and will be carried forward into the FY2020-21. They amount to \$183.6 million and are described in the FY2020-21 Rehabilitation Carryover Projects Summary section. The new projects seeking new authority in FY2020-21 amount to \$54.3 million and are discussed in the New Rehabilitation Projects section below.

7.3 FY2021-22 Rehabilitation Carryover Projects

Ongoing projects authorized in FY2020-21 or earlier that we estimate will not be completed by June 30, 2021 are shown on Exhibits 7.2 and 7.6 in summary and detail respectively. The exhibit represents staff's estimate of the outstanding authorized balance on each project as of the adoption of the FY2021-22 fiscal year budget. These estimations in no way alter the actual project authority as approved by the SCRRRA Board. Rehabilitation Carryover Projects total \$226.7 million, Member Agencies share is \$179.7 million, and the amount covered by Other funding sources is \$47.0 million.

7.4 FY2021-22 New Rehabilitation Projects

New Rehabilitation projects in FY2021-22 are shown in Exhibits 7.3 and 7.7 and total \$90.4 million. Member Agencies share for New Rehabilitation is \$64.3 million and the amount covered by Other funding sources is \$26.1 million.

7.5 FY2021-22 New Capital Carryover Projects

New Capital Carryover projects authorized in FY2020-21 or earlier that are not anticipated to be completed prior to June 30, 2021 are depicted on Exhibit 7.4. The New Capital Carryover amount totals \$164.3 million, Member Agencies share is \$49.5 million, and the amount covered by Other funding sources is \$114.8 million.

7.6 FY2021-22 New Capital New Authority Projects

New Capital projects in FY2021-22 are shown in Exhibit 7.5 and total \$8.6 million. Member Agencies share for New Capital request is \$0.6 million and the amount covered by Other funding sources is \$8.0 million.

7.7 Exhibits

Exhibit 7.1: FY2019-20 Third-Party Projects Summary lists completed projects for Third Parties.

Exhibit 7.2: FY2021-22 Rehabilitation Carryover Projects Summary lists Rehabilitation carryover authority by subdivision, project category and funding source.

Exhibit 7.3: FY2021-22 Rehabilitation New Authority Projects Summary by Subdivision lists Rehabilitation for New Authority by subdivision, project category and funding source.

Exhibit 7.4: FY2021-22 New Capital Carryover Projects Detail lists New Capital carryover authority by subdivision, project category and funding source.

Exhibit 7.5: FY2021-22 New Capital New Authority Projects Detail lists New Capital authority by project and funding source.

Exhibit 7.6: FY2021-22 Rehabilitation Carryover Projects Detail provides a detailed listing of Rehabilitation carryover authority by project.

Exhibit 7.7: FY2021-22 Rehabilitation New Authority Projects Detail provides a detailed listing of the Rehabilitation projects for New Authority by project.

Exhibit 7.8.1: 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 Rehab and New Capital projects for FY2021-22.

Exhibit 7.8.2: Capital Program Summary and Cash Flow Detail – METRO provides a capital summary and cash flow estimate for Carryover from prior years, New Authority Rehabilitation and New Capital projects for FY2021-22.

Exhibit 7.8.3: Capital Program Summary and Cash Flow Detail – OCTA provides a capital summary and cash flow estimate for Carryover from prior years, New Authority Rehabilitation and New Capital projects for FY2021-22.

Exhibit 7.8.4: Capital Program Summary and Cash Flow Detail – RCTC provides a capital summary and cash flow estimate for Carryover from prior years, New Authority Rehabilitation and New Capital projects for FY2021-22.

Exhibit 7.8.5: Capital Program Summary and Cash Flow Detail – SBCTA provides a capital summary and cash flow estimate for Carryover from prior years, New Authority Rehabilitation and New Capital projects for FY2021-22.

Exhibit 7.8.6: Capital Program Summary and Cash Flow Detail – VCTC provides a capital summary and cash flow estimate for Carryover from prior years, New Authority Rehabilitation and New Capital projects for FY2021-22.

Exhibit 7.8.7: 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 Rehabilitation and New Capital projects for FY2021-22.

Exhibit 7.8.8: 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 Rehabilitation and New Capital projects for FY2021-22.

Exhibit 7.1 FY2019-20 Third Party Projects

PROJECT DESCRIPTION	TOTAL
SANBAG EMF & DSBPRP	4,645,736
URS-SPRING STREET BRIDGE	948,609
BOB HOPE HOLLYWOOD WY	757,231
GRADE XING IMPRV@CITRUS-DESIGN	482,948
GRADE XING IMPRV@RAMONA-DESIGN	409,917
LOSSAN ROW SLP STABILIZATION	222,798
2017 FESTIVAL OF LIGHT MSRC	221,725
2017 LA RAMS SPECIAL TRAIN	148,570
2018 DODGERS EXPRESS PILOT	90,437
SCGC PIPELINE PROJ IN SYLMAR	86,844
BURBANK N. STA MARKETING	85,542
RANCHO CUCAMONGA-HELLMAN @ 8TH	79,047
2018 AUTO CLUB SPEEDWAY	73,141
SULLY-STLCASING/RDWAY IMPRVMT	72,111
COAST-SURVEY ROW & BRIDGE	60,494
PLAN REVIEWS CIPP LINING	50,174
STEEL CANOPY INSTALLATION	47,680
2017 LA COUNTY FAIR	44,970
2016 LA RAMS - OC LINE	42,545
2014 LACOUNTY FAIR LATE NIGHT	39,709
2014 AUTOCLUB SPEEDWAY (REDO)	32,067
2019 WOMEN MARCH	27,405
SCE-RR STRCTRS IN ANAHEIM	22,882
ROOF REPAIR SJC STATION	20,722
PAALP-2011-12 ANNUAL AGREEMENT	15,974
2015DODGERS, ANGELS SP/TRN	15,790
PLAN REVIEW	15,451
HBO EUPHORIA TELEVISION SERIES	13,350
RCFC&WCD-CNCRTE BX IN MENIFEE	13,126
EMWD INSTALL SEWER LINE PERRIS	13,094
PAVEMENT REHAB GRAND AVE	13,012
2018 RAIL SERIES	12,224
2018 LA RAMS EXTRA SERV TRAIN	11,260
100 LF MAIN CROSSES	9,990
WP-PLAN REV PLINE IN TUSTIN	9,833

Exhibit 7.1 FY2019-20 Third Party Projects (continued)

PROJECT DESCRIPTION	TOTAL
JACK & BORE CROSSING	9,328
PLAN REVIEW BATAVIA RR XING	8,532
UNDERGROUND FOC CITY SANTA ANA	8,430
2018 GOLDEN VALLEY PROM TRAIN	8,148
2018 CICLAVIA	7,707
RJ NOBLE PAVEMENT MAINTENANCE	7,456
JLP-MAPPING SURVEYING	6,941
SCE-REPLACE OH FAC - CHESTNUT	6,476
SCGC PIPELINE PROJ NEAR EMPIRE	6,393
REHAB PIPES L.A AVE. RALSTON	6,310
K & B-FOINSTALL IN SANTAANA	6,100
SCE-OH LINE IN BALDWIN PARK	6,033
ARADIS, GRND SAMPLING MVIEJO	5,809
UNDERGROUND FOC CITY UPLAND	5,705
SCE-REPLC POLE IN SANFERNANDO	5,641
UPRR VEGETATION 98363	5,184
WALL CONST AT 255 S VERMONT	4,539
LANGAN-GROUNDH20 SAMPLING	4,511
UG FOC INSTALL CITY POMONA	4,331
7 SOIL BORINGS RR ROW ORANGE	4,264
SCE REPLACE POLE 809853E	4,205
JLP-SURVEY POT RAYMR TO BRNSON	4,172
SDGE: REPLACE POLE Z223330	4,153
TECHNOLOGY DR PROJECT IRVINE	4,122
INSPECT OR EXCAVATE LINE 1016	4,034
TWC PLACE & REMOVE TTC DEVICES	3,975
RPL4 DET PWR POLES JEFRY S.CNY	3,820
GLOBAL-SETUP CRANE GATEWAY GEN	3,614
SCE REPLACE POLE 84331587E	3,456
LS IMPRO NEAR RR AVE & 13TH ST	3,129
OH COMM INSTALL	2,851
CAR-GRADING @ QUIMISA DR	2,676
POLE# Z223424/ WORK #8606280	2,442
ROUTINE INSPECTION MP 441.10	2,306
ANAHEIM - OH INSTALL	2,230

Exhibit 7.1 FY2019-20 Third Party Projects (continued)

PROJECT DESCRIPTION	TOTAL
SGVWC-CONSTRUCT WATER PIPELINE	2,199
OCSO RED HILL	2,182
CES-OH LINE @COLDWATER CANYON	1,952
OS MOVEMENT ONSCRRA TRAX	1,939
REPLACE POLES ELLIS & CASE RD	1,893
CABLE UPGRADE RR203478286	1,781
UNDGRD. INSTAL. FO CABL MAIN	1,732
POLE REPLACEMENT RR203491438	1,696
PR FOR BEACHWOOD PROJ IN B	1,677
REPLACE POLES MUIRLANDS LA PAZ	1,443
CA DEPT TRANS COMM LINE PERRIS	1,368
INSTALL CABLE LORAIN AV	1,264
REPLACE POLES HILLDALE ATWATER	1,255
REPLACE POLES DURNESS FEATHER	1,193
SCE-REMOV 200KVLN IN IRWINDALE	1,159
CAP REPL ALICIA VIA FABRICANTE	1,139
REMOVE CABLE DEL MAR COVINA	1,090
SEWER PIPE REHAB SAN JUAN CAP	657
JLP/SAFE PROBE SRVEY &POTHOLE	647
H FRAMES XING RR TRAX	627
FENCE RELOCATION	484
DEMO, GRADE & DRAIN INSTALL	448
OH FOC SCE#RR203567658	445
OH FOC INSTALLATION ORANGE CA	415
JOUD-EXTERIOR IMPRVMENTS	409
OH FOC FOSTER & MAINE	389
SCE RECONDUCTOR 4A RIALTO	364
SCE REPLACE O/H CONDUCTOR	350
PLAN REVIEW MP458.30	347
BMS-MARGUERITA AVENUE	297
CONDUIT INSTALL MP 200.13	296
REPLACE POLE EL TORO S FRONT	96
LADWP GUY WIRES 6TH ST BRIDGE	87
JUANA SATORINA 16618 EDNA PL	16
Grand Total \$	9,068,768

Exhibit 7.2 FY2021-22 Rehabilitation Carryover Projects Summary

(000's)

SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
	Train Control	-	317	-	-	-	-	317
Olive Total		-	317	-	-	-	-	317
	Communications	-	395	-	-	-	-	395
	Information Technology	-	9	-	-	-	-	9
	Signal	-	2,084	-	-	-	-	2,084
	Structures	-	6,746	-	204	-	-	6,950
	Track	-	3,390	17	29	-	-	3,436
	Train Control	-	1,267	-	-	-	-	1,267
Orange Total		-	13,891	17	234	-	-	14,141
	Communications	-	172	-	-	-	-	172
	Track	-	6,227	-	-	57	-	6,284
Orange & Olive Total		-	6,399	-	-	57	-	6,456
	Communications	-	-	301	-	-	-	301
	Signal	-	-	60	-	-	-	60
	Structures	-	-	2,318	-	-	-	2,318
	Track	-	-	2,611	-	-	-	2,611
Perris Valley Total		-	-	5,291	-	-	-	5,291
	Communications	119	51	29	37	17	-	253
	Signal	574	239	134	174	87	-	1,208
	Structures	556	232	130	168	84	-	1,170
	Track	7,591	3,164	1,773	2,301	1,151	34,220	50,201
River Total		8,839	3,685	2,065	2,681	1,339	34,220	52,831
	Communications	7	3	2	2	1	44	60
	Signal	28	12	7	9	4	494	553
	Track	225	93	52	67	34	3,487	3,957
	Train Control	180	75	42	55	27	839	1,217
River - East Bank Total		440	182	102	133	66	4,863	5,787
	Communications	66	28	15	20	10	-	139
	Signal	1,217	507	284	369	184	-	2,561
River - West Bank Total		1,283	535	300	389	194	-	2,700
	Facilities	-	-	35	-	-	-	35
Riverside Total		-	-	35	-	-	-	35
	Communications	166	-	-	110	-	-	276
	Signal	5,084	-	-	3,389	-	-	8,473
	Structures	2,388	-	-	1,592	-	-	3,979
	Track	7,205	-	-	4,331	-	25	11,562
San Gabriel Total		14,842	-	-	9,422	-	25	24,290

Numbers may not foot due to rounding.

Exhibit 7.2 FY2021-22 Rehabilitation Carryover Projects Summary (continued)

(000's)

SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
	Facilities	300	125	70	91	-	-	587
	Signal	394	164	92	119	-	-	770
	Track	138	58	32	42	-	-	270
Shortway Total		833	347	195	252	-	-	1,627
	Business Systems	888	370	208	269	135	-	1,870
	Communications	468	211	118	153	77	-	1,027
	Facilities	4,051	1,698	936	1,226	621	-	8,532
	Information Technoloç	487	213	121	155	77	17	1,070
	Rolling Stock	20,201	8,382	4,721	5,684	2,842	7,784	49,613
	Signal	203	85	48	62	31	-	428
	Track	3,773	1,573	882	1,144	572	-	7,944
	Train Control	2,290	954	535	694	347	-	4,820
	Vehicle	3,489	1,454	815	1,058	524	-	7,339
Systemwide Total		35,851	14,941	8,383	10,445	5,225	7,800	82,644
	Communications	311	-	-	-	4	-	315
	Signal	3,361	-	-	-	-	-	3,361
	Structures	728	-	-	-	-	-	728
	Track	7,042	-	-	-	-	-	7,042
Valley Total		11,443	-	-	-	4	-	11,447
	Communications	188	-	-	-	-	-	188
	Signal	252	-	-	-	-	-	252
	Structures	184	-	-	-	679	30	893
	Track	2,521	-	-	-	-	-	2,521
Ventura - LA County Total		3,144	-	-	-	679	30	3,853
	Communications	-	-	-	-	81	-	81
	Facilities	-	-	-	-	1,412	60	1,472
	Information Technoloç	-	-	-	-	-	7	7
	Signal	-	-	-	-	3,818	-	3,818
	Structures	-	-	-	-	4,287	-	4,287
	Track	-	-	-	-	3,858	-	3,858
	Train Control	-	-	-	-	1,734	-	1,734
Ventura - VC County Total		-	-	-	-	15,190	67	15,258
Grand Total		76,674	40,296	16,388	23,555	22,756	47,006	226,676

Numbers may not foot due to rounding.

Exhibit 7.3 FY2021-22 Rehabilitation Projects New Authority Projects Summary by Subdivision

(000's)

SUBDIVISION	CATEGORY	METRO ⁽¹⁾	OCTA ⁽²⁾	RCTC ⁽³⁾	SBCTA ⁽⁴⁾	VCTC ⁽⁵⁾	OTHER ⁽⁶⁾	TOTAL
	Structures	-	2,240	-	-	-	-	2,240
	Track	-	6,460	-	-	-	-	6,460
	Systems (Train Control)	-	3,000	-	-	-	-	3,000
Orange Total		-	11,700	-	-	-	-	11,700
	Structures	1,657	-	-	1,105	-	-	2,762
	Track	3,210	-	-	2,140	-	-	5,350
	Train Control	2,400	-	-	1,600	-	-	4,000
San Gabriel Total		7,267	-	-	4,845	-	-	12,112
	Structures	-	-	1,580	-	-	-	1,580
	Train Control	-	-	770	-	-	-	770
San Jacinto (PVL) Total		-	-	2,350	-	-	-	2,350
	Track	123	51	29	37	-	-	240
SB Shortway Total		123	51	29	37	-	-	240
	Facilities	1,946	-	-	-	-	-	1,946
	Structures	3,180	-	-	-	-	-	3,180
	Track	8,000	-	-	-	-	-	8,000
	Train Control	3,250	-	-	-	-	-	3,250
Valley		16,376	-	-	-	-	-	16,376
	Track	-	-	-	-	-	3,000	3,000
	Train Control	1,390	-	-	-	-	-	1,390
Ventura - LA County Total		1,390	-	-	-	-	3,000	4,390
	Structures	-	-	-	-	2,313	2,313	4,625
	Train Control	-	-	-	-	1,200	-	1,200
Ventura - VC County Total		-	-	-	-	3,513	2,313	5,825
	Structures	-	-	-	-	-	6,400	6,400
	Track	-	-	-	-	-	14,390	14,390
Ventura - LAVC County Total		-	-	-	-	-	20,790	20,790
	Facilities	475	198	111	144	72	-	1,000
	Non-Revenue Fleet	1,259	525	294	382	191	-	2,650
	Rolling Stock	1,425	594	333	432	216	-	3,000
	Track	2,375	990	555	720	360	-	5,000
	Train Control	2,375	990	555	720	360	-	5,000
Systemwide Total		7,909	3,297	1,848	2,398	1,199	-	16,650
FY20-21 Rehabilitation New Authority Projects		33,065	15,048	4,227	7,280	4,711	26,103	90,433
Total Carryovers from Prior Years		76,674	40,296	16,388	23,555	22,756	47,006	226,676
Total Rehabilitation Projects Including Carryover		109,739	55,344	20,615	30,835	27,467	73,109	317,109

Numbers may not foot due to rounding.

NOTES:

- (1) Metro funding is Measure R
- (2) OCTA funding is FTA Section 5337, 5309
- (3) RCTC funding is FTA Section 5337
- (4) SBCTA funding is FTA Section 5337 and SB1 SGR
- (5) VCTC funding is FTA Section 5337 and SB1 SGR
- (6) Other funds are anticipated from direct grants to Metrolink

Exhibit 7.4 FY2021-22 New Capital Carryover Projects

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Track	419005	-	9,322	-	-	-	-	9,322
Orange	Facilities	419001	-	84	-	-	-	-	84
Orange	Signal	418003	-	237	-	-	-	112	349
Orange	Structures	419004	-	17,578	-	-	-	20,684	38,262
Perris Valley	Communications	419002	-	-	104	-	-	-	104
River	Signal	420001	151	-	212	71	-	-	434
River	Track	418005 ⁽¹⁾	168	-	28	36	-	18	250
Riverside	Structures	419003	-	-	32	-	-	-	32
San Gabriel	Communications	418004	-	-	-	4,790	-	-	4,790
Systemwide	Communications	418001	-	-	-	-	-	2,805	2,805
Systemwide	Communications	420002	-	-	-	-	-	2,319	2,319
Systemwide	Communications	450120	-	-	-	-	-	142	142
Systemwide	Communications	450121	-	-	-	-	-	1,484	1,484
Systemwide	Communications	450122	-	-	-	-	-	967	967
Systemwide	Communications	450123	-	-	-	-	-	4,894	4,894
Systemwide	Communications	450124	-	-	-	-	-	152	152
Systemwide	Facilities	620002	233	169	95	123	61	2,859	3,540
Systemwide	Facilities	620003	325	135	76	98	49	-	684
Systemwide	IT	450110	-	952	-	-	-	350	1,302
Systemwide	IT	492000	-	-	-	-	-	418	418
Systemwide	IT	618001	5,002	1,859	2,378	1,901	2,647	31	13,818
Systemwide	Rolling Stock	613003	-	-	-	-	-	1,645	1,645
Systemwide	Rolling Stock	613005 ⁽¹⁾	-	-	-	-	-	51,625	51,625
Systemwide	Rolling Stock	616002 ⁽¹⁾	-	-	-	-	-	16,008	16,008
Systemwide	Rolling Stock	616003	515	-	-	-	-	1,115	1,630
Systemwide	Security	416001	-	-	-	-	-	1,075	1,075
Systemwide	Security	416002	-	-	-	-	-	21	21
Systemwide	Security	417001	-	-	-	-	-	1,846	1,846
Systemwide	Signal	620001	50	21	11	15	8	-	105
Systemwide	Structures	472001	-	-	-	-	-	355	355
Systemwide	Structures	472002	-	-	-	-	-	13	13
Systemwide	Track	409006	-	-	-	-	-	387	387
Valley	Structures	418006	-	-	-	-	-	2,581	2,581
Valley	Track	420310	-	-	-	-	-	889	889
Grand Total			6,444	30,358	2,936	7,034	2,765	114,795	164,331

Numbers may not foot due to rounding.

NOTE:

(1) Projects part of the ROTEM Settlement

Exhibit 7.5 FY2021-22 New Capital New Authority Projects

(000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Devonshire Street Grade Crossing	Ventura - LA County	Grade Crossing	285	119	67	86	43	-	600
Specialized Maintenance Equipment-Electric Car Mover	Systemwide	Non-Revenue Fleet	-	-	-	-	-	8,000	8,000
FY2021-22 New Capital New Authority Projects Detail			285	119	67	86	43	8,000	8,600
Total Carryover from Prior Years			6,444	30,358	2,936	7,034	2,765	114,795	164,331
Total New Capital Projects Including Carryover			6,729	30,477	3,003	7,120	2,808	122,795	172,931

Numbers may not foot due to rounding.

Exhibit 7.6 FY2021-22 Rehabilitation Carryover Projects Detail

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Orange	Communications	519640	-	123	-	-	-	-	123
Orange	Communications	520640	-	584	-	-	-	-	584
Orange	Signal	516631	-	66	-	-	-	-	66
Orange	Signal	516640	-	32	-	-	-	-	32
Orange	Signal	519630	-	1,332	-	-	-	-	1,332
Orange	Structures	515105	-	613	-	98	-	-	711
Orange	Structures	515106	-	-	-	14	-	-	14
Orange	Structures	516620	-	4	-	-	-	-	4
Orange	Structures	516621	-	1,338	-	-	-	-	1,338
Orange	Structures	517620	-	145	-	-	-	-	145
Orange	Structures	518620	-	173	-	196	-	-	369
Orange	Structures	519621	-	826	-	-	-	-	826
Orange	Structures	520620	-	2,309	-	-	-	-	2,309
Orange	Track	516610	-	-	2	-	-	-	2
Orange	Track	516611	-	-	-	59	21	-	79
Orange	Track	517610 ⁽¹⁾	-	687	63	127	-	-	877
Orange	Track	518630	-	121	-	-	-	-	121
Orange	Track	591902	-	467	-	-	-	-	467
Orange & Olive	Track	519510	-	2,126	-	-	57	-	2,183
Orange & Olive	Track	519520	-	79	-	-	-	-	79
Orange & Olive	Track	520610	-	7,013	-	-	-	-	7,013
Parris Valley	Communications	516940	-	-	5	-	-	-	5
Parris Valley	Communications	519940	-	-	34	-	-	-	34
Parris Valley	Communications	520940	-	-	305	-	-	-	305

Exhibit 7.6 FY2021-22 Rehabilitation Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Parris Valley	Signal	516930	-	-	60	-	-	-	60
Parris Valley	Structures	519911	-	-	58	-	-	-	58
Parris Valley	Track	519910	-	-	2,538	-	-	-	2,538
River	Communications	514037	-	7	4	5	6	-	21
River	Signal	519730 ⁽¹⁾	1,031	230	208	270	135	-	1,873
River	Structures	519020	450	188	105	137	68	-	948
River	Track	519710 ⁽¹⁾	4,987	2,079	1,165	1,512	756	-	10,500
River	Track	519711	941	392	220	285	143	-	1,980
River	Track	519712	1,671	696	390	507	253	-	3,518
River	Track	591806	-	-	-	-	-	9,435	9,435
River	Track	592711	20	8	5	6	3	-	42
River Sub - East Bank	Communications	519741	7	3	2	2	1	31	45
River Sub - East Bank	Signal	517731 ⁽¹⁾	17	7	4	5	3	77	112
River Sub - East Bank	Signal	519731	52	22	12	16	8	243	352
River Sub - East Bank	Signal	519733	2	1	-	1	-	87	91
River Sub - East Bank	Track	515144 ⁽¹⁾	22	3	2	-	3	34	64
River Sub - East Bank	Track	515160 ⁽¹⁾	7	3	2	2	1	50	65
River Sub - East Bank	Track	517712 ⁽¹⁾	119	50	28	36	18	556	807
River Sub - East Bank	Track	517713 ⁽¹⁾	13	5	3	4	2	87	114
River Sub - East Bank	Track	592712	18	7	4	5	3	804	842
River Sub - East Bank	Track	592713	4	2	1	1	1	17	25
River Sub - West Bank	Communications	519740 ⁽¹⁾	80	33	19	24	12	-	168
River Sub - West Bank	Signal	519732 ⁽¹⁾	1,323	552	309	401	201	-	2,786
Riverside	Communications	520740	115	48	27	35	17	-	241

Exhibit 7.6 FY2021-22 Rehabilitation Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Riverside	Facilities	516820	-	-	35	-	-	-	35
San Gabriel	Communications	519440	156	-	-	104	-	-	260
San Gabriel	Communications	520440	200	-	-	133	-	-	333
San Gabriel	Signal	519430	2,074	-	-	1,383	-	-	3,457
San Gabriel	Signal	520430	3,468	-	-	2,312	-	-	5,781
San Gabriel	Structures	517420	24	-	-	16	-	-	40
San Gabriel	Structures	519420	445	-	-	296	-	-	741
San Gabriel	Structures	520420	1,346	-	-	897	-	-	2,244
San Gabriel	Structures	592420	229	-	-	153	-	-	382
San Gabriel	Track	517410	10	-	-	7	-	-	17
San Gabriel	Track	519410	1,951	-	-	1,300	-	-	3,251
San Gabriel	Track	519411	729	-	-	486	-	-	1,215
San Gabriel	Track	520410	4,237	-	-	2,825	-	-	7,062
San Gabriel	Track	591802	-	-	-	-	-	47	47
San Gabriel	Track	593410	41	-	-	27	-	-	68
Shortway	Facilities	519034	426	178	100	129	-	-	832
Shortway	Signal	519033	376	157	88	114	-	-	734
Systemwide	Communications	517040 ⁽¹⁾	20	8	5	6	3	-	43
Systemwide	Communications	519003 ⁽¹⁾	615	256	144	186	93	-	1,294
Systemwide	Communications	519040 ⁽¹⁾	217	91	51	66	33	-	457
Systemwide	Facilities	516081	-	-	-	-	-	18	18
Systemwide	Facilities	517030 ⁽¹⁾	18	4	-	-	-	-	22
Systemwide	Facilities	517052 ⁽¹⁾	501	199	131	126	56	-	1,014
Systemwide	Facilities	519041 ⁽¹⁾	597	249	139	181	90	-	1,257

Exhibit 7.6 FY2021-22 Rehabilitation Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Facilities	519060 ⁽¹⁾	390	163	91	118	59	-	822
Systemwide	Facilities	519062	397	166	93	120	60	-	836
Systemwide	Facilities	519064	204	98	41	65	41	-	449
Systemwide	Facilities	519760	201	84	47	61	30	-	424
Systemwide	Facilities	520060	1,469	612	343	445	223	-	3,092
Systemwide	Facilities	520063	356	148	83	108	54	-	749
Systemwide	IT	514046	14	16	10	11	6	17	73
Systemwide	IT	519070	96	40	22	29	15	-	202
Systemwide	IT	519091	34	14	8	10	5	-	72
Systemwide	IT	519092 ⁽¹⁾	25	11	6	8	4	-	53
Systemwide	IT	519093 ⁽¹⁾	330	138	77	100	50	-	695
Systemwide	Rolling Stock	516050	-	-	-	-	-	207	207
Systemwide	Rolling Stock	517050 ⁽¹⁾	128	54	30	39	19	-	270
Systemwide	Rolling Stock	518050 ⁽¹⁾	2,399	961	561	606	303	9,769	14,598
Systemwide	Rolling Stock	519050 ⁽¹⁾	6,733	2,807	1,573	2,041	1,021	-	14,175
Systemwide	Rolling Stock	519051	485	202	113	147	73	-	1,020
Systemwide	Rolling Stock	519052	271	113	63	82	41	-	569
Systemwide	Rolling Stock	519053	481	203	108	147	73	-	1,013
Systemwide	Rolling Stock	519054	220	92	51	67	33	-	464
Systemwide	Rolling Stock	519055	1,653	687	383	496	238	-	3,456
Systemwide	Rolling Stock	520050	428	178	100	130	65	-	900
Systemwide	Rolling Stock	520051	599	250	140	182	91	-	1,262
Systemwide	Rolling Stock	520052	286	119	67	87	43	-	603
Systemwide	Rolling Stock	520053	299	125	70	91	45	-	631

Exhibit 7.6 FY2021-22 Rehabilitation Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Signal	519001 ⁽¹⁾	287	119	67	87	43	-	604
Systemwide	Signal	519002 ⁽¹⁾	170	68	29	23	22	-	311
Systemwide	Signal	519031 ⁽¹⁾	376	157	88	114	57	-	791
Systemwide	Signal	519032 ⁽¹⁾	199	83	46	60	30	-	418
Systemwide	Track	519011	79	33	19	24	12	-	167
Systemwide	Track	519012 ⁽¹⁾	243	101	57	74	37	-	511
Systemwide	Track	519090	544	227	127	165	82	-	1,144
Systemwide	Track	520010	451	188	105	137	68	-	950
Systemwide	Track	520011	527	220	123	160	80	-	1,110
Systemwide	Vehicle	519063 ⁽¹⁾	667	278	156	202	101	-	1,404
Systemwide	Vehicle	520061	461	192	108	140	70	-	970
Systemwide	Vehicle	520062	1,451	605	339	440	220	-	3,054
Valley	Communications	514018	9	-	-	-	-	-	9
Valley	Communications	519340	70	-	-	-	-	-	70
Valley	Communications	520340	337	-	-	-	-	-	337
Valley	Signal	519330	414	-	-	-	-	-	414
Valley	Signal	520330	2,237	-	-	-	-	-	2,237
Valley	Signal	520331	1,455	-	-	-	-	-	1,455
Valley	Structures	515123	-	-	-	-	-	3	3
Valley	Structures	517320	5	-	-	-	-	-	5
Valley	Structures	592320	143	-	-	-	-	-	143
Valley	Structures	592321	124	-	-	-	-	-	124
Valley	Structures	592322	148	-	-	-	-	-	148
Valley	Structures	592323	4	-	-	-	-	-	4

Exhibit 7.6 FY2021-22 Rehabilitation Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Valley	Structures	592324	81	-	-	-	-	-	81
Valley	Structures	592325	2	-	-	-	-	-	2
Valley	Structures	593320	1,626	-	-	-	-	-	1,626
Valley	Track	519310	642	-	-	-	-	-	642
Valley	Track	519320	215	-	-	-	-	-	215
Valley	Track	520310	9,384	-	-	-	-	-	9,384
Valley	Track	592310	51	-	-	-	-	-	51
Valley	Track	593310	145	-	-	-	-	-	145
Ventura - LA County	Communications	519240	9	-	-	-	-	-	9
Ventura - LA County	Communications	520240	369	-	-	-	-	-	369
Ventura - LA County	Signal	519230	342	-	-	-	-	-	342
Ventura - LA County	Structures	515129	68	-	-	-	-	94	161
Ventura - LA County	Structures	592220	357	-	-	-	-	-	357
Ventura - LA County	Structures	593220	158	-	-	-	-	-	158
Ventura - LA County	Track	519210	1,102	-	-	-	-	-	1,102
Ventura - LA County	Track	519211	72	-	-	-	-	-	72
Ventura - LA County	Track	519220	216	-	-	-	-	-	216
Ventura - LA County	Track	520210	2,228	-	-	-	-	-	2,228
Ventura - LA County	Track	592210	11	-	-	-	-	-	11
Ventura - VC County	Communications	515133	10	-	-	-	1	-	11
Ventura - VC County	Communications	520140	-	-	-	-	184	-	184
Ventura - VC County	Facilities	519160	-	-	-	-	1,035	-	1,035
Ventura - VC County	Facilities	591804	-	-	-	-	158	44	201
Ventura - VC County	Signal	514032	-	-	-	-	2	-	2

Exhibit 7.6 FY2021-22 Rehabilitation Carryover Projects Detail (continued)

(000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Ventura - VC County	Signal	517130	-	-	-	-	299	-	299
Ventura - VC County	Signal	520130	-	-	-	-	3,665	-	3,665
Ventura - VC County	Structures	515135	-	-	-	-	42	-	42
Ventura - VC County	Structures	516120	-	-	-	-	197	-	197
Ventura - VC County	Structures	519120	-	-	-	-	1,232	-	1,232
Ventura - VC County	Structures	520120	-	-	-	-	2,425	-	2,425
Ventura - VC County	Structures	592120	-	-	-	-	687	-	687
Ventura - VC County	Track	516111	-	-	-	-	16	-	16
Ventura - VC County	Track	518110	-	-	-	-	449	-	449
Ventura - VC County	Track	519130	-	-	-	-	986	-	986
Ventura - VC County	Track	520110	-	-	-	-	1,814	-	1,814
Ventura - VC County	Track	592111	-	-	-	-	20	-	20
METRO ⁽²⁾	Various	TBD	3,900	-	-	-	-	-	3,900
Grand Total			77,444	33,061	11,613	21,309	18,614	21,619	183,660

Numbers may not foot due to rounding.

NOTE:

(1) Projects part of the ROTEM Settlement

(2) Metro Reprogrammed funding to specific projects had not yet been determined as of the development of the Carrover report.

Exhibit 7.7 FY2021-22 Rehabilitation New Authority Projects Detail

(000's)

PROJECT DESCRIPTION	SUBDIVISION	CATEGORY	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Olive Subdivision Structures Rehabilitation	Olive	Structures	-	320	-	-	-	-	320
Olive Subdivision Train Control Systems Rehabilitation	Olive	Train Control	-	317	-	-	-	-	317
Orange Subdivision Structures Rehabilitation	Orange	Structures	-	1,354	-	-	-	-	1,354
Orange Subdivision Track Rehabilitation	Orange	Track	-	2,604	-	-	-	-	2,604
Orange Subdivision Train Control Systems Rehabilitation	Orange	Train Control	-	1,267	-	-	-	-	1,267
River Subdivision Structures Rehabilitation	River Sub - West Bank	Structures	173	72	40	52	26	-	364
River Subdivision Track Rehabilitation	River Sub - West Bank	Track	1,132	472	265	343	172	-	2,384
River Subdivision Train Control Systems Rehabilitation	River - East Bank	Train Control	180	75	42	55	27	839	1,217
Perris Valley Subdivision Rehabilitation-Construction	San Jacinto (PVL)	Structures	-	-	2,300	-	-	-	2,300
Perris Valley Subdivision Rehabilitation-Design Phase	San Jacinto (PVL)	Track	-	-	1,830	-	-	-	1,830
San Gabriel Subdivision Structures Rehabilitation	San Gabriel	Structures	742	-	-	495	-	-	1,237
San Gabriel Subdivision Track Rehabilitation	San Gabriel	Track	1,986	-	-	1,324	-	-	3,310
Shortway Subdivision Track Rehabilitation	SB Shortway	Track	138	58	32	42	-	-	270
Facilities Rehabilitation	Systemwide	Facilities	1,629	679	381	494	247	-	3,430
IT San Upgrade & Rehabilitation	Systemwide	Business Systems	413	172	97	125	63	-	870
MOW Vehicles & Equipment - Replacement & Overhaul	Systemwide	Non-Revenue Fleet	2,513	1,047	587	762	381	-	5,290
Project Management System - Purchase & Implementation	Systemwide	Business Systems	475	198	111	144	72	-	1,000
Rolling Stock Rehabilitation	Systemwide	Rolling Stock	5,078	2,117	1,187	1,540	770	-	10,691
Systemwide Track Rehabilitation	Systemwide	Track	2,375	990	555	720	360	-	5,000
Systemwide Train Control Systems Rehabilitation	Systemwide	Train Control	2,290	954	535	694	347	-	4,820
Ventura (VC) Subdivision Structures Rehabilitation	Ventura - VC County	Structures	-	-	-	-	726	-	726
Ventura (VC) Subdivision Track Rehabilitation	Ventura - VC County	Track	-	-	-	-	2,000	-	2,000
Ventura (VC) Subdivision Train Control Systems Rehabilitation	Ventura - VC County	Train Control	-	-	-	-	1,734	-	1,734
Total FY2020-21 Rehabilitation New Authority			19,124	12,697	7,962	6,789	6,924	839	54,335
Total Carryover from Prior Years			77,444	33,061	11,613	21,309	18,614	21,619	183,660
TOTAL Rehabilitation Projects Including Carryover			96,569	45,758	19,574	28,099	25,538	22,457	237,995

Numbers may not foot due to rounding.

**Exhibit 7.8.1 Capital Program Summary and Cash Flow Detail
- ALL MEMBER AGENCIES**

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 179,669	\$ 49,537	\$ 229,206
FY2021-22 New Authority	\$ 64,331	\$ 600	\$ 64,931
TOTALS	\$ 244,000	\$ 50,137	\$ 294,137

Numbers may not foot due to rounding.

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

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 86,889	\$ 59,629	\$ 33,152	-	-	\$ 179,669
NEW CAPITAL	\$ 49,160	\$ 376	-	-	-	\$ 49,537
SUBTOTAL	\$ 136,049	\$ 60,005	\$ 33,152	-	-	\$ 229,206
FY2020-21 New Authority						
REHABILITATION	\$ 3,217	\$ 22,516	\$ 19,299	\$ 19,299	-	\$ 64,331
NEW CAPITAL	\$ 30	\$ 210	\$ 180	\$ 180	-	\$ 600
SUBTOTAL	\$ 3,247	\$ 22,726	\$ 19,479	\$ 19,479	-	\$ 64,931
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 139,296	\$ 82,731	\$ 52,631	\$ 19,479	-	\$ 294,137

Numbers may not foot due to rounding.

Exhibit 7.8.2 Capital Program Summary and Cash Flow Detail – METRO

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 76,674	\$ 6,444	\$ 83,118
FY2021-22 New Authority	\$ 33,065	\$ 285	\$ 33,350
TOTALS	\$ 109,739	\$ 6,729	\$ 116,468

Numbers may not foot due to rounding.

CAPITAL PROGRAM BUDGET SUMMARY METRO CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 36,472	\$ 26,656	\$ 13,547	-	-	\$ 76,674
NEW CAPITAL	\$ 6,304	\$ 140	-	-	-	\$ 6,444
SUBTOTAL	\$ 42,775	\$ 26,796	\$ 13,547	-	-	\$ 83,118
FY2021-22 New Authority						
REHABILITATION	\$ 1,653	\$ 11,573	\$ 9,919	\$ 9,919	-	\$ 33,065
NEW CAPITAL	\$ 14	\$ 100	\$ 86	\$ 86	-	\$ 285
SUBTOTAL	\$ 1,667	\$ 11,672	\$ 10,005	\$ 10,005	-	\$ 33,350
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 44,443	\$ 38,469	\$ 23,552	\$ 10,005	-	\$ 116,468

Numbers may not foot due to rounding.

Exhibit 7.8.3 Capital Program Summary and Cash Flow Detail – OCTA

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 40,296	\$ 30,358	\$ 70,654
FY2021-22 New Authority	\$ 15,048	\$ 119	\$ 15,167
TOTALS	\$ 55,344	\$ 30,477	\$ 85,821
<i>Numbers may not foot due to rounding.</i>			

CAPITAL PROGRAM BUDGET SUMMARY OCTA CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 20,324	\$ 12,671	\$ 7,301	-	-	\$ 40,296
NEW CAPITAL	\$ 30,343	\$ 15	-	-	-	\$ 30,358
SUBTOTAL	\$ 50,668	\$ 12,686	\$ 7,301	-	-	\$ 70,654
FY2021-22 New Authority						
REHABILITATION	\$ 752	\$ 5,267	\$ 4,514	\$ 4,514	-	\$ 15,048
NEW CAPITAL	\$ 6	\$ 42	\$ 36	\$ 36	-	\$ 119
SUBTOTAL	\$ 758	\$ 5,308	\$ 4,550	\$ 4,550	-	\$ 15,167
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 51,426	\$ 17,994	\$ 11,851	\$ 4,550	-	\$ 85,821
<i>Numbers may not foot due to rounding.</i>						

Exhibit 7.8.4 Capital Program Summary and Cash Flow Detail – RCTC

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 16,388	\$ 2,936	\$ 19,324
FY2021-22 New Authority	\$ 4,227	\$ 67	\$ 4,293
TOTALS	\$ 20,615	\$ 3,003	\$ 23,617

Numbers may not foot due to rounding.

CAPITAL PROGRAM BUDGET SUMMARY RCTC CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 7,393	\$ 4,606	\$ 4,388	-	-	\$ 16,388
NEW CAPITAL	\$ 2,780	\$ 156	-	-	-	\$ 2,936
SUBTOTAL	\$ 10,173	\$ 4,763	\$ 4,388	-	-	\$ 19,324
FY2021-22 New Authority						
REHABILITATION	\$ 211	\$ 1,479	\$ 1,268	\$ 1,268	-	\$ 4,227
NEW CAPITAL	\$ 3	\$ 23	\$ 20	\$ 20	-	\$ 67
SUBTOTAL	\$ 215	\$ 1,503	\$ 1,288	\$ 1,288	-	\$ 4,293
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 10,388	\$ 6,265	\$ 5,676	\$ 1,288	-	\$ 23,617

Numbers may not foot due to rounding.

Exhibit 7.8.5 Capital Program Summary and Cash Flow Detail – SBCTA

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 23,555	\$ 7,034	\$ 30,589
FY2021-22 New Authority	\$ 7,280	\$ 86	\$ 7,366
TOTALS	\$ 30,835	\$ 7,120	\$ 37,955

Numbers may not foot due to rounding.

CAPITAL PROGRAM BUDGET SUMMARY SBCTA CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 11,299	\$ 7,802	\$ 4,454	-	-	\$ 23,555
NEW CAPITAL	\$ 6,974	\$ 60	-	-	-	\$ 7,034
SUBTOTAL	\$ 18,273	\$ 7,862	\$ 4,454	-	-	\$ 30,589
FY2021-22 New Authority						
REHABILITATION	\$ 364	\$ 2,548	\$ 2,184	\$ 2,184	-	\$ 7,280
NEW CAPITAL	\$ 4	\$ 30	\$ 26	\$ 26	-	\$ 86
SUBTOTAL	\$ 368	\$ 2,578	\$ 2,210	\$ 2,210	-	\$ 7,366
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 18,641	\$ 10,441	\$ 6,664	\$ 2,210	-	\$ 37,955

Numbers may not foot due to rounding.

Exhibit 7.8.6 Capital Program Summary and Cash Flow Detail – VCTC

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 22,756	\$ 2,765	\$ 25,521
FY2021-22 New Authority	\$ 4,711	\$ 43	\$ 4,755
TOTALS	\$ 27,467	\$ 2,808	\$ 30,275

Numbers may not foot due to rounding.

CAPITAL PROGRAM BUDGET SUMMARY VCTC CASH FLOW BY FISCAL YEAR

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 11,401	\$ 7,893	\$ 3,462	-	-	\$ 22,756
NEW CAPITAL	\$ 2,760	\$ 5	-	-	-	\$ 2,765
SUBTOTAL	\$ 14,160	\$ 7,898	\$ 3,462	-	-	\$ 25,521
FY2021-22 New Authority						
REHABILITATION	\$ 236	\$ 1,649	\$ 1,413	\$ 1,413	-	\$ 4,711
NEW CAPITAL	\$ 2	\$ 15	\$ 13	\$ 13	-	\$ 43
SUBTOTAL	\$ 238	\$ 1,664	\$ 1,426	\$ 1,426	-	\$ 4,755
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 14,398	\$ 9,562	\$ 4,889	\$ 1,426	-	\$ 30,275

Numbers may not foot due to rounding.

Exhibit 7.8.7 Capital Program Summary and Cash Flow Detail – OTHER FUNDING SOURCES

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 47,006	\$ 114,795	\$ 161,801
FY2021-22 New Authority	\$ 26,103	\$ 8,000	\$ 34,103
TOTALS	\$ 73,109	\$ 122,795	\$ 195,903

Numbers may not foot due to rounding.

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

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 24,585	\$ 22,127	\$ 293	-	-	\$ 47,006
NEW CAPITAL	\$ 94,124	\$ 20,670	-	-	-	\$ 114,795
SUBTOTAL	\$ 118,709	\$ 42,798	\$ 293	-	-	\$ 161,801
FY2021-22 New Authority						
REHABILITATION	\$ 1,305	\$ 9,136	\$ 7,831	\$ 7,831	-	\$ 26,103
NEW CAPITAL	\$ 400	\$ 2,800	\$ 2,400	\$ 2,400	-	\$ 8,000
SUBTOTAL	\$ 1,705	\$ 11,936	\$ 10,231	\$ 10,231	-	\$ 34,103
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 120,415	\$ 54,734	\$ 10,524	\$ 10,231	-	\$ 195,903

Numbers may not foot due to rounding.

**Exhibit 7.8.8 Capital Program Summary and Cash Flow Detail – GRAND TOTAL
OF ALL MEMBER AGENCIES & OTHER FUNDING SOURCES**

(000's)

CAPITAL PROGRAM	REHAB PROJECTS	NEW CAPITAL PROJECTS	TOTAL
Carryover from Prior Years	\$ 226,676	\$ 164,331	\$ 391,007
FY2021-22 New Authority	\$ 90,433	\$ 8,600	\$ 99,033
TOTALS	\$ 317,109	\$ 172,931	\$ 490,040
<i>Numbers may not foot due to rounding.</i>			

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

(000's)

BUDGET FISCAL YEAR	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Carryover from prior years						
REHABILITATION	\$ 111,474	\$ 81,756	\$ 33,445	-	-	\$ 226,676
NEW CAPITAL	\$ 143,284	\$ 21,047	-	-	-	\$ 164,331
SUBTOTAL	\$ 254,759	\$ 102,803	\$ 33,445	-	-	\$ 391,007
FY2021-22 New Authority						
REHABILITATION	\$ 4,522	\$ 31,652	\$ 27,130	\$ 27,130	-	\$ 90,433
NEW CAPITAL	\$ 430	\$ 3,010	\$ 2,580	\$ 2,580	-	\$ 8,600
SUBTOTAL	\$ 4,952	\$ 34,662	\$ 29,710	\$ 29,710	-	\$ 99,033
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$ 259,710	\$ 137,465	\$ 63,155	\$ 29,710	-	\$ 490,040
<i>Numbers may not foot due to rounding.</i>						

ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION EIGHT

**SOUTHERN CALIFORNIA
OPTIMIZED RAIL EXTENSION
(SCORE)**

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 8: Southern California Optimized Rail Expansion (SCORE) Budget

8.1 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 the various agencies in FY2021-22. The total SCORE Program budgeted amount is currently \$1.038 billion.

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

8.2 Program Budget

SCORE is comprised of 22 capital improvement projects located throughout the system. Metrolink is leading 15 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 and State Agencies. On September 14, 2018, the Authority amended the FY2018-19 Capital Program Budget to reflect the entire \$875.7 million CalSTA grant. Subsequently, the Authority amended the FY2019-20 Capital Program Budget to reflect the entire \$905.7 million in CalSTA and DOT grants. The Authority will be amending the FY2021-22 budgets to include the additional grants awarded during this period.

Line	SCORE Projects	Total SCRRRA Funding (\$000's)
Antelope Valley / Ventura County Line	Simi Valley Double Track	\$ 69,501
	Chatsworth Station	\$ 25,158
	Burbank Junction Speed Improvements	\$ 17,950
	Burbank - LA Signals	\$ 8,219
	Antelope Valley Line Improvements	\$ 107,050
San Bernardino Line	Marengo Siding Improvements	\$ 9,675
	El Monte Pedestrian Improvements	\$ 22,158
	Tyler and Cogswell Crossing Improvements	\$ 22,725
	Rancho Cucamonga Siding	\$ 46,581
Orange County / IE-OC 91 PVL Line	The Hobert Yard/Commerce Station Relocation	\$ 22,046
	Fullerton Junction Improvements	\$ 102,043
	Irvine Station Improvements	\$ 61,387
	Capacity Improvements South OC (Serra to Beach / County Line to Songs)	\$ 18,747
	Signals in OC (Avery-Songs)	\$ 6,500
	Signals in OC (Atwood-Orange)	\$ 1,060
	Signals in OC (La Palma)	\$ 8,000
Riverside Downtown Station Improvements	\$ 14,491	
Systemwide Projects	LinkUS	\$ 337,571
	Orange County Maintenance Facility	\$ 58,340
	Supplemental Fleet	\$ 38,327
	Network Integration	\$ 4,000
	Fullerton-San Bernardino Analysis	\$ 6,000
	BNSF ⁽¹⁾ Atwood to Esperanza	\$ 30,000
SCORE Phase 1 Program Total		\$ 1,037,529

⁽¹⁾ Burlington Northern Santa Fe

8.3 Projected Expenditures

Since the award in April 2018, there has been seven (7) allocations by the California Transportation Commission (CTC). On August 16, 2018, the CTC approved the first allocation of \$6.5 million to the Authority from the CalSTA grant of \$875.7 million for delivering the SCORE program. These funds support preliminary engineering, preliminary environmental assessments, operations modeling/project validation, and early program management support. The table below shows CTC approved SCORE Program allocations to date:

Date	Amount (\$000's)
August 15, 2018	\$ 6,500
October 9, 2018	\$ 68,185
December 9, 2019	\$ 500
September 1, 2020	\$ 20,266
January 28, 2021	\$ 5,264
March 31, 2021	\$ 25,413
May 31, 2021	\$ 11,229
TOTAL	\$ 137,357

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

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

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

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

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

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

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ADOPTED BUDGET

FISCAL YEAR
2021-2022

SECTION NINE

GENERAL ADMINISTRATION
BUDGET

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 9: General and Administrative Budget

9.1 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 the Authority'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, Rehabilitation and Third-Party Agreements (TPAs).

For FY2021-22, the SCRRA General & Administrative budget, using the compilation of costs as described above, is \$29.0 million or a decrease of \$1.5 million, or 4.8% from the FY2020-21 Budget. \$1.2 million of this decrease is the result of a reclassification in Computer Software and Hardware Maintenance costs to Train Operations mode. Exhibit 9.1 identifies all the elements of the General and Administrative Budget by expenditure type.

9.2 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 FY2019-20. The ICAP plan for FY2020-21 based on FY2018-19 actual costs has been submitted to the FTA for review and approval. SCRRA has received provisional rate approval for its FY2020-21 plan from the FTA.

The FY2020-21 Plan contains indirect cost rates for each business mode, as indicated on Exhibit 9.2. SCRRA further divides costs within G&A expenses into three distinct cost collector pools.

9.2.1 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 the Authority'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.

9.2.2 Pool Two

The second grouping of expenses is made up of costs that, while benefiting the Authority'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.

9.2.3 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.

9.3 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.

9.4 Organizational Summary

Under the leadership of the Chief Executive Officer; Chief of Staff; Chief People Officer; Chief Financial Officer; Chief Safety, Security & Compliance Officer; Chief Customer Experience Officer; Chief Strategy Officer; Chief Program Delivery; Chief Operating Officer and Chief Technology Officer; SCRRA manages 283 full-time equivalent (FTE) headcounts.

AGENCY FTE HEADCOUNT FY2021-22

REPORTING GROUP	FTE's
Office of the CEO	7
Legal	4
Internal Audit	4
Human Resources	12
Finance	52
Safety, Security & Compliance	14
Customer Experience	46
Strategy	13
Program Delivery	25
Operations	82
Integrated Digital & Technology Services	24
Total	283

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, Grants Funding, Grants Administration, Material Management and Warehouse, and Contracts and Procurement.

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, Railroad Services, and Planning & Development.

Program Delivery includes Office of the Chief, Program Delivery, Public Projects, Capital Construction & Rehabilitation, Program Management, Engineering & Construction, Business Operations, Standards & 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 9.3 identifies the classification titles in the approved budgeted cost centers for a total of 283 FTE headcount. Total Authority labor and fringe costs are allocated across the business modes.

9.5 Exhibits

Exhibit 9.1: FY2021-22 G&A Expenses identifies the individual cost components included in the general and administrative cost grouping.

Exhibit 9.2: FY2021-22 ICAP Cost Calculations illustrates the SCRRRA business modes and the cost allocations that support the FY2020-21 ICAP rates.

Exhibit 9.3: FY2021-22 Roster of Positions provides a roster of FY2021-22 FTE headcount identified by specific positions within each Executive Office and Department.

Exhibit 9.1 FY2021-22 G&A Expenses

(000's)	EXPENDITURE DESCRIPTION	FY2020-21 BUDGET	FISCAL YEAR 2021-22			FY2021-22 BUDGET VS. FY2021-22 BUDGET	
			FEDERALLY ELIGIBLE	LOCAL FUNDING	TOTAL BUDGET	VARIANCE	%
Agency Costs							
	Recruitment Services	183	125	-	125	(58)	(31.7%)
	Medical Examinations	5	5	-	5	(0)	(4.4%)
	Office Equip Maint & Repair	2	2	-	2	-	-
	Document Management & Storage	49	53	-	53	4	8.0%
	In-House Training Services	330	291	3	294	(36)	(10.8%)
	Bank Service Charges	30	-	-	-	(30)	(100.0%)
	Vehicle Maintenance & Repairs	140	110	-	110	(30)	(21.4%)
	Gasoline Autos & Trucks	100	70	-	70	(30)	(30.0%)
	Materials & Supplies	139	135	-	135	(4)	(2.7%)
	Office Equipment	10	25	-	25	15	150.0%
	Computer Software	16	1	-	1	(15)	(95.8%)
	Printing & Reproduction	10	7	2	9	(1)	(10.5%)
	Claims Administration Fees	12	11	-	11	(1)	(5.0%)
	Professional Memberships	188	202	11	213	25	13.2%
	Subscriptions & Reference Materials	27	26	7	34	6	22.2%
	Meeting Expenses	87	10	106	116	29	32.8%
	Registration Fees	42	16	18	34	(8)	(19.3%)
	Transportation	79	18	24	42	(38)	(47.7%)
	Meals & Entertainment	17	6	5	11	(6)	(34.9%)
	Lodging	84	20	24	44	(40)	(47.4%)
	Mileage/Parking	40	29	2	31	(9)	(21.7%)
	Misc Expenses	3	2	-	2	(1)	(32.5%)
	Event Marketing	12	-	5	5	(7)	(57.3%)
	Legal & Meeting Notices	45	43	-	43	(2)	(5.0%)
	Postage & Messenger	71	66	-	66	(5)	(7.0%)
	Other Misc Expense	8	4	5	9	1	13.3%
Total Agency Costs		1,730	1,276	214	1,490	(241)	(13.9%)
Staff Labor							
	SCRRA Wages & Salaries	10,460	9,061	1,016	10,078	(382)	(3.7%)
	Wages Interns	262	150	-	150	(112)	(42.6%)
	Wages Job Core / Grads on Track	262	700	-	700	439	167.8%
	Merit Increase	314	272	30	302	(11)	(3.7%)
	Allocated Fringe Benefits	3,589	3,278	368	3,646	57	1.6%
	OPEB - GASB45	3,015	-	3,015	3,015	-	0.0%
Total Staff Labor		17,900	13,461	4,430	17,891	(9)	(0.0%)
Professional Services							
	Legal Services	150	150	-	150	-	0.0%
	Auditing & Accounting	705	668	-	668	(37)	(5.2%)
	Consultants	2,087	2,169	16	2,184	97	4.6%
	Lobby Services	480	-	575	575	95	19.8%
	Service Contract	4	4	-	4	0	2.8%
Total Professional Services		3,426	2,991	591	3,581	155	4.5%
MIS							
	Consultants	1,600	1,601	-	1,601	0	0.0%
	Computer S/W / H/W Maintenance	3,322	2,115	-	2,115	(1,207)	(36.3%)
	Office Equip Maint & Repair	70	61	-	61	(9)	(13.4%)
	Other Services	10	-	-	-	(10)	(100.0%)
	Materials & Supplies	70	50	-	50	(20)	(28.6%)
	Computer H/W	166	-	-	-	(166)	(100.0%)
	Computer S/W	75	202	-	202	127	169.3%
Total MIS		5,313	4,028	-	4,028	(1,285)	(24.2%)
Employee Recognition							
	Bonus Pay	167	-	33	33	(134)	(80.3%)
Total Employee Recognition		167	-	33	33	(134)	(80.3%)
Utilities/Leases							
	Telephone General	75	95	0	95	20	26.6%
	Office Space Rental	854	908	-	908	55	6.4%
	WG Lease Operating Expense	906	898	-	898	(8)	(0.8%)
Total Utilities/Leases		1,834	1,901	0	1,901	67	3.6%
Board Related Items							
	Board Travel/Meeting Expenses	17	-	16	16	(1)	(5.0%)
	Board Travel	22	-	6	6	(17)	(74.7%)
	Board Per Diem	73	-	73	73	-	0.0%
Total Board Related Items		112	-	95	95	(18)	(15.7%)
Total General & Administrative Expenses		30,482	23,657	5,362	29,019	(1,464)	(4.8%)

Numbers may not foot due to rounding.

Exhibit 9.2 FY2021-22 ICAP Cost Calculations

General & Administrative Expenses (000's)	FY2021-22
Federally Eligible G&A	23,657
Non-Federal Eligible G&A	<u>5,362</u>
Total G&A Expenses	29,019

Tier 1 Cost Distribution	Operating			Capital				Recollectable	Grand Total
	Train Operations	MOW	Subtotal Operating	New Capital	Equipment Procurement	Rehabilitation & Renovation	Subtotal Capital		
SCRRA Labor Distribution (%)	61.4%	21.6%	83.0%	4.9%	2.0%	7.2%	14.1%	2.9%	100.0%
Federally Eligible G&A Allocation (Proj# 000000)	14,525	5,110	19,635	1,159	473	1,703	3,336	687	23,657
Non-Federal Eligible Labor Distribution (%)	100.0%	0.0%	100.0%						100.0%
Non-Federal Eligible G&A Allocation (Proj# 000002)	5,362	-	5,362						5,362
Total G&A Expense Allocation	19,886	5,110	24,996	1,159	473	1,703	3,336	687	29,019

Numbers may not foot due to rounding.

Tier 2 Allocation and Calculation of Direct Rates

Collector Pool Expenses									
Salaries & Wages	3,480	307	3,786	221	28	238	487	26	4,300
Fringe Benefits	2,054	181	2,235	78	10	83	171	9	2,415
Other Expenses	14,193	373	14,566	8,574	573	8,082	17,229	648	32,443
Subtotal - Indirect Expenses	19,726	861	20,587	8,873	610	8,403	17,886	684	39,158
G&A Expense Allocation	19,886	5,110	24,996	1,159	473	1,703	3,336	687	29,019
Total Indirect and Allocable Expenses	39,612	5,971	45,584	10,032	1,084	10,106	21,222	1,371	68,177
Direct Expenses									
Salaries & Wages	10,194	1,906	12,100	1,043	471	1,300	2,814	762	15,675
Fringe Benefits	6,171	1,125	7,295	366	165	456	987	267	8,549
Other Expenses	150,011	38,044	188,055	61,998	68,556	104,134	234,688	7,600	430,343
Total Direct Expenses	166,376	41,075	207,450	63,407	69,192	105,890	238,488	8,629	454,567
Grand Total	205,988	47,046	253,034	73,439	70,275	115,996	259,710	10,000	522,744

Total Indirect and Allocable Expenses as % of Direct Labor	389%	313%	377%	962%	230%	778%	754%	180%	435%
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Numbers may not foot due to rounding.

Exhibit 9.3 FY2021-22 Roster of Positions

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL			
Office of the CEO	1100	Office of the CEO	Chief Executive Officer	1			
			Director, Special Projects	1			
			Manager II	1			
			Executive Assistant to the CEO	1			
Office of the CEO Total				4			
	1540	Office of the Chief of Staff	Board Secretary	1			
			Chief of Staff	1			
			Assistant Board Secretary	1			
			Office of the Chief of Staff Total				3
Legal	1115	Office of the General Counsel	Associate General Counsel	1			
			Business Analyst II	1			
			General Counsel	1			
			Office of the General Counsel Total				3
	2150	Risk Management	Senior Counsel, Risk Manager	1			
			Risk Management Total				1
Internal Audit	1110	Internal Audit	Auditor II	1			
			Senior Auditor	2			
			Senior Manager, Audit	1			
			Internal Audit Total				4
Human Resources	1130	Human Resources	Human Resources Analyst I	2			
			Human Resources Analyst II	2			
			Human Resources Specialist	1			
			Manager II	2			
			Senior Human Resources Analyst	2			
			Human Resources Total				9
				1515	Office of the CHR	Chief, People Officer	1
Office of the CHR Total						1	
	4210	Administrative Services	Senior Administrative Assistant	2			
			Administrative Services Total				2
Finance	4100	Finance	Accountant I	3			
			Accountant II	3			
			Accounts Payable Specialist I	1			
			Budget Analyst II	3			
			Business Analyst II	1			
			Finance Analyst I	1			
			Finance Specialist II	2			
			Financial Analyst II	1			
			Manager II	1			
			Senior Accountant	2			
			Senior Budget Analyst	1			
			Senior Finance Analyst	2			
			Senior Manager, Finance	3			
			Senior Manager, General Accounting	1			
			Finance Total				25

Exhibit 9.3 FY2021-22 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL	
Safety, Security & Compliance	4115	Grants Funding & Reporting	Director, Grants	1	
			Grants Funding & Reporting Administrator	1	
			Planning Manager II	1	
	Grants Funding & Reporting Total				3
	4125	Office of the CFO		Chief Financial Officer	1
				Office of the CFO Total	
	4220	Contracts & Procurement		Contract & Compliance Administrator	5
				Contract Specialist	1
				Director, Contracts, Procurement & Mtrls Mgmt	1
				Principal Contract & Compliance Administrator	2
				Senior Administrative Assistant	1
				Senior Contract & Compliance Administrator	3
	Contracts & Procurement Total				13
	4223	Materials Management		Inventory Control Operator II	5
				Manager II	1
				Material Handler/Operator	1
				Senior Inventory Control Operator	1
				Supervisor, Inventory Control	2
	Materials Management Total				10
	1505	Office of the CSSC		Chief Safety, Security & Compliance Officer	1
				Office of the CSSC Total	
	2210	System Safety		Assistant Director	1
				Management Analyst I	1
Manager II				1	
Public Safety + Environment Manager				1	
System Safety Total				4	
2250	Compliance		Compliance Officer	2	
			Compliance Officer I	3	
			Compliance Officer II	1	
			Coordinator, Compliance	1	
			Manager II	1	
			Senior Manager, Compliance	1	
Compliance Total				9	
1500	Office of the CXO		Chief, Customer Experience Officer	1	
			Executive Assistant I	1	
			Manager II, (Various)	1	
Office of the CXO Total				3	
3050	Customer Experience		Director, Customer Experience	1	
			Manager II	1	
Customer Experience Total				2	
3200	Marketing & Partnerships		Administrative Assistant II	1	
			Director, Special Projects	1	
			Manager I	1	
			Marketing Manager II	1	
			Senior Administrative Assistant	1	
			Senior Manager, Marketing & Digital	1	
			Social Media Specialist	1	
Marketing & Partnerships Total				7	

Exhibit 9.3 FY2021-22 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL
Strategy	3300	Customer Relations	Business Analyst I	1
			Communications Coordinator	1
			Customer Relations Manager	1
			Customer Relations Representative I	5
			Customer Relations Representative II	4
			Manager, Customer Relations	1
			Senior Customer Relations Representative	4
			Senior Manager, Customer Relations	1
			Supervisor, Customer Relations	3
	Customer Relations Total			21
	3450	Communications	Communications Coordinator	6
			Digital Content Creator	1
			Director, Communications	1
			Manager II	2
			Public Affairs Manager	1
			Supervisor, Customer Relations	2
	Communications Total			13
	1105	Government & Community Relations	Director, Government & Community Relations	1
			Management Analyst II	1
			Public Affairs Manager	1
			Senior Manager, Government Relations	1
Government & Community Relations Total			4	
1520	Office of the CSO	Chief Strategy Officer	1	
		Director, Special Projects	1	
		Executive Assistant	1	
		Planning Manager II	1	
Office of the CSO Total			4	
1550	Planning & Development	Director, Planning & Development	1	
		Planning Manager II	2	
Planning & Development Total			3	
3350	Railroad Services	Manager II (Various) (Railroad Services Manager)	1	
		Senior Business Analyst	1	
Railroad Services Total			2	
Program Delivery	1510	Office of the CPD	Chief, Program Delivery	1
	Office of the CPD Total			1
2815	Business Operations	Business Administrator	4	
		Business Analyst II	3	
		Manager II	1	
		Senior Manager, Business Operations	1	
		Business Operations Total		
2860	Standards & Design	Principal Engineer (Design & Engineering)	1	
		Railroad Civil Engineer II	1	
		Senior Civil Design Specialist	1	
Standards & Design Total			3	

Exhibit 9.3 FY2021-22 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL	
Operations	2880	Public Projects	Coordinator, Right-Of-Way	1	
			Principal Engineer (Project Management)	1	
			Railroad Civil Engineer II	2	
			Senior Railroad Civil Engineer	1	
	Public Projects Total				5
	2890	Capital Construction + Rehabilitation	Principal Engineer (Structures & Stations)	1	
			Railroad Civil Engineer I	1	
			Railroad Civil Engineer II	2	
	Capital Construction + Rehabilitation Total				4
	4530	Program Management	Director, Program Management	1	
			Program Management Analyst II	1	
			Senior Management Analyst	1	
	Program Management Total				3
	2175	Office of the COO	Chief Operating Officer	1	
			Department Assistant	1	
			Deputy Chief Operating Officer (Disp+OS)	1	
			Director, Special Projects	1	
			Executive Assistant II	1	
			Management Analyst I	1	
	Office of the COO Total				6
	2200	Operations Administration	Operations Administrator	1	
			Operations Administration Total		
	2215	Dispatching Services	Director, Dispatching Operations	1	
			Manager II	1	
			Senior Manager, Dispatching	3	
			Supervisor, Dispatching Operations	5	
			Train Dispatcher	22	
Dispatching Services Total				32	
2300	Equipment	Assistant Dir, Maintenance of Equipment	1		
		Director, Maintenance of Equipment	1		
		Program Manager (Fleet)	1		
		Project Engineer I	1		
		Rolling Stock Engineering Manager II	1		
		Senior Administrative Assistant	1		
		Senior Mechanical Operations Officer	2		
Equipment Total				8	
2310	Facilities & Fleet Maintenance	Coordinator, Facilities Maintenance	1		
		Coordinator, Fleet Maintenance	1		
		Customer Experience Administrator	1		
		Maintenance Technician II	3		
		Senior Maintenance Technician	1		
		Senior Manager - Various	1		
		Sr Manager, Facilities & Fleet Maintenance	1		
		Supervisor, Facilities Maintenance	1		
Facilities & Fleet Maintenance Total				10	

Exhibit 9.3 FY2021-22 Roster of Positions (continued)

BUSINESS UNIT	COST CENTER	COST CENTER DESCRIPTION	POSITION TITLE	TOTAL	
Integrated Digital & Technology Services	2820	Track	Business Analyst II	1	
			Coordinator, Right-Of-Way	1	
			Director, Track & Signal Infrastructure Maintenance	1	
			District, Track & Signal Maintenance Supervisor	1	
			Senior Engineer, Track & Structures	1	
	Track Total				5
	2870	C&S Train Control Maintenance	Assistant Director, Signal Systems	1	
			Manager I (Various)	1	
			Supervisor, Signal Systems	2	
	C&S Train Control Maintenance Total				4
	2875	PTC, C&S Systems Management	Director, Signals & Communications	1	
			Executive Assistant I	1	
	PTC, C&S Systems Management Total				2
	2876	PTC Communications Systems	PTC Equipment Engineer I	2	
			PTC Equipment Engineer II	1	
			Senior Manager, Communications Systems	1	
			Senior Railroad Systems Engineer	1	
			Senior Manager, Train Control On-Board Systems	1	
			Supervisor, Communications Systems	2	
	PTC Communications Systems Total				8
	2877	PTC Technical Support Services	Assistant Director, PTC Technical Services	1	
			Configuration Management Manager	1	
			Senior Manager, Train Control Systems	1	
			Senior Train Control Systems Engineer	3	
	PTC Technical Support Services Total				6
	2878	PTC Network Control Operations	Director, PTC	1	
			IT Architect II	1	
			Senior Manager, Train Control Systems	1	
Senior Train Control Systems Engineer			2		
Train Control Network Engineer			1		
PTC Network Control Operations Total				6	
3600	Fare Collection Services	Fare Collections Manager	2		
		Senior Manager, Fare Collections	1		
Fare Collection Services Total				3	
4230	Information Technology	Chief Technology Officer	1		
		IT Architect II, Business Intelligence	2		
		IT Architect II, ERP	2		
		IT Systems Manager	1		
		Manager, Information Technology	1		
		Manager II (Cybersecurity)	1		
		Network Engineer I	1		
		Senior Director, Information Technology	1		
		Senior Manager (BISO)	1		
		Senior Manager, Information Technology	1		
		Senior Marketing Analyst	1		
		Senior Network Engineer	1		
		Web Services Manager	1		
Information Technology Total				15	
Agency Total				283	

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

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ADOPTED BUDGET

**FISCAL YEAR
2021-2022**

SECTION TEN

BUDGET FORECAST

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 10: Budget Forecasts FY2022-23 through FY2025-26

10.1 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 2023, 2024, 2025 and 2026. It is to be noted that the forecast years are provided to request approval and programming. Individual single year operating budgets and capital budgets will be adopted prior to each fiscal year. The information provided below is as specified in the Multi-Year Budget Development Guides.

10.2 Basis for Forecast

- Farebox Revenues were constructed using the Revenue and Ridership Recovery Scenario titled #2b, which projects full recovery of ridership (to FY19 levels) beginning in the 4th quarter of FY2022-23.
- Estimates of expenses were constructed by using FY2021-22 as a base. Amounts were then adjusted to include intended service restoration at 100% of service as provided in FY2019-20. The total of those two 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 1.5% Cost of Living Adjustment (COLA) and Merit pool of 3% was included in each year.
- No New Service was included.
- No Arrow Service was included.

10.3 Capital Program Forecast

- Estimates were constructed using the development of Metrolink Rehabilitation Plan (MRP) when submitting the FY2021-22 Budget amounts. These estimates included the Backlog and State of Good Repair (SOGR) needs.
- MRP recommends that the Backlog be drawn down over six years.

10.4 Exhibits

Exhibit 10.1: FY2022-23 through FY2025-26 Forecast New Service Requests – No new service requested

Exhibit 10.2: FY2022-23 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 10.3: FY2022-23 Forecast of Operating Budget by Cost Component by Line

Exhibit 10.4: FY2023-24 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 10.5: FY2023-24 Forecast of Operating Budget by Cost Component by Line

Exhibit 10.6: FY2024-25 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 10.7: FY2024-25 Forecast of Operating Budget by Cost Component by Line

Exhibit 10.8: FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency

Exhibit 10.9: F2025-26 Forecast of Operating Budget by Cost Component by Line

Exhibit 10.10: FY2022-23 through FY2025-26 Forecast of Rehabilitation Budget by Asset Category

Exhibit 10.11: FY2022-23 through FY25-26 Forecast of Rehabilitation Budget by Member Agency

Exhibit 10.12: FY2022-23 through FY2025-26 Forecast of New Capital Budget by Asset Category

Exhibit 10.13: FY2022-23 through FY2025-26 Forecast of New Capital Budget by Member Agency

Exhibit 10.2: FY2022-23 Forecast of Operating Budget by Cost Component by Member Agency

(000's)	FY23 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	\$ 31,667	\$ 19,300	\$ 6,996	\$ 7,941	\$ 2,236	\$ 68,140
Fare Reduction Subsidy	286	-	-	192	-	\$ 479
Other Train Subsidies	2,446	-	-	-	-	\$ 2,446
Special Trains	78	60	33	16	27	\$ 214
Subtotal-Pro Forma FareBox	34,477	19,360	7,029	8,149	2,264	\$ 71,279
Dispatching	1,253	849	15	98	305	\$ 2,519
Other Revenues	367	182	65	92	27	\$ 733
MOW Revenues	6,362	2,834	720	1,695	518	\$ 12,128
Total Operating Revenue	42,459	23,225	7,828	10,034	3,113	\$ 86,659
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,722	9,710	4,419	5,384	1,770	\$ 47,005
Equipment Maintenance	19,775	9,361	4,554	4,755	1,756	\$ 40,201
Fuel	10,522	4,792	1,925	2,287	667	\$ 20,193
Non-Scheduled Rolling Stock Repairs	53	25	11	12	3	\$ 104
Operating Facilities Maintenance	880	414	174	198	54	\$ 1,720
Other Operating Train Services	473	132	114	158	76	\$ 953
Rolling Stock Lease	-	-	-	-	-	-
Security	7,305	2,903	1,483	1,562	690	\$ 13,943
Public Safety Program	50	18	16	11	11	\$ 106
Passenger Relations	958	517	164	244	63	\$ 1,945
TVM Maintenance/Revenue Collection	1,996	1,113	844	537	307	\$ 4,798
Marketing	1,499	751	255	374	103	\$ 2,982
Media & External Communications	179	65	56	40	37	\$ 376
Utilities/Leases	1,463	531	459	324	307	\$ 3,084
Transfers to Other Operators	2,968	1,153	364	589	169	\$ 5,242
Amtrak Transfers	402	879	1	1	34	\$ 1,318
Station Maintenance	1,334	319	143	270	81	\$ 2,147
Rail Agreements	2,086	1,456	1,288	326	202	\$ 5,357
Holiday Trains	74	83	-	20	78	\$ 255
Special Trains	237	165	177	29	-	\$ 608
Subtotal Operations & Services	77,977	34,387	16,447	17,120	6,407	\$ 152,338
<u>Maintenance-of-Way</u>						
MoW - Line Segments	25,824	10,087	3,255	6,313	2,874	\$ 48,354
MoW - Extraordinary Maintenance	451	110	73	82	53	\$ 770
Subtotal Maintenance-of-Way	26,275	10,197	3,328	6,395	2,928	\$ 49,124
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,408	3,067	2,629	1,863	1,757	\$ 17,224
Ops Non-Labor Expenses	4,603	2,014	993	980	409	\$ 9,000
Indirect Administrative Expenses	10,238	3,718	3,211	2,266	2,147	\$ 21,580
Ops Professional Services	1,183	430	371	262	248	\$ 2,494
Subtotal Admin & Services	24,432	9,229	7,205	5,370	4,562	\$ 50,798
<u>Contingency</u>	44	16	14	10	9	\$ 94
Total Operating Expenses	128,729	53,830	26,994	28,896	13,905	\$ 252,354
Insurance and Legal						
Liability/Property/Auto	7,883	3,712	1,559	1,778	480	\$ 15,411
Net Claims / SI	527	248	104	119	32	\$ 1,030
Claims Administration	624	294	123	141	38	\$ 1,219
Total Net Insurance and Legal	9,034	4,253	1,786	2,037	550	\$ 17,660
Total Expense	137,763	58,083	28,780	30,933	14,455	\$ 270,014
Loss	(95,304)	(34,858)	(20,951)	(20,899)	(11,342)	(183,355)

Numbers may not foot due to rounding.

Exhibit 10.3: FY2022-23 Forecast of Operating Budget by Cost Component by Line

FY23 BUDGET FORECAST BY LINE								
San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	TOTAL
\$ 14,642	\$ 6,053	\$ 9,265	\$ 6,313	\$ 17,876	\$ 194	\$ 7,793	\$ 6,004	\$ 68,140
479	-	-	-	-	-	-	-	479
780	97	948	311	190	-	-	120	\$ 2,446
14	29	38	-	52	-	39	41	\$ 214
15,915	6,179	10,251	6,625	18,118	194	7,833	6,165	71,279
341	591	346	2	1,206	5	6	22	2,519
185	69	119	59	160	5	81	55	733
3,572	1,522	3,001	197	1,728	140	1,206	762	12,128
20,013	8,361	13,717	6,882	21,212	343	9,125	7,005	86,659
11,444	5,306	10,728	3,093	6,457	891	4,949	4,138	47,005
9,030	4,121	7,869	2,808	5,873	1,215	4,770	4,515	40,201
4,633	2,028	4,168	1,350	3,285	683	2,362	1,684	20,193
24	9	21	7	17	2	13	11	104
404	142	354	113	278	39	207	183	1,720
299	127	138	115	59	21	87	107	953
-	-	-	-	-	-	-	-	-
2,924	1,373	3,326	1,183	1,802	286	1,635	1,414	13,943
16	18	19	16	8	3	12	15	106
494	165	327	140	439	11	235	134	1,945
851	697	774	378	531	217	704	646	4,798
762	273	478	235	672	16	324	223	2,982
55	63	68	56	29	10	43	53	376
450	512	557	462	237	84	349	431	3,084
1,189	473	1,140	528	1,372	-	147	394	5,242
-	105	-	-	1,212	-	-	-	1,318
607	260	457	178	394	5	14	231	2,147
-	624	-	1,874	851	-	972	1,037	5,357
-	78	49	-	83	-	-	45	255
52	8	69	1	87	-	177	214	608
33,232	16,381	30,543	12,536	23,687	3,484	16,998	15,476	152,338
13,831	7,567	10,657	1,249	6,679	493	4,570	3,308	48,354
169	116	123	107	130	-	103	23	770
14,000	7,683	10,779	1,355	6,809	493	4,674	3,330	49,124
2,596	2,935	3,208	2,645	1,379	484	2,006	2,471	17,724
1,867	917	1,892	738	1,406	165	1,011	1,004	9,000
3,149	3,587	3,897	3,233	1,662	591	2,443	3,019	21,580
364	415	450	374	192	68	282	349	2,494
7,975	7,853	9,448	6,989	4,638	1,309	5,742	6,843	50,798
14	16	17	14	7	3	11	13	94
55,220	31,933	50,788	20,895	35,142	5,289	27,425	25,663	252,354
3,616	1,270	3,176	1,008	2,489	354	1,859	1,641	15,411
242	85	212	67	166	24	124	110	1,030
286	100	251	80	197	28	147	130	1,219
4,143	1,455	3,639	1,155	2,852	405	2,130	1,880	17,660
59,363	33,388	54,427	22,050	37,994	5,695	29,555	27,543	270,014
(39,350)	(25,027)	(40,710)	(15,167)	(16,782)	(5,351)	(20,430)	(20,538)	(183,355)

Numbers may not foot due to rounding.

Exhibit 10.4: FY2023-24 Forecast of Operating Budget by Cost Component by Member Agency

(000's)	FY24 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	\$ 40,486	\$ 24,349	\$ 8,828	\$ 10,021	\$ 2,816	\$ 86,500
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,544	-	-	-	-	\$ 2,544
Special Trains	86	70	33	18	37	\$ 244
Subtotal-Pro Forma FareBox	43,116	24,419	8,861	10,038	2,853	\$ 89,288
Dispatching	1,272	866	15	100	310	\$ 2,563
Other Revenues	415	206	73	104	30	\$ 828
MOW Revenues	6,489	2,890	735	1,729	528	\$ 12,371
Total Operating Revenue	51,292	28,381	9,684	11,971	3,722	\$ 105,050
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,513	10,006	4,563	5,547	1,830	\$ 48,459
Equipment Maintenance	20,488	9,692	4,717	4,927	1,819	\$ 41,643
Fuel	10,955	4,960	2,008	2,380	699	\$ 21,001
Non-Scheduled Rolling Stock Repairs	55	26	11	12	3	\$ 108
Operating Facilities Maintenance	915	431	181	206	56	\$ 1,789
Other Operating Train Services	492	137	118	164	79	\$ 991
Rolling Stock Lease	-	-	-	-	-	-
Security	7,515	2,996	1,533	1,608	713	\$ 14,365
Public Safety Program	52	19	16	12	11	\$ 111
Passenger Relations	997	536	171	253	66	\$ 2,023
TVM Maintenance/Revenue Collection	2,076	1,158	878	559	319	\$ 4,990
Marketing	1,558	781	265	389	107	\$ 3,101
Media & External Communications	186	67	58	41	39	\$ 391
Utilities/Leases	1,521	553	477	337	319	\$ 3,207
Transfers to Other Operators	3,773	1,463	453	753	216	\$ 6,658
Amtrak Transfers	511	1,122	1	1	39	\$ 1,674
Station Maintenance	1,387	332	149	280	84	\$ 2,232
Rail Agreements	2,170	1,514	1,339	339	210	\$ 5,572
Holiday Trains	77	86	-	20	80	\$ 263
Special Trains	244	170	183	30	-	\$ 626
Subtotal Operations & Services	81,485	36,049	17,120	17,859	6,689	\$ 159,203
<u>Maintenance-of-Way</u>						
MoW - Line Segments	26,737	10,425	3,373	6,528	2,976	\$ 50,038
MoW - Extraordinary Maintenance	465	114	76	85	55	\$ 794
Subtotal Maintenance-of-Way	27,202	10,539	3,449	6,613	3,031	\$ 50,833
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,863	3,232	2,772	1,963	1,853	\$ 18,684
Ops Non-Labor Expenses	4,787	2,095	1,033	1,019	425	\$ 9,360
Indirect Administrative Expenses	10,701	3,887	3,356	2,368	2,244	\$ 22,557
Ops Professional Services	1,231	447	386	272	258	\$ 2,594
Subtotal Admin & Services	25,582	9,661	7,548	5,623	4,780	\$ 53,194
<u>Contingency</u>	46	17	14	10	10	\$ 97
Total Operating Expenses	134,315	56,265	28,131	30,105	14,510	\$ 263,327
Insurance and Legal						
Liability/Property/Auto	8,278	3,897	1,637	1,867	504	\$ 16,182
Net Claims / SI	548	258	108	124	33	\$ 1,071
Claims Administration	649	305	128	146	39	\$ 1,268
Total Net Insurance and Legal	9,474	4,461	1,873	2,136	576	\$ 18,521
Total Expense	143,789	60,726	30,004	32,242	15,086	\$ 281,847
Loss	(92,497)	(32,345)	(20,321)	(20,271)	(11,365)	(176,798)

Numbers may not foot due to rounding.

Exhibit 10.5: FY2023-24 Forecast of Operating Budget by Cost Component by Line

FY24 BUDGET FORECAST BY LINE								
San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	TOTAL
\$ 18,652	\$ 7,648	\$ 11,899	\$ 8,026	\$ 22,585	\$ 244	\$ 9,840	\$ 7,607	\$ 86,500
-	-	-	-	-	-	-	-	-
811	100	986	324	198	-	-	125	\$ 2,544
14	38	43		62	-	39	47	\$ 244
19,478	7,787	12,928	8,350	22,845	244	9,879	7,778	89,288
347	601	350	2	1,230	5	6	23	2,563
209	78	134	66	181	5	91	63	828
3,644	1,553	3,061	201	1,763	142	1,230	778	12,371
23,678	10,018	16,473	8,619	26,019	397	11,206	8,641	105,050
11,783	5,489	11,042	3,199	6,662	903	5,114	4,266	48,459
9,355	4,270	8,152	2,911	6,084	1,255	4,942	4,674	41,643
4,813	2,125	4,336	1,417	3,410	683	2,461	1,756	21,001
25	9	22	7	17	2	13	12	108
420	147	369	117	289	41	216	190	1,789
311	132	144	119	61	22	90	111	991
-	-	-	-	-	-	-	-	-
3,010	1,420	3,409	1,223	1,860	296	1,685	1,464	14,365
16	18	20	17	9	3	13	15	111
514	172	339	147	456	11	243	140	2,023
885	725	805	393	552	226	732	672	4,990
792	283	497	244	698	17	337	232	3,101
57	65	71	59	30	11	44	55	391
468	533	579	480	247	88	363	449	3,207
1,530	603	1,441	656	1,759	-	167	501	6,658
-	120	-	-	1,554	-	-	-	1,674
631	271	476	185	410	5	15	240	2,232
-	649	-	1,949	885	-	1,011	1,078	5,572
-	80	50	-	86	-	-	47	263
53	8	71	1	90	-	182	221	626
34,664	17,121	31,822	13,124	25,159	3,563	17,627	16,122	159,203
14,315	7,830	11,035	1,289	6,909	511	4,728	3,421	50,038
174	120	126	110	134	-	107	23	794
14,489	7,950	11,161	1,399	7,042	511	4,835	3,444	50,833
2,736	3,095	3,382	2,789	1,453	510	2,115	2,605	18,684
1,941	954	1,968	767	1,462	172	1,051	1,045	9,360
3,291	3,749	4,074	3,379	1,737	618	2,553	3,156	22,557
378	431	468	389	200	71	294	363	2,594
8,346	8,229	9,892	7,324	4,851	1,371	6,013	7,168	53,194
14	16	18	15	7	3	11	14	97
57,514	33,316	52,892	21,862	37,061	5,447	28,486	26,749	263,327
3,796	1,333	3,335	1,058	2,614	371	1,952	1,723	16,182
251	88	221	70	173	25	129	114	1,071
298	104	261	83	205	29	153	135	1,268
4,345	1,526	3,817	1,211	2,991	425	2,234	1,972	18,521
61,859	34,842	56,709	23,073	40,052	5,872	30,720	28,720	281,847
(38,182)	(24,824)	(40,236)	(14,455)	(14,033)	(5,475)	(19,514)	(20,080)	(176,798)

Numbers may not foot due to rounding.

Exhibit 10.6: FY2024-25 Forecast of Operating Budget by Cost Component by Member Agency

(000's)	FY25 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	\$ 45,841	\$ 27,437	\$ 9,948	\$ 11,291	\$ 3,173	\$ 97,690
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,646	-	-	-	-	\$ 2,646
Special Trains	86	70	33	18	37	\$ 244
Subtotal-Pro Forma FareBox	48,573	27,507	9,981	11,309	3,209	\$ 100,580
Dispatching	1,292	883	15	102	316	\$ 2,607
Other Revenues	471	234	82	118	34	\$ 939
MOW Revenues	6,619	2,948	749	1,763	539	\$ 12,618
Total Operating Revenue	56,954	31,572	10,828	13,292	4,098	\$ 116,744
Operating Expenses						
Operations & Services						
Train Operations	27,331	10,312	4,711	5,715	1,893	\$ 49,962
Equipment Maintenance	21,226	10,036	4,885	5,106	1,885	\$ 43,137
Fuel	11,405	5,135	2,094	2,476	732	\$ 21,841
Non-Scheduled Rolling Stock Repairs	58	27	11	13	4	\$ 112
Operating Facilities Maintenance	952	448	188	215	58	\$ 1,861
Other Operating Train Services	511	143	123	171	82	\$ 1,031
Rolling Stock Lease	-	-	-	-	-	-
Security	7,732	3,092	1,584	1,657	736	\$ 14,800
Public Safety Program	55	20	17	12	11	\$ 115
Passenger Relations	1,038	556	178	263	68	\$ 2,103
TVM Maintenance/Revenue Collection	2,159	1,204	913	581	332	\$ 5,190
Marketing	1,621	813	276	404	112	\$ 3,226
Media & External Communications	193	70	61	43	41	\$ 407
Utilities/Leases	1,582	575	496	350	332	\$ 3,335
Transfers to Other Operators	4,264	1,652	501	855	245	\$ 7,517
Amtrak Transfers	576	1,273	1	1	39	\$ 1,889
Station Maintenance	1,442	345	155	291	88	\$ 2,320
Rail Agreements	2,256	1,574	1,393	353	218	\$ 5,794
Holiday Trains	79	88	-	21	82	\$ 271
Special Trains	251	175	188	31	-	\$ 645
Subtotal Operations & Services	84,730	37,537	17,774	18,558	6,957	\$ 165,556
Maintenance-of-Way						
MoW - Line Segments	27,684	10,775	3,496	6,751	3,081	\$ 51,787
MoW - Extraordinary Maintenance	480	117	78	87	57	\$ 819
Subtotal Maintenance-of-Way	28,164	10,893	3,574	6,838	3,138	\$ 52,607
Administration & Services						
Ops Salaries & Fringe Benefits	9,346	3,407	2,924	2,070	1,954	\$ 19,701
Ops Non-Labor Expenses	4,979	2,179	1,074	1,060	442	\$ 9,734
Indirect Administrative Expenses	11,186	4,063	3,509	2,476	2,346	\$ 23,580
Ops Professional Services	1,280	465	401	283	268	\$ 2,698
Subtotal Admin & Services	26,791	10,114	7,908	5,889	5,011	\$ 55,713
Contingency	48	17	15	11	10	\$ 101
Total Operating Expenses	139,734	58,561	29,271	31,297	15,115	\$ 273,977
Insurance and Legal						
Liability/Property/Auto	8,691	4,092	1,718	1,960	529	\$ 16,990
Net Claims / SI	570	268	113	128	35	\$ 1,114
Claims Administration	675	318	133	152	41	\$ 1,319
Total Net Insurance and Legal	9,936	4,678	1,964	2,241	604	\$ 19,423
Total Expense	149,669	63,238	31,236	33,537	15,720	\$ 293,400
Loss	(92,715)	(31,666)	(20,408)	(20,245)	(11,622)	(176,656)

Numbers may not foot due to rounding.

Exhibit 10.7: FY2024-25 Forecast of Operating Budget by Cost Component by Line

FY25 BUDGET FORECAST BY LINE								
San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	TOTAL
\$ 21,088	\$ 8,625	\$ 13,493	\$ 9,072	\$ 25,466	\$ 275	\$ 11,087	\$ 8,582	\$ 97,690
-	-	-	-	-	-	-	-	-
844	105	1,025	337	206	-	-	130	\$ 2,646
14	38	43		62	-	39	47	\$ 244
21,946	8,768	14,562	9,408	25,734	275	11,127	8,758	100,580
353	611	353	2	1,254	5	6	23	2,607
237	88	152	75	206	6	103	71	939
3,717	1,584	3,122	205	1,798	145	1,254	793	12,618
26,254	11,051	18,189	9,690	28,993	432	12,490	9,645	116,744
12,134	5,678	11,366	3,310	6,874	916	5,285	4,399	49,962
9,692	4,425	8,445	3,018	6,303	1,296	5,120	4,838	43,137
5,000	2,227	4,510	1,486	3,540	683	2,564	1,831	21,841
26	9	23	7	18	3	14	12	112
437	153	383	122	300	43	224	198	1,861
323	138	150	124	64	23	94	116	1,031
-	-	-	-	-	-	-	-	-
3,099	1,468	3,494	1,264	1,919	306	1,736	1,514	14,800
17	19	21	17	9	3	13	16	115
535	179	352	153	474	12	252	146	2,103
920	754	837	408	575	235	761	699	5,190
824	295	517	254	726	17	350	242	3,226
59	68	74	61	31	11	46	57	407
487	554	602	500	257	91	378	467	3,335
1,749	684	1,621	726	2,004	-	167	565	7,517
-	120	-	-	1,770	-	-	-	1,889
656	281	495	192	426	6	15	249	2,320
-	675	-	2,027	920	-	1,051	1,121	5,794
-	82	52	-	88	-	-	48	271
55	9	73	1	92	-	187	227	645
36,014	17,819	33,015	13,671	26,392	3,644	18,257	16,746	165,556
14,818	8,104	11,427	1,331	7,146	528	4,893	3,539	51,787
180	124	130	113	138	-	110	24	819
14,998	8,228	11,557	1,444	7,284	528	5,003	3,563	52,607
2,884	3,264	3,565	2,942	1,531	538	2,230	2,747	19,701
2,019	992	2,047	798	1,520	179	1,093	1,086	9,734
3,440	3,919	4,259	3,532	1,816	646	2,669	3,299	23,580
394	448	487	404	208	74	305	377	2,698
8,737	8,623	10,358	7,676	5,075	1,437	6,298	7,510	55,713
15	17	18	15	8	3	11	14	101
59,764	34,687	54,948	22,806	38,759	5,612	29,569	27,833	273,977
3,986	1,400	3,501	1,111	2,744	390	2,049	1,809	16,990
261	92	229	73	180	26	134	119	1,114
309	109	272	86	213	30	159	140	1,319
4,557	1,600	4,003	1,270	3,137	446	2,342	2,068	19,423
64,320	36,287	58,951	24,077	41,896	6,058	31,911	29,900	293,400
(38,067)	(25,237)	(40,761)	(14,386)	(12,903)	(5,626)	(19,421)	(20,255)	(176,656)

Numbers may not foot due to rounding.

Exhibit 10.8: FY2025-26 Forecast of Operating Budget by Cost Component by Member Agency

(000's)	FY26 BUDGET FORECAST					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	\$ 51,183	\$ 30,520	\$ 11,066	\$ 12,561	\$ 3,529	\$ 108,860
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,751	-	-	-	-	\$ 2,751
Special Trains	86	70	33	18	37	\$ 244
Subtotal-Pro Forma FareBox	54,021	30,591	11,099	12,579	3,566	\$ 111,855
Dispatching	1,311	901	15	104	321	\$ 2,653
Other Revenues	535	266	93	134	38	\$ 1,067
MOW Revenues	6,751	3,007	764	1,798	550	\$ 12,871
Total Operating Revenue	62,618	34,765	11,973	14,615	4,475	\$ 128,446
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	28,177	10,629	4,864	5,889	1,957	\$ 51,517
Equipment Maintenance	21,992	10,392	5,060	5,290	1,953	\$ 44,686
Fuel	11,873	5,317	2,183	2,576	766	\$ 22,715
Non-Scheduled Rolling Stock Repairs	60	28	12	13	4	\$ 117
Operating Facilities Maintenance	990	466	196	223	60	\$ 1,935
Other Operating Train Services	532	148	128	178	86	\$ 1,072
Rolling Stock Lease	-	-	-	-	-	-
Security	7,955	3,190	1,636	1,707	760	\$ 15,248
Public Safety Program	57	21	18	13	12	\$ 120
Passenger Relations	1,080	578	185	274	71	\$ 2,188
TVM Maintenance/Revenue Collection	2,245	1,252	950	604	345	\$ 5,397
Marketing	1,686	845	287	421	116	\$ 3,355
Media & External Communications	201	73	63	44	42	\$ 423
Utilities/Leases	1,646	598	516	364	345	\$ 3,469
Transfers to Other Operators	4,547	1,762	527	911	261	\$ 8,008
Amtrak Transfers	628	1,394	1	1	39	\$ 2,063
Station Maintenance	1,499	358	161	303	91	\$ 2,412
Rail Agreements	2,347	1,637	1,448	367	227	\$ 6,026
Holiday Trains	81	91	-	22	85	\$ 279
Special Trains	236	180	194	32	-	\$ 641
Subtotal Operations & Services	87,830	38,959	18,429	19,232	7,220	\$ 171,670
<u>Maintenance-of-Way</u>						
MoW - Line Segments	28,669	11,139	3,623	6,982	3,190	\$ 53,603
MoW - Extraordinary Maintenance	495	121	80	90	59	\$ 845
Subtotal Maintenance-of-Way	29,164	11,260	3,704	7,072	3,249	\$ 54,448
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,856	3,593	3,084	2,183	2,061	\$ 20,777
Ops Non-Labor Expenses	5,178	2,266	1,117	1,102	460	\$ 10,124
Indirect Administrative Expenses	11,695	4,248	3,668	2,589	2,453	\$ 24,653
Ops Professional Services	1,331	483	417	295	279	\$ 2,806
Subtotal Admin & Services	28,061	10,590	8,287	6,169	5,253	\$ 58,359
<u>Contingency</u>	50	18	16	11	10	\$ 105
Total Operating Expenses	145,104	60,826	30,435	32,484	15,733	\$ 284,582
Insurance and Legal						
Liability/Property/Auto	9,126	4,297	1,804	2,058	555	\$ 17,840
Net Claims / SI	592	279	117	134	36	\$ 1,158
Claims Administration	702	330	139	158	43	\$ 1,372
Total Net Insurance and Legal	10,420	4,906	2,060	2,350	634	\$ 20,370
Total Expense	155,524	65,732	32,495	34,834	16,367	\$ 304,952
Loss	(92,906)	(30,968)	(20,522)	(20,219)	(11,891)	(176,506)

Numbers may not foot due to rounding.

Exhibit 10.9: F2025-26 Forecast of Operating Budget by Cost Component by Line

FY26 BUDGET FORECAST BY LINE								
San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	TOTAL
\$ 23,521	\$ 9,602	\$ 15,084	\$ 10,113	\$ 28,341	\$ 306	\$ 12,336	\$ 9,557	\$ 108,860
-	-	-	-	-	-	-	-	-
878	109	1,066	350	214	-	-	135	\$ 2,751
14	38	43	-	62	-	39	47	\$ 244
24,413	9,749	16,194	10,463	28,616	306	12,375	9,739	111,855
360	621	356	2	1,279	5	6	23	2,653
270	100	173	85	235	7	117	81	1,067
3,791	1,616	3,185	209	1,834	148	1,279	809	12,871
28,834	12,085	19,907	10,760	31,965	466	13,778	10,652	128,446
12,498	5,874	11,702	3,423	7,093	929	5,461	4,536	51,517
10,042	4,585	8,749	3,129	6,530	1,338	5,305	5,008	44,686
5,195	2,333	4,691	1,559	3,675	683	2,670	1,909	22,715
27	10	24	8	19	3	14	12	117
454	159	399	127	313	44	233	206	1,935
336	143	156	129	66	24	97	120	1,072
-	-	-	-	-	-	-	-	-
3,191	1,517	3,581	1,306	1,980	317	1,789	1,567	15,248
17	20	22	18	9	3	14	17	120
556	187	366	160	493	12	261	153	2,188
957	784	871	425	597	244	792	727	5,397
857	307	538	264	755	18	364	251	3,355
62	70	76	63	33	12	48	59	423
506	576	626	520	267	95	393	485	3,469
1,868	728	1,730	764	2,150	-	167	601	8,008
-	120	-	-	1,943	-	-	-	2,063
682	293	514	200	443	6	16	259	2,412
-	702	-	2,108	957	-	1,093	1,166	6,026
-	85	53	-	91	-	-	50	279
50	9	69	1	90	-	190	232	641
37,299	18,503	34,167	14,203	27,504	3,728	18,906	17,358	171,670
15,341	8,389	11,835	1,374	7,393	547	5,063	3,661	53,603
185	128	134	117	142	-	113	25	845
15,526	8,516	11,969	1,491	7,535	547	5,177	3,686	54,448
3,041	3,442	3,760	3,103	1,614	568	2,352	2,898	20,777
2,100	1,032	2,128	830	1,581	186	1,137	1,130	10,124
3,597	4,097	4,452	3,693	1,898	675	2,791	3,449	24,653
409	466	507	420	216	77	318	393	2,806
9,147	9,038	10,847	8,046	5,309	1,506	6,597	7,869	58,359
15	17	19	16	8	3	12	15	105
61,987	36,075	57,003	23,756	40,357	5,784	30,693	28,928	284,582
4,185	1,470	3,676	1,167	2,881	409	2,152	1,899	17,840
272	95	239	76	187	27	140	123	1,158
322	113	283	90	222	31	165	146	1,372
4,779	1,678	4,198	1,332	3,290	467	2,457	2,169	20,370
66,766	37,753	61,200	25,088	43,647	6,252	33,149	31,096	304,952
(37,932)	(25,668)	(41,293)	(14,329)	(11,682)	(5,785)	(19,372)	(20,444)	(176,506)

Numbers may not foot due to rounding.

**Exhibit 10.10: FY2022-23 through FY2025-26 Forecast of Rehabilitation
Budget by Cost Asset Category**

(000's)

Asset Category	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
Tracks	47,111	59,671	63,035	52,352	222,170
Structures	28,373	41,934	45,005	31,995	147,307
Systems	34,016	45,040	47,810	37,951	164,816
Vehicles	5,157	6,994	7,442	5,767	25,360
Rolling Stock	38,796	48,870	51,593	43,090	182,349
Facilities	3,747	4,491	4,714	4,144	17,098
Rehabilitation Total	157,200	207,000	219,600	175,300	759,100
<i>Numbers may not foot due to rounding.</i>					

**Exhibit 10.11: FY2022-23 through FY2025-26 Forecast of Rehabilitation
Budget by Member Agency**

(000's)

Member Agency	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
METRO	82,379	109,572	116,366	91,949	400,265
OCTA	29,892	37,718	39,828	33,206	140,644
RCTC	9,752	12,106	12,759	10,818	45,434
SBCTA	22,458	30,287	32,211	25,099	110,055
VCTC	12,720	17,318	18,436	14,228	62,702
Rehabilitation Total	157,200	207,000	219,600	175,300	759,100
<i>Numbers may not foot due to rounding.</i>					

Exhibit 10.12: FY2022-2023 through FY2025-26 Forecast of New Capital Budget by Asset Category

(000's)

Asset Category	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
Tracks	-	29,962	-	-	29,962
Structures	-	-	-	-	-
Systems	2,902	-	-	-	2,902
Vehicles	-	-	-	-	-
Rolling Stock	28,727	54,522	101,100	178,200	362,549
Facilities	48,371	32,217	-	-	80,588
New Capital Total	80,000	116,700	101,100	178,200	476,000
<i>Numbers may not foot due to rounding.</i>					

Exhibit 10.13: FY2022-23 through FY2025-26 Forecast of New Capital Budget by Member Agency

(000's)

Member Agency	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
METRO	38,000	71,162	48,023	84,645	241,830
OCTA	15,840	17,174	20,018	35,284	88,316
RCTC	8,880	9,628	11,222	19,780	49,510
SBCTA	11,520	12,490	14,558	25,661	64,230
VCTC	5,760	6,245	7,279	12,830	32,115
New Capital Total	80,000	116,700	101,100	178,200	476,000
<i>Numbers may not foot due to rounding.</i>					

ADOPTED BUDGET

FISCAL YEAR
2021-2022

SECTION ELEVEN

APPENDIX

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY2021-22 BUDGET

SECTION 11: Appendix

11.1 Introduction

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

11.2 Revenue and Cost Allocation Methodology Detail

11.2.1 Formulae for Allocation to Members

Under the terms of the Joint Powers Authority (JPA) governing the actions of the SCRRRA, each Member Agency shall approve its individual Operating and Capital subsidies for an upcoming fiscal year. Because of its JPA structure, SCRRRA utilizes a number of formulae for the purposes of allocating costs to both Member Agencies and Operating Line Segments. The goal is to allocate or assign the costs based on the underlying causes of the common costs instead of merely spreading the costs.

Subsidies for each Member Agency are determined by each budgeting cycle based on a series of previously agreed allocations for each budget component line item. This includes both revenues and expenses. Exhibit 11.1 provides detailed information on allocation percentages.

11.2.2 Formulae for Allocation to Lines

In addition to calculating allocations by Member Agency, the FY2021-22 Budget is also allocated across operating rail lines to provide 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, Orange County MSEP, Inland Empire/Orange County and the 91/Perris Valley Line.

Exhibit 11.2 provides detailed information on allocation percentages by line. This allocation is used to calculate operating expenses, revenues, subsidies and statistics by line.

11.2.3 Allocation of Revenues

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

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

11.3 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 local 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 Powers Authority 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.

11.4 SCRRA Leveraged Lease Transactions

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

11.4.1 Remaining Lease Agreement

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

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

11.5 Description of GASB-34 Condition Assessment Ratings

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

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

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

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 SOGR. 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 rehabilitation 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 rehabilitation 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 rehabilitation categories:

Backlog – This rehabilitation 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 (SOGR) – This rehabilitation category indicates the recommended level of normalized annual rehabilitation budgeting required to maintain the railroad in a SOGR. An asset under SOGR 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 SOGR, and Special Projects. SCRRA's MRP outlines four general approaches to estimating backlogs and SOGR needs: (1) age, (2) condition, (3) performance, and (4) comprehensive assessment (age, condition, and performance).

11.6 SCRRA Information

11.6.1 Date of Formation

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

11.6.2 Form of Government

SCRRA operates as a Joint Exercise of Powers Authority.

11.6.3 Purpose

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

11.6.4 Member Agencies

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

11.6.5 Counties Served

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

11.7 SCRRRA Statistical Information

Population by County

Los Angeles County	10.2 million
Orange County	3.2 million
Riverside County	2.4 million
San Bernardino County	2.2 million
San Diego County	3.3 million
Ventura County	<u>0.8 million</u>
Total Population:	22.2 million
California Population:	39.8 million
% of State Population located within SCRRRA Service Area	56%

Route Miles in System (*Duplicated*)

Los Angeles County	220
Orange County	117
Riverside County	82
San Bernardino County	41
Ventura County	39
San Diego County	<u>38</u>
Total Miles:	537

Route Miles (*Unduplicated*)

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

Available Equipment

Locomotives	55
Cab Cars	51
Coaches	166

Stations

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

Ticket Vending Machines

Installed TVMs: 133

Test TVMs: 1 installed at CDCE facility; 1 installed at INIT lab

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

Ticket Office Machines: 3 installed at LAUS ticket windows; 1 installed at HQ; and
1 installed at INIT lab

Projected Number of Annual Auto Trips Removed in FY2019-20 **7,731,098**

Percent of peak hour Freeway Traffic Removed **up to 25%**
on 1-10 & SR 60 corridor (FY19)

Average Metrolink weekday Trip Length (FY21) **39.0 miles**

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

Percent of Minority Riders by Line Corridor (FY21)

Riverside County Line	82%
91-Perris Valley Line	79%
San Bernardino County Line	78%
Antelope Valley Line	71%
Orange County Line	65%
Inland Empire-OC County Line	59%
Ventura County Line	56%

11.8 Glossary of Budget Terms

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

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

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

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

Capital Program: The program consists of two major components: Rehabilitation and New Capital projects.

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

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

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

Department: An organizational subgroup of SCRRA.

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

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

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

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

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

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

Member Agency(ies): The designated and defined five county entities in the Joint Powers of Authority 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, Rehabilitation 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.

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

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

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

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

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

11.9 Key Acronyms Associated with Southern California Regional Rail Authority

AAR	Association of American Railroads
ADA	Americans with Disabilities Act
AFCOM	Audit and Finance Committee
Amtrak	National Railroad Passenger Corporation (Intercity Rail Service)
APTA	American Public Transportation Association
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act of 2021
ARRA	American Recovery and Reinvestment Act
BNSF	Burlington Northern Santa Fe Railroad
CAFR	Comprehensive Annual Financial Report
Caltrans	California Department of Transportation
CAM	Capital Asset Management
CARES	Coronavirus Aid, Relief, and Economic Security Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMF	Central Maintenance Facility
CPP	Corporate Partner Program
COMS	Contracts, Operations, Maintenance, and Safety Committee
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprises
DOC	Dispatching Operations Center
DOL	Federal Department of Labor
DOT	Federal Department of Transportation
ECOM	Executive Committee
EIR	Environmental Impact Report
EIS	Environmental Impact Study
EPA	Federal Environmental Protection Agency
ETC	Employer Transportation Coordinator
FCR	Flexible Congestion Relief
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	Green House Gas
GPM	Gallons per Mile
ICAP	Indirect Cost Allocation Plan
IEOC	Inland Empire to Orange County Line
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
JPA	Joint Powers Authority
LinkUS	Link Union Station
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141)
MAAC	Member Agency Advisory Committee

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

11.10 Exhibits

Exhibit 11.1: FY2021-22 Formulae Used to Allocate Expenses by Member Agency lists the allocation categories and the percentages allocated for each across Member Agencies in the FY2021-22 Budget.

Exhibit 11.2: FY2021-22 Formulae Used to Allocate Expenses by Line lists the allocation categories and the percentages allocated for each across the operating rail lines in the FY2021-22 Budget.

Exhibit 11.1 FY2021-22 Formulae Used to Allocate Expenses by Member Agency

Allocation	METRO	OCTA	RCTC	SBCTA	VCTC
Train Miles Lagged (FY20)	51.15%	24.08%	10.11%	11.54%	3.11%
FY22 Budget Train Miles (Base Services)	50.18%	22.49%	11.24%	11.65%	4.44%
FY22 Budget Train Miles (All Services)	49.59%	24.90%	10.39%	11.67%	3.45%
Revenue Moves Thru LAUS	58.94%	15.78%	6.40%	14.33%	4.55%
Unduplicated Stations (Includes Buena Park)	44.26%	19.67%	14.75%	13.11%	8.20%
TVMs (Excludes TOMs & Flower Street)	41.60%	23.20%	17.60%	11.20%	6.40%
Ridership Lagged (FY20)	50.25%	25.19%	8.56%	12.54%	3.46%
Current Ridership w/o IEOC (Transfer Payments)	55.81%	20.85%	6.09%	13.21%	4.04%
FY22 Fare Revenue	48.22%	27.00%	9.47%	12.03%	3.28%
75% Train Miles Lagged/25% Unduplicated Stations	49.43%	22.98%	11.27%	11.93%	4.39%
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	58.36%	0.00%	0.00%	0.00%	41.64%
A.V. Line Train Miles (combine wk and we)	100.00%	0.00%	0.00%	0.00%	0.00%
Riverside Line Train Miles	60.33%	0.00%	23.40%	16.27%	0.00%
O.C. Line Train Miles (combine wk and we)	28.45%	71.55%	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%	62.37%	31.23%	6.40%	0.00%
91 Line Train Miles	25.51%	24.47%	49.62%	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 11.2 FY2021-22 Formulae Used to Allocate Expenses by Line

Allocation	San Bernardino	Ventura	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL
Train Miles Lagged (FY20)	23.46%	8.24%	20.61%	6.54%	16.15%	2.29%	12.06%	10.65%
FY22 Budget Train Miles (Base Services)	22.74%	10.66%	19.82%	7.24%	14.40%	0.00%	15.92%	9.22%
FY22 Budget Train Miles (All Services)	23.84%	8.85%	19.11%	5.32%	18.53%	0.09%	14.30%	9.96%
Revenue Moves Thru LAUS	31.99%	13.24%	19.12%	6.43%	18.57%	0.00%	0.00%	10.65%
Unduplicated Stations (Includes Buena Park)	19.95%	16.67%	16.67%	9.00%	10.11%	4.10%	11.48%	12.02%
TVMs (Excludes TOMs & Flower Street)	17.73%	14.53%	16.13%	7.87%	11.07%	4.53%	14.67%	13.47%
Ridership Lagged (FY20)	25.55%	9.14%	16.03%	7.88%	22.52%	0.54%	10.85%	7.49%
Current Ridership w/o IEOC (Transfer Payments)	28.27%	10.51%	17.63%	9.03%	26.19%	0.00%	0.00%	8.37%
FY22 Fare Revenue	21.84%	8.74%	14.46%	9.39%	25.60%	0.27%	11.02%	8.68%
75% Train Miles Lagged/25% Unduplicated Stations	22.58%	10.35%	19.62%	7.16%	14.64%	2.75%	11.92%	10.98%
S.B. Line Train Miles	100.00%	0.00%	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%	0.00%
S.B. Incremental (100% SBCTA)	100.00%	0.00%	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%	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%	0.00%
Riverside Line Train Miles	0.00%	0.00%	0.00%	100.00%	0.00%	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%	0.00%
O.C. Line Train Miles - Incremental (100% OCTA)	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
O.C. MSEP	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
IEOC Line Train Miles	0.00%	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%	0.00%	100.00%
Route Miles Dispatched	29.25%	15.30%	26.40%	2.07%	6.48%	5.66%	6.44%	8.40%
All-Share (MoW)	21.94%	15.10%	15.90%	13.84%	16.85%	0.00%	13.43%	2.94%
All-Share (MoW) w/o IEOC/MSEP	25.34%	17.44%	18.37%	15.98%	19.47%	0.00%	0.00%	3.40%
Route Miles Owned (MoW Storm Damage)	25.54%	18.66%	31.65%	0.65%	4.86%	4.80%	4.76%	9.08%
Undup Route Miles (Excludes S.D.)	14.59%	16.62%	18.06%	14.98%	7.70%	2.74%	11.32%	13.99%
MTA Train Miles	26.56%	12.39%	39.50%	8.70%	8.16%	0.00%	0.00%	4.69%
OCTA Train Miles	0.00%	0.00%	0.00%	0.00%	45.81%	0.00%	44.15%	10.03%
RCTC Train Miles	0.00%	0.00%	0.00%	15.07%	0.00%	0.00%	44.23%	40.71%
SBCTA Train Miles	80.82%	0.00%	0.00%	10.11%	0.00%	0.00%	8.74%	0.32%
VCTC Train Miles	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

METROLINK



SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY