

**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000 Te  
metro.net**PLANNING AND PROGRAMMING COMMITTEE  
MAY 20, 2009****SUBJECT: SCRRRA FY 2009-10 ANNUAL WORK PROGRAM AND  
REPROGRAMMING FOR METROLINK****ACTION: APPROVE WORK PROGRAM AND REPROGRAMMING****RECOMMENDATION**

- A. Approve the Southern California Regional Rail Authority (SCRRA) FY 2009-10 Preliminary Budget for Metrolink (Attachment A, subject to revision by SCRRA Board on May 15, 2009) and the Los Angeles County Metropolitan Transportation Authority (LACMTA)'s contribution totaling \$71,862,722 (Attachment B), and consisting of \$38,030,122 for operations; \$16,200,000 for rehabilitation and renovation; and \$17,632,600 for capital; and approve the programming of funding to the SCRRA as follows:
- 1) \$57,752,516 in Proposition C 10% local sales tax funding;
  - 2) \$10,675,000 in Measure R 3% local sales tax funding to the Positive Train Control Project (described in Attachment C);
  - 3) \$1,358,784 in Proposition C 10% local sales tax funding from the fiscal year (FY) 2007-08 SCRRA operating subsidy to Metrolink to offset the cost of FY 2009-10 operations;
  - 4) \$1,716,422 in Propositional C 10% local sales tax funding from the fiscal year (FY) 2008-09 SCRRA operating subsidy to Metrolink to offset the cost of FY 2009-10 operations; and
  - 5) \$360,000 in funds reimbursed to the LACMTA by the San Bernardino Associated Governments (SANBAG);
- B. Approve a cost increase of \$400,000 on the Vincent 2nd Platform project for a new total project cost of \$3,900,000;

- C. Approve the programming of \$2,032,042 in Proposition C 10% funding for Right-of-Way security services to be provided under the SCRRA security contract with the Los Angeles County Sheriff's Department (LASD) as an SCRRA off-budget, re-collectible service (not included in SCRRA member agency subsidy calculations or Action A above);
- D. Authorize the Chief Executive Officer or his designee to negotiate and execute all necessary agreements between LACMTA and the SCRRA for funding approved.

### **ISSUE**

The SCRRA Joint Powers Agreement requires that the LACMTA and the other SCRRA member agencies approve their shares of Metrolink funding before the SCRRA Board of Directors can adopt a budget. The SCRRA Board of Directors is scheduled to adopt its FY 2009-10 Budget on June 26, 2009.

### **POLICY IMPLICATIONS**

The SCRRA FY 2009-10 Preliminary Budget identifies rehabilitation/renovation and new capital projects, sets service levels and establishes each member agency's share of operating costs for Metrolink.

### **OPTIONS**

The Board of Directors may choose not to approve all or part of the recommended actions. The Board instead could choose to consider the following other options:

1. Request that SCRRA implement budget reductions to keep our funding share for the operations component of the budget within the \$35.9 million identified for Metrolink operations in the 2008 Draft Long Range Transportation Plan.
2. Use Measure R 3% funds for projects other than Positive Train Control (PTC).
3. Seek another law enforcement organization to provide the Metrolink Right-of-Way Security services.

We do not recommend the first option as the additional operational funding is needed for short-term safety improvements as the Board approved in January 2009. We do not recommend the second option as this is one of the highest safety priorities and the Board has directed staff to prioritize Measure R 3% funds for PTC. We do not recommend the third option as the Los Angeles County Sheriff's Department is uniquely qualified to perform the right-of-way security work due to its size, jurisdiction and peace officer status, and there are economies associated with the same agency performing the security work at the stations, as well as the rest of the right-of-way.

### **FINANCIAL IMPACT**

The SCRRA FY 2009-10 Annual Work Program for Metrolink requires an LACMTA share of \$38,030,122 for operations, \$16,200,000 for rehabilitation and renovation, and \$17,632,600 for new capital projects as shown in Tables 3.8, 4.1-2 and 4.2 of Attachment A, respectively. Thus, the total LACMTA contribution to the SCRRA FY 2009-10 Budget is \$71,862,122. The operations costs are approximately 6.3% higher in the preliminary FY 2009-10 budget than

the FY 2008-09 budget, however, due to higher fare revenues, the LACMTA operations subsidy contribution is 2% higher than last year's contribution of \$37,301,200. The Rehabilitation and Renovation contribution is 4% higher than last year's contribution.

The amount of funds budgeted for Metrolink are approximately \$5.4 million lower than the \$71,862,722 total subsidy to SCRRA. This is the net impact of subtracting \$4,000,000 in Rehabilitation funds that will not be budgeted by the LACMTA until FY 2010-11, subtracting \$360,000 in Rehabilitation funds that will be funded through a reimbursement from SANBAG, subtracting \$3,075,206 that will be taken from prior year unused subsidy, and adding \$2,032,042 for right-of-way security services provided through the SCRRA.

We propose to program \$16,200,000 for Rehabilitation and Renovation, but the LACMTA Budget assumes only \$11,840,000 for this SCRRA budget element. We anticipate that \$4,000,000 worth of project expenses will be encumbered during FY 2009-10, but will not be fully incurred until FY 2010-11. Additionally, in FY 2008-09, the LACMTA advanced \$360,000 to SANBAG for safety improvements. SANBAG will reimburse the LACMTA in FY 2009-10 in the form of a contribution to the Los Angeles County portion of the Rehabilitation and Renovation program.

Right-of-Way Security Services are administered as an off-budget collectable service by the SCRRA, so they are not included in the SCRRA Budget or the subsidy calculation, although funding to pay the SCRRA services is included in the LACMTA draft FY 2009-10 Budget. This funding was previously budgeted and administered by LACMTA Operations staff in Cost Center 2610. The function has been transferred to Countywide Planning and Development to streamline administrative processes.

Attachment B summarizes the uses and sources of funding for the FY 2009-10 SCRRA Annual Work Program. Funding is included in the proposed FY10 budget in Cost Center 0441, Project 410064 (Commuter Rail) with Proposition C 10% funds and Project 460064 (Metrolink Transit Capital) with Measure R 3% funds. The funding for this program is not eligible for LACMTA bus or rail operating or bus capital expenditures.

## **BACKGROUND**

The Metrolink system provides regional passenger service within Los Angeles County and between Los Angeles County and the four surrounding counties of Ventura, Riverside, San Bernardino and Orange, as well as northern San Diego County. SCRRA staff transmitted the Preliminary Budget to the five member agencies on May 1, 2009.

The SCRRA's overall FY 2009-10 Preliminary Budget totals approximately \$604 million. This consists of \$169.2 million for operations, \$79.9 million for rehabilitation and renovation, and \$354.5 million for capital projects. Approximately 56% of the operating cost is offset by farebox and other operating revenues. The remaining 44% of operating cost is shared by the five member agencies by formula. Our share is 50.8%. Other operating assumptions are shown in Attachment D. Our share of Rehabilitation and Renovation is 36.7%. Our share of New Capital is approximately 14.7%.

## Fare Policy Assumptions

SCRRA staff presented its Preliminary FY 2009-10 Budget to the SCRRA Board on April 24, 2009. The Preliminary Budget assumed a 4.5% fare increase and a new 30% co-payment for Metrolink passengers transferring to Los Angeles County EZ transit pass operators. LACMTA representatives on the SCRRA Board expressed strong concerns regarding these fare policies and requested SCRRA staff to reduce operating expenses so that a fare increase would not be needed. SCRRA staff identified approximately \$1.2 million in operational savings and proposed to member agency staff an increase of member agency subsidy of \$501,000 and a fare increase of 3%. The other member agencies generally agreed with the SCRRA approach. They are in favor of continual modest fare increases to keep up with costs and avoid the need for a large fare increase in the future. They also have very limited funding available to provide subsidy to offset the financial impact of implementing a fare increase of less than 3%. SCRRA also proposed a 15% co-payment for Metrolink transfer passengers (half of the 30% originally proposed). LACMTA staff expressed concerns about adding a new expense for passengers to what will already be an inconvenient transfer procedure, involving additional ticketing steps, and pre-registration for TAP via phone or internet. Other member agency staff asked that LACMTA consider bearing the cost to eliminate the proposed co-payment.

This report has been prepared assuming a modified 3.0% Metrolink fare increase and LACMTA bearing the cost of \$365,000 to eliminate the transfer co-payment. This approach was chosen as a balance between LACMTA Board concerns that a 4.5% fare increase and transfer co-payment would create too much negative impact to passengers on the one hand, and the importance of continuing SCRRA's adopted fare policy of continual, modest fare increases on the other hand.

## Operations Subsidy Allocation Formula

In September 2006, the Board of Directors approved a new formula for allocating operating subsidy to SCRRA. As part of its approval of the new formula, the Board requested staff to conduct a cost/benefit study of Metrolink by July 2007 and return with a new, further improved formula for use within three years. In November 2007, we presented the cost/benefit study to the Board. The Board directed staff to reopen negotiations with the Metrolink member agencies regarding the operating subsidy allocation formula. The formula negotiations with the other counties were reopened. However, SCRRA and member agency staff propose to put aside these discussions for one or two years until urgent safety enhancements can be implemented.

## Vincent 2<sup>nd</sup> Platform Cost Increase

This project is the design and construction of a second platform at Vincent Grade/Acton Station, as well as safety improvements for pedestrian access to the platform on the Antelope Valley Line. The cost increase is due to a modification in the scope of the project. The project is now a part of the Lang Ravenna Siding project as SCRRA is now proposing to lengthen two sidings, including the Vincent Siding at the station, rather than constructing one new siding. This leads to additional design complexity increasing the design costs by \$400,000. Funding of \$2 million is requested for additional design costs and for construction in FY 2009-10. Total project cost and total LACMTA funding are \$3,900,000.

### Sealed Corridor Phase I Ventura County Line Project

This project will enhance the safety of highway-rail grade crossings on the Ventura County Line within Los Angeles County. Highway-rail grade crossing safety will be improved through the application of railroad and highway traffic engineering analysis, design and construction of the best contemporary practice measures to enhance the safety of trains, passengers, motorists, pedestrians, and neighboring land uses and to systematically reduce the likelihood of accidents to the lowest level attainable consistent with continued safety measures on the rail and highway networks. The \$500,000 requested will be used to initiate design. The total project cost is estimated at \$12,700,000.

### Measure R 3%/Proposition C 10% Policy Framework

We are preparing a policy framework for programming Proposition C 10% and Measure R 3% funds and will return to the Board under a separate report for approval. The framework will include priorities for capital fund for safety and expansion projects and guidance for improving and adjusting levels of service. Through the policy framework and the annual subsidy memorandum of agreement with SCRRA, we plan to implement procedures for the effective and efficient use of funds such as: 1) lapsing dates for capital and rehabilitation and renovation projects; 2) formalized authority for SCRRA staff to transfer funds between line items of the Operations budget and between line items of the Rehabilitation and Renovation budget; and 3) guidelines for prioritizing service additions or cancellations and capital projects.

### Right-of-Way Security Services to Be Provided by the Los Angeles County Sheriff's Department (LASD)

As part of the SCRRA operations program, SCRRA contracts with LASD to provide security services on-board trains and at stations. LACMTA provides funding for its share of these services through its annual operations subsidy to SCRRA. Until FY 2008-09 LACMTA Operations staff in Cost Center 2610 provided additional subsidy to SCRRA for additional LASD services on Metrolink Right of Ways owned by LACMTA, (i.e., the tracks and Right-of-Way between Metrolink stations). We reviewed the business process for budgeting, MOU administration, invoicing and auditing, and determined that it would be more effective for LACMTA Planning staff to assume responsibility for handling the Metrolink Right-of-Way Security program. We provided a Board Box item dated December 19, 2008 that described the change in further detail.

### **NEXT STEPS**

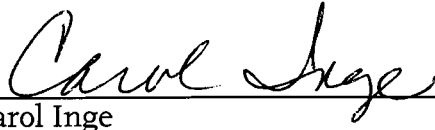
The SCRRA Board is scheduled to adopt its Final FY 2009-10 Budget on June 26, 2009. We will monitor implementation of the budget and report back to the LACMTA Board with any issues requiring board action.

## **ATTACHMENTS**

- A. SCRRA FY 2009-10 Preliminary Budget for Metrolink
- B. Summary of Proposed Uses and Fund Sources
- C. Positive Train Control Project Description and Funding Plan
- D. Summary of Operating Assumptions

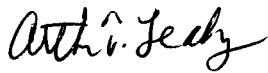
Prepared by: Patricia Chen, Transportation Planning Manager, Local Programming

Nalini Ahuja, Director of Local Programming  
Programming and Policy Analysis

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Carol Inge  
Chief Planning Officer

A handwritten signature in cursive script that reads "Arthur T. Leahy".

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Arthur T. Leahy  
Chief Executive Officer



## SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

**TRANSMITTAL DATE:** May 12, 2009

**MEETING DATE:** May 15, 2009 **ITEM 13**

**TO:** Board of Directors

**FROM:** Chief Executive Officer

**SUBJECT:** Update on the Preliminary Fiscal Year 2009-10 SCRRA Budget

**Issue**

At its meeting of April 24, 2009, The Southern California Regional Rail Authority (SCRRA) Board of Directors directed staff to: 1) provide the Preliminary Fiscal Year 2009-10 (FY10) Budget to the Member Agencies as information, and 2) return to the Board at its meeting of May 15<sup>th</sup> for further consideration.

**Recommendation**

Staff recommends the Board:

- 1) Authorize the transmittal of the revised Preliminary FY 2009-10 (FY10) Budget of the SCRRA to its Member Agencies for their consideration and adoption, including the assumption of a 3.0% system-wide average fare increase and, for budget purposes only, a 15% Transit Transfer passenger co-pay as outlined in a separate item, and;
- 2) Request of the Member Agencies the SCRRA retention of up to \$2.0 million in anticipated FY2008-09 (FY09) Operating Surplus, or other funding as designated by each Member, subject to the appropriate Member Agency allocation, to exclusively fund a previously unanticipated increase in FY10 Operating Liability insurance premiums.

**Alternatives**

In the absence of the proposed system-wide fare increase, as well as the Transit Transfer customer co-pay, a combination of expenditure reductions, including potential service cuts, or Member Agency subsidy increases in the amount of \$2.2 million would be required.

**Background**

The attached tabular information provides a summary of the revised Preliminary FY10 Budget. Subsequent to the review and adoption by the Member Agencies, staff anticipates



that the Proposed FY10 Budget will be presented to, reviewed by, and considered for adoption by the SCRRA Board of Directors at its June 2009 meeting.

The revisions to the Preliminary FY10 Budget, as highlighted below, have been presented to, and discussed with, Member Agency representatives of the SCRRA Technical Advisory Committee (TAC). Additionally, staff conducted an additional informational briefing for the Chief Executive Officers of the Member Agencies on May 8, 2009.

The development of the Preliminary FY10 Budget has been very challenging. The general economic slowdown in the Southern California region has created an environment of significant competition for remaining available resources. Agencies at all levels of government are facing stagnant or declining locally based revenue streams, reductions in State allocations and assistance, and an expectation that conditions will not improve in the near future, all in the face of an increasing demand for services.

As a guide to its development, the following priorities were established for the upcoming fiscal year:

#### SCRRA Budget Priorities for FY 2009-10

1. Continue implementation of ongoing safety improvements and Peer Review Panel recommendations (Operating and Capital)
2. Preserve current service levels
3. Incorporate fleet additions (+50% fleet size increase during the fiscal year)
4. Integrate/open the newly constructed Eastern Maintenance Facility (EMF)
5. Improve customer/stakeholder communications
6. Examine the impacts of increasing overnight rest for train crews to 9 or more hours (future legislative impact)
7. Maintain level of operations at or below current aggregate Member Agency contributions

#### Overall Summary

The Preliminary FY10 Budget represents the continuation of the transformation of the SCRRA and commuter rail service in Southern California begun during FY09.

The Preliminary FY10 Budget is currently estimated at \$592.8 million, and consists of an Operating Budget of \$169.2 million, an increase of 2.9% from the *Amended* FY09 Budget, and an estimated current Capital Program authority of \$423.6 million.

The Operating Budget includes Train Operations of \$141.9 million and a Maintenance-of-Way (MOW) budget of \$27.3 million. The Capital Budget consists of a Rehabilitation and Renovation Budget of \$79.9 million and a New Capital Budget of \$343.7 million in newly proposed and previously approved but yet to be completed projects.

#### Summary of Revisions to the Preliminary FY10 Budget

Subsequent to the Board of Directors meeting of the 24<sup>th</sup> of April, staff has made a number of revisions to the Preliminary FY10 Budget to address concerns raised both by Board members and speakers at the public hearing on the proposed fare increase. Additionally, based on new information recently received, the agency's costs of Operating Liability insurance premiums in FY10 are expected to increase dramatically from levels originally projected.

A combination of revisions to expenses, reductions to the proposed fare increase and the rate of the Transit Transfer customer co-pay, and an increase in Member Agency subsidy contributions have been incorporated into the revised Preliminary FY10 Budget.

Highlights include:

- A reduction to the proposed system-wide average Fare Increase from 4.5% to 3.0%
- A reduction in the proposed Transit Transfer customer co-pay from 30% to 15% for riders requiring a transfer in LA County.
- An increase in the costs of Operating Liability Insurance Premiums.
- A reduction in the average cost per gallon of diesel fuel from \$2.10 to 2.05 per gallon
- A reduction in expected contractor incentive payments.
- A reduction in expected leased equipment expenses in the Maintenance of Way program
- A number of miscellaneous reductions throughout the balance of the Operating Budget
- An increase in the subsidy contribution of the SCRRA's Member Agencies

### **Operating Budget**

#### **Train Operations**

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, required support costs, and other administrative and operating costs. The currently estimated value of Train Operations is \$141.9 million, an increase of \$2.1 million, or 1.5% from the amended FY09 Budget.

The Preliminary FY10 Preliminary Budget assumes the continued operation of 149 weekday trains. Weekend services will continue at existing levels with 78 trains operating on the Antelope Valley, San Bernardino, Orange County and Inland Empire/Orange County (IEOC) lines. Total revenue train miles are expected to equal 2.5 million, an increase of 3.5% over FY09 as a result of full year operation of services introduced on the San Bernardino Line in the fall of calendar 2008.

The single largest dollar increase within the operating budget is the increase for the costs of revenue equipment maintenance, \$5.0 million, or 21.4% over the FY09 Budget. The agency is expecting to receive 97 Rotem passenger vehicles prior to June 30, 2010, an increase to the SCRRA fleet in excess of 50%. Funds are also included to accommodate the full year maintenance of 15 new locomotives received during FY09. Finally, additional costs are included to open and operate Phase I of the newly constructed Eastern Maintenance Facility (EMF) in the fall of 2009. Activities at this facility will include the daily inspection and cleaning of vehicles, and utilization of the facility for two Connex crews.

The second largest in within the Train Operations portion of the budget are the cost requirements related to the agency's insurance program, including the costs of premiums, anticipated claims, legal expenses, and other items related to the September 2008 incident in Chatsworth California. Though insurance premiums are expected to nominally decline from the amended value of the FY09 Budget, this is the result of the agency reinstating its insurance program in January 2009, in effect a doubling of the program in a single year.

Absent this reinstatement, real costs of insurance premiums are expected to increase in excess of 30% on a budget to budget basis.

The costs of agency operating staff within the Train Operations portion of the budget are expected to increase \$1.0 million. The increase includes:

- The fully annualized costs of the three positions added by the Board in January;
- Three new positions within the Equipment Department to accommodate the increase in fleet and the opening of the EMF;
- An additional Operations Department Road Foreman for increased oversight of field activities;
- An additional staff position to provide, in part, for the operations of the agency's Electronic Passenger Information System, as well as other electronic media requirements.

In order to moderate any additional staffing expense, no increases in salaries and wages is included in the Preliminary FY10 Budget.

Related to the costs of increased labor, additional General & Administrative Costs (G&A) are allocated to the operating budget. The SCRRA utilizes a labor based methodology to allocate those centralized agency administrative expenses commonly referred to as overhead. The increase in costs is due to both the increased labor share of the total budget attributable to Train Operations as well as a 5% increase in the total G&A pool. However, as a result of the shift to Train Operations, other programs of the agency including Maintenance of Way (MOW) and agency Capital Programs, are benefited commensurately.

Transfer payments within the Train Operations Budget are also expected to increase as the agency implements a revised Transfer Policy related to Los Angeles County Transit Operators transitioning to the countywide Transit Access Pass (TAP) program as well as

LA Metro's gating project. Approximately half of the increased costs represent one time setup expenditures related to the SCRRA's implementation of a passenger co-pay policy for transfers within Los Angeles County. It is anticipated that transfers outside the county will remain as is currently structured with valid Metrolink fare media.

The combined cost increases for the items listed above: Equipment Maintenance, Train Operations Staffing, Allocated Indirect Administrative Expenses, Insurance related expenses, and Transfers To Other Operators total \$11.2 million

In order to accommodate these and other cost increases in the MOW program (as detailed below), the SCRRA has proposed a number of actions.

The first is the significant reduction in the budgeted cost of diesel fuel for the upcoming year. The Preliminary FY10 Budget assumes an average cost per gallon of fuel to equal \$2.05 versus \$3.25 as budgeted in FY09. The reduction in the average cost per gallon results in a savings to Train Operations of approximately \$7.4 million. Approximately 2/3 of the fuel requirements for FY10 have been secured through the use of Forward Purchase Agreements (FPA) as authorized by the Board.

A second significant savings is the expected reduction in the costs of leased passenger vehicles. As the agency receives, and introduces to service, newly acquired passenger vehicles, those held under lease will be returned to their respective agencies.

Finally, virtually every discretionary expense item within the budget was limited to only those increases that were contractually related, or valued at FY09 adopted levels.

### **Maintenance of Way**

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. As referenced above, the MOW component of the Preliminary FY10 Budget equals \$27.3 million, an increase of \$2.7 million, or 11.1% over the FY09 Budget.

During FY09, the agency agreed to increase the rate of payment for signal maintenance employees to resolve potential litigation over the imposition of Prevailing Wage Rates on the maintenance program. The agreed upon value led to a one-time increase in the costs of signal maintenance of approximately 35%. This increase represents is greater than the increase in MOW expenses over FY09.

In order to address this increase while maintaining the objective of minimizing the impacts to its member agencies, the agency held aggregate expenditures in the MOW program at or below their budgeted FY09 levels.

### **Total Operating Revenues and Member Agency Contributions**

Operating revenues include farebox, dispatching, maintenance-of-way revenues, interest,

other minor miscellaneous revenues, and are currently estimated to equal \$94.8 million, an increase of \$8.0 million, or 9.2% over the FY09 budget.

Fare Revenues, the largest operating revenue of the budget, are estimated to increase \$6.8 million, or 9.3%, over the FY09 budget, and 7.1% over current actual collections, to a total of \$79.2 million. The Preliminary FY10 Budget is currently assuming, pending approval by the SCRRA Board, a systemwide average fare increase of 3.0% effective Aug 1, 2009. This increase is estimated to generate an additional \$1.6 million in Operating Funds for the agency. Should the Board decide on an alternative increase, the Preliminary Budget will be revised to reflect that information prior to its distribution to the member agencies.

Maintenance-of-way revenues from the freight railroads and Amtrak are estimated from prior agreements based on estimates of current usage. The Preliminary FY10 Budget estimates an increase of 7.1% over the FY09 budget to a total of \$11.1 million. This level is however approximately equal to estimated actual FY09 actual collections.

Member Agency contributions represent the difference between the total costs of operations and available revenues. The Preliminary FY10 Budget estimates total Member Agency contributions to equal \$74.4, a decrease of \$3.2 million or 4.1% from the current budget. These subsidies equal 44.5% of the total costs of the SCRRA operating budget.

However, due to the late notification of the increase in the costs of insurance premiums, many Members are unprepared for a sudden increase of this magnitude. In order to address and ameliorate the impact to the Member Agencies, staff believes there will sufficient surplus, across all members, in FY09 to address part of the increase. Staff is proposing to request of the Member Agencies that the SCRRA retain FY09 surplus funds in the amount of up to \$2.0 million or an amount otherwise identified, solely to fund and address the increase costs of Operating Liability Premiums.

### **Capital Budget**

The Capital Budget consists of two major components. These are Rehabilitation and Renovation and New Capital. These budgets amount to \$79.9 million and \$343.7 million respectively, for a total of \$423.6 million in new and outstanding project authority. A summary of the Capital Budget is described below.

Rehabilitation and Renovation projects are those projects that replace worn out assets with like or improved assets and thus preserve and extend the useful life of these capital assets. Rehabilitation and Renovation projects amount to \$79.9 million; however, a number of projects are ongoing projects authorized in FY 2008-09 or earlier and are not estimated to be completed prior to June 30, 2009, and amount to \$33.1 million of the total.

These projects include work on the agency's Electronic Passenger Information System (EPIS) and related passenger signage rehabilitation projects; signal and fiber improvements along the San Gabriel Subdivision where scope development and signal

design plans are being finalized; the ongoing procurement of several on-rail and structure maintenance repair equipment. Continued Rehabilitation and Renovation programs on agency rolling stock are expected to increase in activity as new equipment is delivered and current equipment is taken out of service for upgrades and rehabilitation.

New Rehabilitation and Renovation projects in FY 2009-10 amount to \$46.8 million. Highlights of these projects include extensive fiber installation work from Fullerton to the Orange County Line; track improvements along the San Gabriel, Ventura (LA), and Valley subdivisions; improvements to signal mechanisms along the Valley and Ventura lines in Los Angeles County; the procurement of equipment to support the agency's Maintenance of Way program; system communication improvements; and the rehabilitation of agency facilities. Member Agency provided funding for New Rehabilitation and Renovation projects include Federal American Recovery and Reinvestment Act of 2009 (ARRA) funds of \$4.4 million.

New Capital projects are those capital projects that expand the system such as sidings, double track, upgrade of the signal system, and new rolling stock. For the FY 2009-10 Budget, the agency's new Capital program of new projects and outstanding project balances amount to \$343.7 million.

These projects include ongoing safety enhancement activity focusing on Positive Train Control, Automatic Train Stop, and electronic efficiency testing.

Positive Train Control (PTC) is a federally mandated program, included in the Rail Safety Improvement Act, to install a predictive collision avoidance system. PTC must be installed on the SCRRRA system and all Passenger Inter-City Freight Railroads by 2015 with an earlier SCRRRA goal of Dec. 2012. Current activity is concentrated on the conceptual design of PTC and the development of procurement documents. Funding for PTC includes \$17,825,530 in Federal American Recovery and Reinvestment Act of 2009 (ARRA) funds.

Automatic Train Stop (ATS) refers to a set of components of the train control system that causes an audible alert from the engineer's control panel to be sounded approximately 75 feet before the train passes a signal light. The train's brakes are automatically applied at a normal braking rate if the engineer does not acknowledge the alarm SCRRRA is proceeding with the installation of ATS at 43 speed-sensitive locations and is scheduled to be completed early in the first quarter of FY 2009-10.

Electronic efficiency testing system (ETS) data base and software will improve how SCRRRA manages ETS data collection and analysis of observation of its employees and contractors. The software feature allows the agency to store all testing data for all sections of the railroad in one data base and will improve how testing data can be reviewed, analyzed, and the development of appropriate and corrective measures as necessary.

Additional New Capital highlights include the continuing procurement of agency rolling stock, with delivery of the first pilot cab & coach cars expected early in FY 2009-10, with

the scheduled delivery of 97 cars expected by the end of the fiscal year. The opening of the Eastern Maintenance Facility (EMF) is expected in the fall of 2009 and construction is also anticipated to commence in support of the Orange County Service Expansion program between Fullerton and Laguna Niguel.

### **Other Considerations**

The Preliminary FY10 Budget proposes a total of 5 net new positions. In addition to the operational oversight positions added in FY09, a new Road Foreman position within the Operating Department is proposed. In response to the addition of new equipment and the opening of the EMF, an Assistant Director-Equipment, Mechanical Compliance Officer, and a facility Maintenance Technician are proposed for the Equipment Department. To address the long term increased technology infrastructure requirements of the agency including PTC, expanded communications requirements, and increasingly integrated network issues, a Senior Network Engineer and a Web Applications Administrator are proposed for the IT Division, and finally, a Digital Communications Coordinator, to be based at the agency's MOC, is proposed to direct a number of electronic media requirements, particularly the new EPIS. However, to address this expansion in a way that does not unreasonably burden the future of the agency, two positions are proposed to be eliminated.

### **Budget Impact**

This report represents a summary of the Preliminary FY 2009-10 Budget. As such there is no current budget impact.

Prepared by: Drew Phillips, Manager, Budget



DAVID SOLOW  
Chief Executive Officer

TABLE 2.1

FY 2009-10 BUDGET SOURCES AND USES BY MEMBER AGENCY

(\$000s)

Operating Budget	Total FY 2009-10	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
<b>Local Funds For Operating</b>	<b>\$74,387.0</b>	<b>44.0%</b>	<b>\$37,664.8</b>	<b>\$15,064.3</b>	<b>\$6,502.9</b>	<b>\$9,354.0</b>	<b>\$5,800.9</b>	<b>\$0.0</b>
Operations	58,214.9	34.4%	28,725.2	12,023.4	5,727.8	6,932.4	4,806.2	-
Maintenance-of-Way	16,172.0	9.6%	8,939.6	3,040.9	775.1	2,421.7	994.7	-
<b>Other Operating Revenues</b>	<b>\$94,837.8</b>	<b>56.0%</b>	<b>\$51,534.7</b>	<b>\$21,491.9</b>	<b>\$5,809.4</b>	<b>\$12,179.2</b>	<b>\$3,822.6</b>	<b>\$0.0</b>
Farebox Revenue	79,173.8	46.8%	42,012.0	18,069.2	5,654.8	10,796.3	2,641.5	-
Non-Fare Operating Revenue	4,565.0	2.7%	2,452.6	1,243.9	154.6	266.9	446.9	-
MOW Revenues	11,099.0	6.6%	7,070.1	2,178.7	0.0	1,116.0	734.2	-
<b>Total Funding Sources For Operating</b>	<b>\$169,224.7</b>	<b>100.0%</b>	<b>\$89,199.5</b>	<b>\$36,556.2</b>	<b>\$12,312.3</b>	<b>\$21,533.2</b>	<b>\$9,623.5</b>	<b>\$0.0</b>

<b>Total Operating Expenditures</b>	<b>\$169,224.7</b>	<b>100.0%</b>	<b>\$89,199.5</b>	<b>\$36,556.2</b>	<b>\$12,312.3</b>	<b>\$21,533.2</b>	<b>\$9,623.5</b>	<b>-</b>
Operating Expenditures (Excludes MOW)	141,953.7	83.9%	73,189.8	31,336.6	11,537.2	17,995.6	7,894.6	-
Maintenance-of-Way	27,271.0	16.1%	16,009.7	5,219.6	775.2	3,537.6	1,728.9	-

Capital Budget	Total FY 2009-10	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
<b>Local Funds For Capital</b>	<b>\$292,110.3</b>	<b>67.3%</b>	<b>\$76,341.4</b>	<b>\$194,561.0</b>	<b>\$15,999.4</b>	<b>\$4,901.4</b>	<b>\$307.1</b>	<b>\$0.0</b>
New Capital	255,912.0	58.9%	47,058.9	190,153.6	15,894.6	2,570.8	234.1	-
Rehabilitation/Renovation	36,198.3	8.3%	29,282.5	4,407.4	104.8	2,330.6	73.0	-
<b>Other Capital Revenues</b>	<b>\$142,239.9</b>	<b>32.7%</b>	<b>\$5,015.5</b>	<b>\$24,034.8</b>	<b>\$14,632.6</b>	<b>\$20,392.6</b>	<b>\$6,595.4</b>	<b>\$71,569.0</b>
Interest on Lease Proceeds	2,307.3	0.5%	-	-	-	-	-	2,307.3
Other Non-Member (includes insurance recoveries)	13,117.9	3.0%	-	-	-	-	-	13,117.9
State Funds	49,100.9	11.3%	-	-	-	-	-	49,100.9
Federal funds	76,545.6	17.6%	5,015.5	24,034.8	14,632.6	20,392.6	6,595.4	5,874.7
Amtrak Funds	0.0	0.0%	-	-	-	-	-	-
UPRR Funds	1,168.2	0.3%	-	-	-	-	-	1,168.2
<b>Total Funding Sources For Capital</b>	<b>\$434,350.2</b>	<b>100.0%</b>	<b>\$81,356.9</b>	<b>\$218,595.8</b>	<b>\$30,632.0</b>	<b>\$25,294.0</b>	<b>\$6,902.5</b>	<b>\$71,569.0</b>

<b>Total Capital Expenditures</b>	<b>\$434,350.2</b>	<b>100.0%</b>	<b>\$81,356.9</b>	<b>\$218,595.8</b>	<b>\$30,632.0</b>	<b>\$25,294.0</b>	<b>\$6,902.5</b>	<b>\$71,569.0</b>
New Capital	354,493.1	81.6%	52,074.4	197,261.1	25,783.9	12,673.9	3,788.1	62,911.7
Rehabilitation/Renovation	79,857.1	18.4%	29,282.5	21,334.7	4,848.1	12,620.1	3,114.4	8,657.3

<b>Total Proposed Expenditures</b>	<b>\$603,574.9</b>		<b>\$170,556.4</b>	<b>\$255,152.0</b>	<b>\$42,944.3</b>	<b>\$46,827.2</b>	<b>\$16,526.0</b>	<b>\$71,569.0</b>
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TABLE 2.3

COMPARISON OF REVENUES  
(\$000s)

	FY 2005-06 Actual	FY 2006-07 Actual	FY 2007-08 Budget	FY 2007-08 Actual	FY 2008-09 Budget	FY 2009-10 Budget	Change from FY 09 Budget
<b>Operating Revenues</b>							
Farebox	\$54,655.5	\$62,275.0	\$67,169.1	\$69,891.7	\$72,410.2	\$79,173.8	9.3%
Dispatching Agreements	2,962.3	2,957.4	3,000.1	3,050.2	\$2,982.3	\$2,992.3	0.3%
Other Operating (1)	7,108.9	4,398.9	1,134.2	3,806.0	\$1,066.7	\$1,572.7	47.4%
Maintenance-of-Way	9,779.1	10,138.0	10,022.7	11,204.7	\$10,367.7	\$11,099.0	7.1%
Local Funds for Operating	47,404.8	47,030.5	63,822.1	53,626.5	77,588.7	74,387.0	(4.1%)
<b>Subtotal Operating Revenues</b>	<b>\$121,910.6</b>	<b>\$126,799.9</b>	<b>\$145,148.2</b>	<b>\$141,579.0</b>	<b>\$164,415.5</b>	<b>\$169,224.7</b>	<b>2.9%</b>
<b>Percent of Total Revenues</b>	<b>72.4%</b>	<b>57.8%</b>	<b>24.9%</b>	<b>63.2%</b>	<b>25.9%</b>	<b>28.0%</b>	
<b>Capital Revenues</b>							
State	\$8,560.4	\$25,870.2	\$27,300.9	\$14,418.9	\$63,625.2	\$49,100.9	(22.8%)
Federal	28,370.9	34,760.1	105,015.4	31,333.8	120,447.0	76,545.6	(36.4%)
Interest on Lease Proceeds	969.0	1,046.9	1,513.8	1,153.3	2,368.1	2,307.3	(2.6%)
Union Pacific Railroad/BNSF	0.0	207.9	44.6	18.3	775.5	1,168.2	50.6%
Amtrak	124.5	508.6	0.0	0.0	222.8	0.0	(100.0%)
Other Non-Member (includes insurance recoveries)	1,824.3	0.0	15,851.4	46.2	11,708.6	13,117.9	12.0%
Local Funds for Capital	6,688.6	30,162.6	289,214.0	35,463.7	271,655.9	292,110.3	7.4%
<b>Subtotal Capital Revenues</b>	<b>\$46,537.8</b>	<b>\$92,556.4</b>	<b>\$438,940.1</b>	<b>\$82,434.2</b>	<b>\$470,803.2</b>	<b>\$434,350.2</b>	<b>(7.8%)</b>
<b>Percent of Total Revenues</b>	<b>27.6%</b>	<b>42.2%</b>	<b>75.1%</b>	<b>36.8%</b>	<b>74.1%</b>	<b>72.0%</b>	
<b>Total Revenues</b>	<b>\$168,448.4</b>	<b>\$219,356.3</b>	<b>\$584,088.3</b>	<b>\$224,013.2</b>	<b>\$635,218.7</b>	<b>\$603,574.9</b>	<b>(5.0%)</b>
<b>Local Revenues as a Percent of Total</b>	<b>32.1%</b>	<b>35.2%</b>	<b>60.4%</b>	<b>39.8%</b>	<b>55.0%</b>	<b>60.7%</b>	

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

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 2009-10 BUDGET  
OPERATING STATISTICS**

LINE	San Bernardino	Ventura County	Antelope Valley	Burbank	Riverside	Orange County	Inland Empire Orange Co.	91 Line	Total
<b>OPERATING STATISTICS:</b>									
Weekday Train Trips - FY 09-10 Budget	38	20	24	11	12	19	16	9	149
Weekend Train Trips - FY 09-10 Budget	34	-	18	-	-	12	10	-	74
Passenger Boardings FY 08-09 Budget	3,442,488	1,084,053	1,843,780	-	1,259,208	2,148,590	1,294,881	589,185	11,662,185
Passenger Boardings FY 09-10 Budget	3,605,920	1,218,163	2,002,086	-	1,349,032	2,467,925	1,320,087	610,847	12,574,060
% Change - FY 09 Budget to FY 10 Budget	4.7%	12.4%	8.6%	-	7.1%	14.9%	1.9%	3.7%	7.8%
Train Miles FY 08-09 Budget (1)	599,124	290,955	492,337	-	186,320	393,632	353,883	141,372	2,457,623
Train Miles FY 09-10 Budget (1)	659,487	292,147	500,907	-	187,051	395,335	365,608	141,926	2,542,462
% Change - FY 09 Budget to FY 10 Budget	10.1%	0.4%	1.7%	-	0.4%	0.4%	3.3%	0.4%	3.5%
Passenger Miles FY 08-09 Budget	123,929,570	32,738,402	74,857,457	-	45,709,251	78,638,398	40,918,255	20,857,146	417,648,481
Passenger Miles FY 09-10 Budget	130,173,730	41,539,346	83,086,579	-	50,723,615	95,261,918	41,978,752	22,234,817	464,998,757
% Change - FY 09 Budget to FY 10 Budget	5.0%	26.9%	11.0%	-	11.0%	21.1%	2.6%	6.6%	11.3%
Average Weekday Ridership	12,990	4,829	7,274	-	5,347	9,231	4,869	2,421	46,942
Average Trip Length (Miles) (2)	36.1	34.1	41.5	-	37.6	38.6	31.8	36.4	37.0
<b>FINANCIAL (\$000s):</b>									
Operating Cost (w/ MOW) FY 08-09 Budget (3)	38,697.5	21,647.1	33,821.3	-	14,840.2	27,569.3	19,332.8	8,507.3	164,415.5
Operating Cost (w/ MOW) FY 09-10 Budget (3)	40,968.1	21,835.6	35,697.0	-	14,544.8	28,191.0	19,546.4	8,441.8	169,224.7
% Change - FY 09 Budget to FY 10 Budget	5.9%	0.9%	5.5%	-	(2.0%)	2.3%	1.1%	(0.8%)	2.9%
Operating Cost (w/o MOW Extraordinary/Mine) FY 09-10 Budget	40,845.9	21,746.1	35,554.6	-	14,524.8	28,126.5	19,491.8	8,435.0	168,724.7
Operating Cost (w/o MOW) FY 09-10 Budget	32,822.8	17,321.0	29,004.8	-	13,835.3	22,283.3	18,430.6	8,255.8	141,953.7
Subsidy (w/MOW) FY 08-09 Budget	14,495.4	12,842.4	18,130.5	-	6,864.4	9,206.7	11,862.3	4,186.9	77,588.7
Subsidy (w/MOW) FY 09-10 Budget	15,084.4	11,888.1	18,381.1	-	5,802.7	7,547.8	11,896.4	3,786.5	74,387.0
% Change - FY 09 Budget to FY 10 Budget	4.1%	(7.4%)	1.4%	-	(15.3%)	(18.0%)	0.3%	(9.6%)	(4.1%)
Farebox Revenue FY 08-09 Budget	21,185.9	6,074.1	11,500.2	-	7,688.4	14,718.1	7,006.1	4,237.3	72,410.2
Farebox Revenue FY 09-10 Budget	22,586.9	6,965.7	12,725.9	-	8,407.8	16,885.2	7,102.5	4,499.8	79,173.8
% Change - FY 09 Budget to FY 10 Budget	6.6%	14.7%	10.7%	-	9.4%	14.7%	1.4%	6.2%	9.3%
Other Revenues FY 09-10 Budget (4)	3,296.8	2,981.9	4,590.0	-	334.2	3,758.0	547.5	155.5	15,663.9
Average Fare Per Passenger FY 09-10 Budget	\$6.26	\$5.72	\$6.36	-	\$6.23	\$6.84	\$5.38	\$7.37	\$6.30
<b>COST / SERVICE EFFICIENCY FY 09-10</b>									
Op Cost / Passenger (w/o MOW Extraordinary Maintenance)	\$11.33	\$17.85	\$17.76	-	\$10.77	\$11.40	\$14.77	\$13.81	\$13.42
Op Cost / Passenger Mile (w/o MOW Extraordinary Maint)	\$0.31	\$0.52	\$0.43	-	\$0.29	\$0.30	\$0.46	\$0.38	\$0.36
Subsidy / Passenger	\$4.18	\$9.76	\$9.18	-	\$4.30	\$3.06	\$9.01	\$6.20	\$5.92
Op Cost / Train Mile (w/o MOW Extraordinary Maintenance)	\$61.94	\$74.44	\$70.98	-	\$77.65	\$71.15	\$53.31	\$59.43	\$66.36
Op Cost / Train Mile (w/o MOW)	\$49.77	\$59.29	\$57.90	-	\$73.97	\$56.37	\$50.41	\$58.17	\$55.83
Subsidy / Train Mile	\$22.87	\$40.69	\$36.70	-	\$31.02	\$19.09	\$32.54	\$26.68	\$29.26
Farebox Recovery (5)	55.3%	32.1%	35.8%	-	58.3%	60.1%	36.4%	53.3%	47.0%
Revenue Recovery (6)	63.4%	45.8%	48.7%	-	60.6%	73.5%	39.2%	55.1%	56.3%

- Notes:
- (1) Train miles include 2 Amtrak code share trains on the Ventura County Line.
  - (2) Average trip length taken from the 2006 On-Board Survey.
  - (3) Costs include all expenses for Metrolink and MOW on operating and non-operating lines
  - (4) Other revenues include dispatching fees and MOW revenues from freight and Amtrak due to individual member agencies.
  - (5) Farebox recovery is the ratio of farebox revenue to total expenses net of rolling stock lease payments.
  - (6) Revenue recovery is the ratio of operating revenues to operating expenses net of rolling stock lease payments.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FISCAL YEAR 2009-10 BUDGET**  
**ANNUAL DISTRIBUTION BY COST COMPONENTS**  
(\$000s)

	FY 07-08	FY 08-09	FY 09-10	FY09-10 Budget vs	
	Actual	Budget	Budget	FY 08-09 \$	FY 08-09 %
<b>EXPENSES</b>	141,579.0	164,415.5	169,224.7	4,809.2	2.9%
<b>REVENUES</b>	85,508.6	86,826.9	94,837.8	8,010.9	9.2%
<b>NET LOCAL SUBSIDY</b>	56,070.4	77,588.7	74,387.0	(3,201.7)	-4.1%

**OPERATIONS**

Revenues	FY 07-08 Actual	FY 08-09 Budget	FY 09-10 Budget	FY 08-09 \$	FY 08-09 %
Farebox Revenue	69,891.7	72,410.2	79,173.8	6,763.6	9.3%
Dispatching	3,050.2	2,982.3	2,992.3	10.0	0.3%
Other Revenues	3,455.4	1,066.7	1,572.7	506.0	47.4%
MOW Revenues	11,204.7	10,367.7	11,099.0	731.3	7.1%
Member Agency Revenues	48,611.9	62,358.7	57,898.6	(4,460.1)	-7.2%
<b>Total Revenues</b>	<b>\$136,213.9</b>	<b>\$149,185.5</b>	<b>\$152,736.3</b>	<b>3,550.8</b>	<b>2.4%</b>
<b>Operations &amp; Services</b>					
Train Operations	25,611.6	28,823.8	28,878.5	54.7	0.2%
Equipment Maintenance	17,957.7	23,227.7	28,205.8	4,978.1	21.4%
Contingency (Train Ops)	-	150.0	-	(150.0)	-100%
Fuel	19,126.1	20,334.1	12,910.0	(7,424.1)	-36.5%
Non-Scheduled Rolling Stock Repairs	255.7	150.0	150.0	-	0.0%
Operating Facilities Maintenance	595.1	959.9	554.7	(405.2)	-42.2%
Other Operating Train Services	300.6	255.5	333.3	77.8	30.4%
Rolling Stock Lease	1,139.9	1,128.2	681.8	(446.4)	-39.6%
Security - Sheriff	4,971.9	6,013.5	5,920.4	(93.1)	-1.5%
Security - Guards	837.1	987.9	1,218.6	230.7	23.4%
Supplemental Additional Security	548.7	543.1	593.8	50.7	9%
Public Safety Education Program	555.9	610.0	530.0	(80.0)	-13.1%
Passenger Relations	1,359.0	1,634.0	1,619.6	(14.5)	-0.9%
Holiday Trains	236.1	241.8	231.7	(10.1)	-4.2%
TVM Maintenance/Revenue Collection	3,529.9	3,988.8	4,058.1	69.3	1.7%
Marketing	1,158.5	1,175.0	1,150.0	(25.0)	-2.1%
Media & External Communications	746.3	645.3	645.3	-	0.0%
Utilities/Leases	2,287.9	2,837.7	3,057.2	219.5	7.7%
Transfers to Other Operators	4,403.1	6,443.0	7,727.0	1,284.0	19.9%
Amtrak Transfers	1,050.6	1,150.0	1,361.6	211.6	18.4%
Station Maintenance	854.7	822.1	986.2	164.1	20.0%
Rail Agreements	3,580.5	3,699.0	3,935.1	236.0	6.4%
<b>Subtotal Operations &amp; Services</b>	<b>91,107.1</b>	<b>105,820.4</b>	<b>104,748.6</b>	<b>(1,071.8)</b>	<b>-1.0%</b>
<b>Maintenance-of-Way</b>					
MoW - Line Segments	22,705.2	24,036.7	26,771.0	2,734.3	11.4%
MoW - Extraordinary Maintenance	634.5	500.0	500.0	-	0.0%
<b>Subtotal Maintenance-of-Way</b>	<b>23,339.6</b>	<b>24,536.7</b>	<b>27,271.0</b>	<b>2,734.3</b>	<b>11.1%</b>
<b>Administration &amp; Services</b>					
Salaries & Fringe Benefits	6,911.5	8,083.7	9,583.4	1,499.6	18.6%
Non-Labor Expenses	1,151.9	1,078.7	1,071.4	(7.3)	-0.7%
Indirect Administrative Expenses	7,243.4	8,148.7	8,903.4	754.7	9.3%
Professional Services	650.7	1,017.3	658.5	(358.8)	-35.3%
<b>Subtotal Administration &amp; Services</b>	<b>15,957.6</b>	<b>18,328.5</b>	<b>20,216.7</b>	<b>1,888.3</b>	<b>10.3%</b>
Contingency (Non-Train Ops)	2.7	500.0	500.0	-	0.0%
<b>Total Expenses Including MoW</b>	<b>\$130,406.9</b>	<b>\$149,185.5</b>	<b>\$152,736.3</b>	<b>17.0%</b>	<b>2.4%</b>

**RISK MANAGEMENT**

Revenues	FY 07-08 Actual	FY 08-09 Budget	FY 09-10 Budget	FY 08-09 \$	FY 08-09 %
Member Agency Revenues	12,350.0	15,230.0	16,488.4	1,258.4	8.3%
PL/PD Revenues	350.6			-	0.0%
<b>Total Revenues</b>	<b>\$12,700.6</b>	<b>\$15,230.0</b>	<b>\$16,488.4</b>	<b>14.1%</b>	<b>8.3%</b>
<b>Insurance</b>					
Liability/Property/Auto	8,046.4	13,467.3	12,988.4	(478.9)	-3.6%
Claims	2,571.6	1,250.0	2,500.0	1,250.0	100.0%
Claims Administration	554.1	512.7	1,000.0	487.3	95.0%
<b>Subtotal Insurance</b>	<b>11,172.1</b>	<b>15,230.0</b>	<b>16,488.4</b>	<b>1,258.4</b>	<b>8.3%</b>
<b>Total Expenses</b>	<b>\$11,172.1</b>	<b>\$15,230.0</b>	<b>\$16,488.4</b>	<b>1,258.4</b>	<b>8.3%</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 2009-10 BUDGET  
ANNUAL DISTRIBUTION BY COST COMPONENT  
(\$000s)**

	FY 09-10 Budget	LACMTA	OCTA	RCTC	SANBAG	VCTC
<b>EXPENSES</b>	169,224.7	89,199.5	36,556.2	12,312.3	21,533.2	9,623.5
<b>REVENUES</b>	94,837.8	51,534.7	21,491.9	5,809.4	12,179.2	3,822.6
<b>NET LOCAL SUBSIDY</b>	74,387.0	37,664.8	15,064.3	6,502.9	9,354.0	5,800.9

**OPERATIONS**

<b>Revenues</b>						
Farebox Revenue	79,173.8	42,012.0	18,069.2	5,654.8	10,796.3	2,641.5
Dispatching	2,992.3	1,513.9	953.1	31.2	111.2	382.9
Other Revenues	1,572.7	938.7	290.9	123.4	155.7	64.1
MOW Revenues	11,099.0	7,070.1	2,178.7	0.0	1,116.0	734.2
Member Agency Revenues	57,898.6	29,075.1	11,179.8	5,223.5	7,281.9	5,138.3
<b>Total Revenues</b>	<b>152,736.3</b>	<b>80,609.8</b>	<b>32,671.7</b>	<b>11,032.9</b>	<b>19,461.1</b>	<b>8,960.9</b>
<b>Operations &amp; Services</b>						
Train Operations	28,878.5	15,437.0	6,392.5	1,826.4	4,009.4	1,213.2
Equipment Maintenance	28,205.8	14,145.2	6,676.4	2,295.9	3,633.5	1,454.8
Contingency (Train Ops)	-	-	-	-	-	-
Fuel	12,910.0	6,582.6	2,912.6	994.8	1,924.1	495.8
Non-Scheduled Rolling Stock Repairs	150.0	78.1	35.3	11.6	18.9	6.0
Operating Facilities Maintenance	554.7	289.0	130.7	43.0	69.7	22.3
Other Operating Train Services	333.3	172.7	51.7	29.0	50.0	29.9
Rolling Stock Lease	681.8	323.8	135.0	75.7	98.2	49.1
Security - Sheriff	5,920.4	3,219.5	1,330.6	387.1	789.3	194.0
Security - Guards	1,218.6	614.3	222.3	124.8	128.5	128.8
Supplemental Additional Security	593.8	312.9	133.5	43.7	81.9	21.8
Public Safety Program	530.0	267.2	96.7	54.3	55.9	56.0
Passenger Relations	1,619.6	812.2	380.4	131.0	239.8	56.2
Holiday Trains	231.7	120.3	51.1	18.9	32.4	9.2
TVM Maintenance/Revenue Collection	4,058.1	1,907.7	867.1	520.3	485.6	277.5
Marketing	1,150.0	594.3	249.9	94.4	170.1	41.3
Media & External Communications	645.3	325.2	117.7	66.1	68.0	68.2
Utilities/Leases	3,057.2	1,541.0	557.6	313.2	322.3	323.1
Transfers to Other Operators	7,727.0	4,980.3	1,211.9	281.1	1,114.9	138.7
Amtrak Transfers	1,361.6	435.7	832.7	-	-	93.2
Station Maintenance	986.2	568.1	150.1	52.1	156.9	59.0
Rail Agreements	3,935.1	1,441.8	1,127.4	776.3	279.4	310.2
<b>Subtotal Operations &amp; Services</b>	<b>104,748.6</b>	<b>54,168.9</b>	<b>23,663.1</b>	<b>8,139.7</b>	<b>13,728.7</b>	<b>5,048.2</b>
<b>Maintenance-of-Way</b>						
MoW - Line Segments	26,771.0	15,732.0	5,102.7	759.8	3,480.5	1,696.0
MoW - Extraordinary Maintenance	500.0	277.7	116.9	15.4	57.2	32.9
<b>Subtotal Maintenance-of-Way</b>	<b>27,271.0</b>	<b>16,009.7</b>	<b>5,219.6</b>	<b>775.2</b>	<b>3,537.6</b>	<b>1,728.9</b>
<b>Administration &amp; Services</b>						
Salaries & Fringe Benefits	9,583.4	4,819.2	1,758.4	977.5	1,021.1	1,007.1
Non-Labor Expenses	1,071.4	540.1	195.4	109.8	113.0	113.2
Indirect Administrative Expenses	8,903.4	4,487.9	1,623.9	912.1	938.6	941.0
Professional Services	658.5	331.9	120.1	67.5	69.4	69.6
<b>Subtotal Administration &amp; Services</b>	<b>20,216.7</b>	<b>10,179.1</b>	<b>3,697.8</b>	<b>2,066.8</b>	<b>2,142.1</b>	<b>2,130.9</b>
Contingency (Non-Train Ops)	500.0	252.0	91.2	51.2	52.7	52.8
<b>Total Expenses Including MoW</b>	<b>152,736.3</b>	<b>80,609.8</b>	<b>32,671.7</b>	<b>11,032.9</b>	<b>19,461.1</b>	<b>8,960.9</b>

**RISK MANAGEMENT**

<b>Revenues</b>						
Member Agency Revenues	16,488.4	8,589.7	3,884.5	1,279.4	2,072.2	662.6
PL/PD Revenues	-	-	-	-	-	-
<b>Total Revenues</b>	<b>16,488.4</b>	<b>8,589.7</b>	<b>3,884.5</b>	<b>1,279.4</b>	<b>2,072.2</b>	<b>662.6</b>
<b>Rolling Stock Repairs (SIR)</b>						
<b>Insurance</b>						
Liability/Property/Auto	12,988.4	6,766.4	3,059.9	1,007.8	1,632.3	521.9
Claims	2,500.0	1,302.4	589.0	194.0	314.2	100.5
Claims Administration	1,000.0	521.0	235.6	77.6	125.7	40.2
<b>Subtotal Insurance</b>	<b>16,488.4</b>	<b>8,589.7</b>	<b>3,884.5</b>	<b>1,279.4</b>	<b>2,072.2</b>	<b>662.6</b>
<b>Total Expenses</b>	<b>16,488.4</b>	<b>\$8,589.7</b>	<b>\$3,884.5</b>	<b>\$1,279.4</b>	<b>\$2,072.2</b>	<b>\$662.6</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 2009-10 BUDGET  
ANNUAL DISTRIBUTION BY COST COMPONENTS  
(\$000s)**

	FY 09-10 Budget	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91
EXPENSES	169,224.7	40,968.1	21,835.6	35,697.0	14,544.8	28,191.0	19,546.4	8,441.8
REVENUES	94,837.8	25,883.7	9,947.5	17,315.9	8,742.0	20,643.2	7,650.0	4,655.3
NET LOCAL SUBSIDY	74,387.0	15,084.4	11,888.1	18,381.1	5,802.7	7,547.8	11,896.4	3,786.5

**OPERATIONS**

<b>Revenues</b>								
Farebox Revenue	79,173.8	22,586.9	6,965.7	12,725.9	8,407.8	16,885.2	7,102.5	4,499.8
Dispatching	2,992.3	247.1	724.6	618.3	14.7	1,318.5	69.0	0.0
Other Revenues	1,572.7	312.5	231.0	354.3	160.7	190.9	201.4	121.9
MOW Revenues	11,099.0	2,737.2	2,026.2	3,617.4	158.8	2,248.6	277.1	33.7
Member Agency Revenues	57,898.6	10,996.3	10,143.5	15,027.5	4,509.2	4,714.5	9,572.9	2,934.6
<b>Total Revenues</b>	<b>152,736.3</b>	<b>36,880.0</b>	<b>20,091.0</b>	<b>32,343.5</b>	<b>13,251.2</b>	<b>25,357.8</b>	<b>17,222.9</b>	<b>7,589.9</b>
<b>Operations &amp; Services</b>								
Train Operations	28,878.5	7,899.6	3,207.9	6,409.0	1,955.7	4,586.1	3,616.5	1,203.7
Equipment Maintenance	28,205.8	6,724.9	3,455.4	5,485.4	2,307.1	4,614.8	4,114.0	1,504.1
Contingency (Train Ops)	-	-	-	-	-	-	-	-
Fuel	12,910.0	3,538.0	1,307.3	2,539.1	992.9	2,075.7	1,818.0	638.9
Non-Scheduled Rolling Stock Repairs	150.0	37.2	15.9	30.5	11.8	25.8	21.1	7.7
Operating Facilities Maintenance	554.7	137.5	58.7	112.8	43.5	95.3	78.2	28.7
Other Operating Train Services	333.3	93.0	50.0	54.3	44.8	28.7	37.1	25.4
Rolling Stock Lease	681.8	149.6	102.9	108.4	94.3	114.9	91.6	20.0
Security - Sheriff	5,920.4	1,388.9	510.8	1,709.4	360.6	929.4	792.4	228.9
Security - Guards	1,218.6	185.1	215.0	233.5	192.7	123.5	159.7	109.1
Supplemental Additional Security	593.8	169.4	52.2	95.4	63.1	126.6	53.3	33.7
Public Safety Program	530.0	80.5	93.5	101.5	83.8	53.7	69.4	47.5
Passenger Relations	1,619.6	463.1	145.0	270.5	162.4	310.0	196.1	72.3
Holiday Trains	231.7	63.9	23.7	40.2	23.3	41.6	27.5	11.7
TVM Maintenance/Revenue Collection	4,058.1	855.6	647.4	682.1	445.1	526.1	560.7	341.1
Marketing	1,150.0	335.9	108.7	183.1	126.3	216.0	124.7	55.4
Media & External Communications	645.3	98.0	113.8	123.6	102.0	65.4	84.5	57.8
Utilities/Leases	3,057.2	464.4	539.4	585.8	483.4	309.9	400.6	273.8
Transfers to Other Operators	7,727.0	2,551.9	365.8	2,667.0	251.0	1,337.0	326.6	227.6
Amtrak Transfers	1,361.6	-	245.9	-	-	1,115.7	-	-
Station Maintenance	986.2	293.3	144.7	214.6	93.6	152.2	26.7	61.2
Rail Agreements	3,935.1	50.1	527.3	30.0	1,437.0	491.3	794.9	604.5
<b>Subtotal Operations &amp; Services</b>	<b>104,748.6</b>	<b>25,580.0</b>	<b>11,931.2</b>	<b>21,676.3</b>	<b>9,274.5</b>	<b>17,339.6</b>	<b>13,393.7</b>	<b>5,553.3</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	26,771.0	8,023.1	4,425.1	6,549.8	689.5	5,843.2	1,061.2	179.2
MoW - Extraordinary Maintenance	500.0	122.2	89.5	142.4	20.0	64.5	54.6	6.8
<b>Subtotal Maintenance-of-Way</b>	<b>27,271.0</b>	<b>8,145.3</b>	<b>4,514.6</b>	<b>6,692.2</b>	<b>709.5</b>	<b>5,907.7</b>	<b>1,115.8</b>	<b>186.0</b>
<b>Administration &amp; Services</b>								
Salaries & Fringe Benefits	9,583.4	1,463.6	1,681.0	1,841.9	1,506.7	982.0	1,254.6	853.4
Non-Labor Expenses	1,071.4	162.7	189.0	205.3	169.4	108.6	140.4	96.0
Indirect Administrative Expenses	8,903.4	1,352.4	1,570.8	1,705.9	1,407.9	902.4	1,166.6	797.4
Professional Services	658.5	-	-	-	-	-	-	-
<b>Subtotal Administration &amp; Services</b>	<b>20,216.7</b>	<b>3,078.8</b>	<b>3,557.0</b>	<b>3,879.3</b>	<b>3,188.2</b>	<b>2,059.8</b>	<b>2,647.9</b>	<b>1,805.8</b>
Contingency (Non-Train Ops)	500.0	75.9	88.2	95.8	79.1	50.7	65.5	44.8
<b>Total Expenses Including MoW</b>	<b>152,736.3</b>	<b>\$36,880.0</b>	<b>\$20,091.0</b>	<b>\$32,343.5</b>	<b>\$13,251.2</b>	<b>\$25,357.8</b>	<b>\$17,222.9</b>	<b>\$7,589.9</b>

**RISK MANAGEMENT**

<b>Revenues</b>								
Member Agency Revenues	16,488.4	4,088.1	1,744.6	3,353.5	1,293.5	2,833.2	2,323.5	851.9
PL/PD Revenues	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>16,488.4</b>	<b>4,088.1</b>	<b>1,744.6</b>	<b>3,353.5</b>	<b>1,293.5</b>	<b>2,833.2</b>	<b>2,323.5</b>	<b>851.9</b>
<b>Rolling Stock Repairs (SIR)</b>								
Insurance								
Liability/Property/Auto	12,988.4	3,220.3	1,374.3	2,641.7	1,018.9	2,231.8	1,830.3	671.1
Claims	2,500.0	619.8	264.5	508.5	196.1	429.6	352.3	129.2
Claims Administration	1,000.0	247.9	105.8	203.4	78.5	171.8	140.9	51.7
<b>Subtotal Insurance</b>	<b>16,488.4</b>	<b>4,088.1</b>	<b>1,744.6</b>	<b>3,353.5</b>	<b>1,293.5</b>	<b>2,833.2</b>	<b>2,323.5</b>	<b>851.9</b>
<b>Total Expenses</b>	<b>16,488.4</b>	<b>\$4,088.1</b>	<b>\$1,744.6</b>	<b>\$3,353.5</b>	<b>\$1,293.5</b>	<b>\$2,833.2</b>	<b>\$2,323.5</b>	<b>\$851.9</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FISCAL YEAR 2009-10 BUDGET**  
**OPERATING SUBSIDY ALLOCATION BY COUNTY**  
(\$000s)

	<b>Total FY 09-10</b>	<b>LACMTA Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SANBAG Share</b>	<b>VCTC Share</b>
<b>Expenses</b>						
Train Operations & Services	\$104,748.6	\$54,168.9	\$23,663.1	\$8,139.7	\$13,728.7	\$5,048.2
Maintenance-of-Way	27,271.0	16,009.7	5,219.6	775.2	3,537.6	1,728.9
Administration & Services	20,716.7	10,431.2	3,789.0	2,118.0	2,194.8	2,183.8
Insurance	16,488.4	8,589.7	3,884.5	1,279.4	2,072.2	662.6
<b>Total Expenses Incl. MOW</b>	<b>\$169,224.7</b>	<b>\$89,199.5</b>	<b>\$36,556.2</b>	<b>\$12,312.3</b>	<b>\$21,533.2</b>	<b>\$9,623.5</b>
<b>Revenues</b>						
Gross Farebox	79,173.8	42,012.0	18,069.2	5,654.8	10,796.3	2,641.5
Dispatching	2,992.3	1,513.9	953.1	31.2	111.2	382.9
Other Operating	1,572.7	938.7	290.9	123.4	155.7	64.1
Maintenance-of-Way	11,099.0	7,070.1	2,178.7	0.0	1,116.0	734.2
<b>Total Revenues</b>	<b>\$94,837.8</b>	<b>\$51,534.7</b>	<b>\$21,491.9</b>	<b>\$5,809.4</b>	<b>\$12,179.2</b>	<b>\$3,822.6</b>
<b>Total County Allocation</b>	<b>\$74,387.0</b>	<b>\$37,664.8</b>	<b>\$15,064.3</b>	<b>\$6,502.9</b>	<b>\$9,354.0</b>	<b>\$5,800.9</b>
<b>FY 2008-09 Budget</b>	77,588.7	39,655.1	16,110.0	6,838.5	9,058.5	5,926.5
<b>Increase/(Decrease)</b>	(3,201.7)	(1,990.3)	(1,045.7)	(335.6)	295.5	(125.6)
<b>Percentage Change</b>	(4.13%)	(5.02%)	(6.49%)	(4.91%)	3.26%	(2.12%)

FISCAL YEAR 2009-10 MAINTENANCE-OF-WAY EXPENDITURES (\$000's)

Revenue Forecast Allocation

Line Segment/Territory	FY 09-10 Budget	LACMTA	OCTA	RCTC	SANBAG	VCTC
<b>Operating Lines</b>	<b>9,879.7</b>	<b>5,966.2</b>	<b>2,178.7</b>	<b>0.0</b>	<b>1,000.6</b>	<b>734.2</b>
LA - San Bernardino	1,266.5	265.9	-	-	1,000.6	-
LA - Ventura (Burbank Jct to Moorpark)	1,853.2	1,119.0	-	-	-	734.2
LA - Lancaster	3,435.1	3,435.1	-	-	-	-
Fullerton - San Diego County Line	2,055.5	-	2,055.5	-	-	-
Olive Subdivision	123.2	-	123.2	-	-	-
Riverside Layover Facility	0.2	0.1	0.0	0.0	0.0	0.0
River Corridor	1,146.1	1,146.1	-	-	-	-
Extraordinary Maintenance (Derailments, Storm Damage)	-	-	-	-	-	-
<b>Non-Operating Lines</b>	<b>1,219.3</b>	<b>1,103.9</b>	<b>-</b>	<b>-</b>	<b>115.3</b>	<b>-</b>
Sierra Madre - Claremont (Pasadena Sub)	1,103.9	1,103.9	-	-	-	-
Baldwin Park Branch (San Bernardino Co.)	115.3	-	-	-	115.3	-
<b>Total</b>	<b>11,099.0</b>	<b>7,070.1</b>	<b>2,178.7</b>	<b>0.0</b>	<b>1,116.0</b>	<b>734.2</b>

Net Subsidy Allocation

Line Segment/Territory	FY 09-10 Budget	LACMTA	OCTA	RCTC	SANBAG	VCTC
<b>Operating Lines</b>	<b>15,897.5</b>	<b>8,755.3</b>	<b>3,040.9</b>	<b>775.1</b>	<b>2,331.5</b>	<b>994.7</b>
LA - San Bernardino (1)	4,235.8	2,534.0	-	-	1,701.8	-
LA - Ventura (Burbank Jct to Moorpark) (2)	1,865.1	1,157.8	-	-	-	707.3
LA - Lancaster	2,370.4	2,370.4	-	-	-	-
Fullerton - San Diego County Line	2,998.7	697.1	2,019.1	243.4	39.1	-
Olive Subdivision	309.2	-	190.1	102.6	16.5	-
Riverside Layover Facility (3)	83.2	39.1	14.9	21.4	7.8	-
River Corridor (4)	3,535.3	1,679.3	700.0	392.4	509.1	254.5
Extraordinary Maintenance (5) (Derailments, Storm Damage)	500.0	277.7	116.9	15.4	57.2	32.9
<b>Non-Operating Lines</b>	<b>274.5</b>	<b>184.4</b>	<b>-</b>	<b>-</b>	<b>90.2</b>	<b>-</b>
Sierra Madre - Claremont (Pasadena Sub)	184.4	184.4	-	-	-	-
Baldwin Park Branch (San Bernardino Co.)	90.2	-	-	-	90.2	-
<b>Total</b>	<b>16,172.0</b>	<b>8,939.6</b>	<b>3,040.9</b>	<b>775.1</b>	<b>2,421.7</b>	<b>994.7</b>

Total Expenditure Forecast

Line Segment/Territory	FY 09-10 Budget	LACMTA	OCTA	RCTC	SANBAG	VCTC
<b>Operating Lines</b>	<b>25,777.2</b>	<b>14,721.4</b>	<b>5,219.6</b>	<b>775.2</b>	<b>3,332.1</b>	<b>1,728.9</b>
LA - San Bernardino	5,502.3	2,799.8	-	-	2,702.4	-
LA - Ventura (Burbank Jct to Moorpark)	3,718.2	2,276.8	-	-	-	1,441.4
LA - Lancaster	5,805.5	5,805.5	-	-	-	-
Fullerton - San Diego County Line	5,054.2	697.1	4,074.6	243.4	39.1	-
Olive Subdivision	432.3	-	313.2	102.6	16.5	-
Riverside Layover Facility	83.4	39.2	15.0	21.4	7.8	0.0
River Corridor	4,681.3	2,825.3	700.0	392.4	509.1	254.5
Extraordinary Maintenance (Derailments, Storm Damage)	500.0	277.7	116.9	15.4	57.2	32.9
<b>Non-Operating Lines</b>	<b>1,493.8</b>	<b>1,288.3</b>	<b>-</b>	<b>-</b>	<b>205.5</b>	<b>-</b>
Sierra Madre - Claremont (Pasadena Sub)	1,288.3	1,288.3	-	-	-	-
Baldwin Park Branch (San Bernardino Co.)	205.5	-	-	-	205.5	-
<b>Total</b>	<b>27,271.0</b>	<b>16,009.7</b>	<b>5,219.6</b>	<b>775.2</b>	<b>3,537.6</b>	<b>1,728.9</b>

- (1) MoW net subsidy split by route miles (59.82% LACMTA and 40.18% SANBAG).
- (2) MoW net subsidy split by train miles (62.08% LACMTA and 37.92% VCTC).
- (3) Net subsidy split by train miles of trains using the Riverside Layover, excluding San Diego County (46.98% LACMTA, 17.93% OCTA, 25.72% RCTC, and 9.36% SANBAG).
- (4) Split is assumed All Share (47.5% LACMTA, 19.8% OCTA, 14.4% SANBAG, 7.2% VCTC, and 11.1% RCTC) of cost in excess of revenues.
- (5) Split is assumed All Share for derailments (\$100,000) and percent of route miles owned (57.55% LACMTA, 24.27% OCTA, 1.07% RCTC, 10.69% SANBAG, and 6.41% VCTC) for storm damage, gate knockdowns, and vandalism.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 2009-10 BUDGET**

**RIDERSHIP/FARE REVENUE FORECAST**

Operating Line	Average Daily Ridership				Revenue/Rider (\$'s)		Fare Revenues (\$000's)					
	FY08-09		FY09-10		FY08-09	FY09-10	FY07-08	FY08-09	FY09-10	% Increase From FY08 Act FY09 Bud		
	Budget	Forecast	Budget	Forecast	Budget	Budget	Actual	Budget	Budget			
San Bernardino Weekday	12,298.9	12,824.5	12,990.4	5.6%	1.3%	6.30	6.41	18,927.3	19,625.6	21,010.1	11.0%	7.1%
Weekend	6,318.4	6,491.2	6,753.4	6.9%	4.0%	4.78	4.80	1,377.0	1,560.3	1,576.9	14.5%	1.1%
Ventura County *	4,278.7	4,614.3	4,828.7	12.9%	4.6%	5.60	5.72	5,997.2	6,074.1	6,965.7	16.1%	14.7%
Antelope Valley Weekday	6,596.2	7,139.5	7,274.2	10.3%	1.9%	6.36	6.48	10,520.5	10,632.9	11,891.7	13.0%	11.8%
Weekend	3,340.0	3,521.2	3,429.9	2.7%	-2.6%	5.03	5.00	719.1	867.3	834.2	16.0%	-3.8%
Riverside	4,970.0	5,252.6	5,347.5	7.6%	1.8%	6.11	6.23	7,597.9	7,688.4	8,407.8	10.7%	9.4%
Orange County Weekday	8,086.3	8,813.1	9,231.3	14.2%	4.7%	6.95	7.01	13,865.6	14,239.8	16,318.0	17.7%	14.6%
Weekend	1,932.5	2,725.0	2,857.1	47.8%	4.8%	4.79	4.08	429.7	478.3	567.2	32.0%	18.6%
IEOC Weekday	4,911.2	4,698.7	4,848.7	-1.3%	3.2%	5.44	5.42	6,256.3	6,772.5	6,626.2	5.9%	-2.2%
Weekend	978.8	1,933.2	1,990.2	103.3%	3.0%	4.62	4.92	261.2	233.6	476.4	82.4%	103.9%
91	2,310.5	2,332.5	2,421.4	4.8%	3.8%	7.19	7.37	3,939.9	4,237.3	4,499.8	14.2%	6.2%
Totals *	43,451.8	45,675.2	46,942.1	8.0%	2.8%			67,104.6	69,270.7	75,719.2	12.8%	9.3%
Weekday	12,569.7	14,670.6	15,030.6	19.6%	2.5%			2,787.0	3,139.5	3,454.6	24.0%	10.0%
Weekend												
Total								69,891.7	72,410.2	79,173.8	13.3%	9.3%



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 1009-10 BUDGET  
NON-FARE OPERATING REVENUE (\$000's)**

**DISPATCHING AGREEMENTS**

<b>Agreement/Territory</b>	<b>FY06-07 Actual</b>	<b>FY07-08 Actual</b>	<b>FY08-09 Budget</b>	<b>FY09-10 Budget</b>	<b>Change from FY09 Budget</b>
Amtrak Intercity	1,880.2	1,913.5	1,884.6	1,884.6	0.0%
Coast & Saugus Shared Use (UPRR/SPTC)	256.9	256.9	256.6	256.6	0.0%
East Bank Joint Facility (UPRR/SPTC)	88.0	88.3	88.1	88.1	0.0%
Mission Tower (UPRR/SPTC)	255.6	301.0	255.0	270.0	5.9%
San Diego & Olive Subdivision Shared Use (BNSF)	53.9	46.4	55.0	50.0	-9.1%
Pasadena Subdivision Shared Use (BNSF)	63.8	65.2	63.0	63.0	0.0%
North County Transit District (NCTD)	358.9	378.9	380.0	380.0	0.0%
<b>Total</b>	<b>2,957.4</b>	<b>3,050.2</b>	<b>2,982.3</b>	<b>2,992.3</b>	<b>0.3%</b>

**OTHER REVENUES \***

<b>Revenue Source</b>	<b>FY06-07 Actual</b>	<b>FY07-08 Actual</b>	<b>FY08-09 Budget</b>	<b>FY09-10 Budget</b>	<b>Change from FY09 Budget</b>
Marketing Revenues	14.5	20.0	40.0	40.0	0.0%
Federal Funds	304.1	207.1	200.0	120.0	-40.0%
Amtrak TVM Revenues		40.9	391.7	337.7	-13.8%
Lease Proceeds (Sounder/ACE Lease for overcrowding)	659.6	677.8	435.0	-	-100.0%
Insurance Recoveries	653.9	350.6	-	-	N/A
Interest	2,872.8	2,419.4	-	1,075.0	100.0%
Miscellaneous Revenues	17.3	90.2	-	-	N/A
<b>Total</b>	<b>4,522.2</b>	<b>3,806.0</b>	<b>1,066.7</b>	<b>1,572.7</b>	<b>47.4%</b>
<b>Total Non-Fare Operating Revenues</b>	<b>7,479.6</b>	<b>6,856.2</b>	<b>4,049.0</b>	<b>4,565.0</b>	<b>12.7%</b>

\* Other Revenues include one-time and other non-recurring sources.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 09-10 BUDGET  
MAINTENANCE-OF-WAY REVENUE (\$000's)**

<b>Agreement/Territory</b>	<b>FY05-06 Actual</b>	<b>FY06-07 Actual</b>	<b>FY07-08 Actual</b>	<b>FY08-09 Budget</b>	<b>FY08-09 Budget</b>	<b>Change from FY09 Budget</b>
Amtrak Intercity	1,209.3	1,208.2	1,229.5	1,208.5	1,235.0	2.2%
LAUS Rail Yard Operations & Maintenance (Amtrak)	192.6	192.4	294.7	192.6	192.0	-0.3%
Azusa Branch Shared Use (UPRR/SPTC)	90.0	94.1	98.6	100.0	106.0	6.0%
Baldwin Park Branch Shared Use (UPRR/SPTC)	217.1	228.3	243.5	240.0	260.0	8.3%
Coast & Saugus Shared Use (UPRR/SPTC)	3,801.2	4,050.2	4,456.7	4,250.0	4,800.0	12.9%
East Bank Joint Facility (UPRR/SPTC)	1,112.7	903.8	879.1	920.0	879.1	-4.4%
Mission Tower (UPRR/SPTC)	63.7	59.2	45.1	64.0	60.0	-6.3%
San Diego & Olive Subdivision Shared Use (BNSF)	1,183.1	1,231.6	1,277.8	1,313.7	1,368.0	4.1%
Pasadena Subdivision Shared Use (BNSF)	1,747.0	1,818.6	1,911.2	1,930.8	2,070.0	7.2%
State Grade Crossing (CPUC)	330.7	(172.2)	158.4	78.2	78.2	0.0%
Federal Funds/Other Revenue	(168.4)	524.0	610.2	70.0	50.7	-27.5%
<b>Total</b>	<b>9,779.1</b>	<b>10,138.0</b>	<b>11,204.7</b>	<b>10,367.7</b>	<b>11,099.0</b>	<b>7.1%</b>

TABLE 4.1-1  
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY2009-10 BUDGET

REHABILITATION/RENOVATION PROJECTS: ONGOING PROJECTS (\$000's)

No. Line	Project(s)	Total Budget	Remaining Budget	Member Provided Funds							SCRBA Direct Funds					
				LACMTA Repayment	OCTA	RCTC	RCTC Repayment	SANBAG Repayment	VCTC	UPRR	Lease	State	Federal			
1a	Ventura Co (LA) Track Program	735.9	54.0	54.0	-	-	-	-	-	-	-	-	-	-	-	-
1b	Ventura Co (LA) Bridge Program	367.7	130.0	7.5	46.4	30.1	-	38.9	7.1	-	-	-	-	-	-	-
1c	Ventura Co (LA) Signal Program	813.5	650.0	650.0	-	-	-	-	-	-	-	-	-	-	-	-
2a	Valley Track Programs	7,251.8	1,252.0	449.2	303.9	197.0	-	255.1	46.8	-	-	-	-	-	-	-
2b	Valley Bridge Programs	1,055.0	171.0	171.0	-	-	-	-	-	-	-	-	-	-	-	-
2c	Valley Signal Program	841.0	520.0	98.2	160.5	104.0	-	134.7	24.7	-	-	-	-	-	-	-
3a	San Gabriel Track Program	1,657.4	218.0	130.8	-	-	-	67.2	-	-	-	-	-	-	-	-
3b	San Gabriel Bridge Programs	2,085.5	750.0	450.0	-	-	-	300.0	-	-	-	-	-	-	-	-
3c	San Gabriel Signal Programs	5,183.9	3,177.8	1,723.2	-	-	-	1,128.4	-	-	-	-	-	-	-	326.1
3d	San Gabriel Fiber Programs	3,200.8	2,745.0	750.0	-	-	-	1,985.0	-	-	-	-	-	-	-	-
3e	Pasadena Signal Program	54.5	40.0	40.0	-	-	-	-	-	-	-	-	-	-	-	-
3f	SBAG Only Station Rehab (SB County)	1,446.4	820.0	-	-	-	-	372.4	-	-	-	-	-	-	-	-
3g	SBAG Only San Gabriel ROW Protection (SB County)	551.9	150.0	-	-	-	-	150.0	-	-	-	-	-	-	-	447.7
4a	Olive Track Program	800.0	297.0	-	297.0	-	-	-	-	-	-	-	-	-	-	-
5a	Orange Track Program	6,220.8	390.0	-	398.8	-	-	-	-	-	-	-	-	-	-	-
5b	Orange Bridge Program	895.5	250.0	-	250.0	-	-	-	-	-	-	-	-	-	-	-
5c	Orange Signal Programs	1,853.3	325.0	-	325.0	-	-	-	-	-	-	-	-	-	-	-
6a	River Track Programs	2,737.2	1,022.0	242.1	85.6	58.6	15.1	73.3	512.8	36.6	512.8	-	-	-	-	-
6b	River Bridge Program	249.6	150.0	71.3	29.7	16.7	-	21.6	-	10.8	-	-	-	-	-	-
6c	River Signal Program	1,157.8	700.0	257.5	183.1	61.6	-	118.6	-	58.3	-	-	-	-	-	-
7a	System Signal Programs	2,323.4	550.0	185.7	117.6	77.1	-	99.9	18.8	48.9	-	-	-	-	-	-
7b	System Electronic Passenger Information System (EPIS)	3,292.5	1,784.9	364.3	175.6	85.0	-	266.4	-	73.0	-	-	-	-	-	820.6
7c	System Passenger Signage Rehabilitation	2,247.2	1,936.6	287.9	119.8	67.3	-	87.2	-	43.6	-	-	-	-	-	1,330.8
7d	System On Rail Equipment	6,691.5	2,887.0	1,372.3	517.1	320.7	54.0	415.4	-	207.5	-	-	-	-	-	-
7e	System GIS Mapping	1,104.1	80.0	9.8	0.7	30.4	-	5.9	-	0.3	-	-	-	-	-	-
7f	System ROW Facility	10,000.0	2,000.0	1,838.2	-	-	-	-	-	161.8	-	-	-	-	-	-
7g	System L.A. Union Station Canopy Rehabilitation	235.0	139.0	66.1	27.5	15.4	-	20.0	-	10.0	-	-	-	-	-	-
7h	System Rolling Stock Rehab/Renovation	18,093.9	9,168.4	2,865.8	856.5	820.7	-	603.9	-	401.7	-	-	-	-	-	-
7i	System FIS Upgrade	1,548.0	802.0	602.0	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Ongoing Rehab/Renow</b>		<b>86,660.8</b>	<b>33,126.6</b>	<b>12,715.1</b>	<b>269.8</b>	<b>1,712.4</b>	<b>69.1</b>	<b>6,373.8</b>	<b>98.4</b>	<b>1,054.4</b>	<b>512.8</b>	<b>1,307.3</b>	<b>2,243.9</b>	<b>2,243.9</b>	<b>2,837.9</b>	

(1) LACMTA funds are 100% Local; OCTA, SANBAG, and RCTC Repayment funds are 20% Local, 80% federal; RCTC, VCTC, and SANBAG Repayment funds are 100% federal.



**TABLE 4.2**  
**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FY2009-10 BUDGET**

**NEW CAPITAL PROJECTS (\$000's)**

**Prior Years Project Authorization**

No.	Project	Total Budget	Remaining Budget	Member Provided Funds (1)						SCRRA Direct Funds		
				LACMTA	OCTA	RCCTC	SANBAG	VCTC	Federal	State	Other	
1	Eastern Maintenance Facility	49,458.3	13,040.1	6,328.9	-	1,172.6	3,206.1	-	-	2,752.5	-	-
2	Pomona Station Improvements	5,215.5	4,149.1	1,398.6	-	-	-	-	-	-	-	-
3	San Juan Capistrano Passenger Info. System	85.0	69.0	380.1	4,152.9	687.7	-	-	-	-	4,701.1	-
4	Keller Street Yard (2),(3)	24,800.0	23,988.2	-	2,198.2	-	-	-	-	-	21,800.0	-
5	Mail Dock at LAUS (2),(5)	95,000.0	84,896.5	-	84,896.5	-	-	-	-	-	-	255.5
6	Orange County Service Extension	900.0	295.5	-	-	-	-	-	-	-	-	-
7	Sealed Corridor - Design	1,788.0	1,785.2	-	-	-	1,785.2	-	-	-	-	-
8	Conduit Installation - S.B. County ROW	1,000.0	953.5	-	-	-	953.5	-	-	-	-	-
9	Sealed Corridor - San Gabriel Sub.	9,080.4	7,351.2	-	-	-	-	-	-	184.2	-	-
10	Fiber Installation (4),(5),(6)	3,000.0	2,984.1	-	-	-	-	-	-	-	-	-
11	Tunnel 25 Intrusion Detection (4)	1,489.1	1,454.2	-	-	-	-	-	-	-	-	-
12	Prop 1B - Swing Gates & Fencing (4)	1,100.0	704.4	704.4	-	-	-	-	-	-	-	-
13	Antelope Valley Improvements	650.0	524.5	524.5	-	-	-	-	-	-	-	-
14	Vincent Grade/Action 2nd Platform	5,537.5	5,403.8	3,268.9	808.8	453.7	588.2	284.0	-	-	-	-
15	Positive Train Control	1,188.8	1,060.0	613.4	329.5	-	121.7	25.3	-	-	-	-
16	Automatic Train Stop	400.0	400.0	190.0	79.2	44.4	57.8	28.8	-	-	-	-
17	Electronic Efficiency Testing System	48,272.7	8,052.5	947.8	7,104.9	-	-	-	-	-	-	-
18	Purchase/Rebuild Used Locomotives	217,449.9	126,718.0	15,015.1	94,015.2	4,569.8	-	-	-	-	-	13,117.9
19	Rolling Stock Procurement	108.6	108.6	-	-	-	-	-	-	-	-	108.6
20	15 Locomotive AESS Devices (7)	360.0	375.4	-	-	-	-	-	-	-	-	375.4
21	Forward Facing Cameras (4)	2,500.0	2,500.0	-	-	-	-	-	-	-	-	2,500.0
22	Prop 1B - Rolling Stock Spare Parts (3)	5,500.0	5,500.0	-	-	-	-	-	-	-	-	5,500.0
23	Prop 1B - SANBAG Rail Cars (3)	402.0	399.2	399.2	-	-	-	-	-	-	-	-
24	Inward Facing Cameras											
<b>Total Prior Years Project Authorization</b>		<b>485,272.4</b>	<b>302,666.0</b>	<b>29,758.9</b>	<b>196,028.7</b>	<b>6,938.3</b>	<b>6,712.3</b>	<b>348.2</b>	<b>2,936.7</b>	<b>46,857.0</b>	<b>13,117.9</b>	

**FY2009-10 Project Authorization**

No.	Project	Total Budget	Remaining Budget	Member Provided Funds (1)						SCRRA Direct Funds		
				LACMTA	OCTA	RCCTC	SANBAG	VCTC	Federal	State	Other	
25	Keller Street Yard (6)	2,556.0	2,556.0	-	-	760.0	836.0	960.0	-	-	-	-
26	Sealed Corridor - San Gabriel Subdivision	500.0	500.0	4,000.0	-	-	500.0	-	-	-	-	-
27	Antelope Valley Improvements	4,000.0	4,000.0	2,500.0	-	-	-	-	-	-	-	-
28	Vincent Grade/Action 2nd Platform	2,500.0	2,500.0	5,015.5	-	-	-	-	-	-	-	-
29	Positive Train Control (6)	17,626.5	17,626.5	1,234.5	4,785.6	4,310.0	-	2,480.0	-	-	-	-
30	RCCTC Rail Cars	13,300.0	13,300.0	-	-	13,300.0	-	-	-	-	-	-
<b>Total FY2009-10 Project Authorization</b>		<b>40,651.5</b>	<b>40,651.5</b>	<b>11,515.5</b>	<b>1,234.5</b>	<b>18,845.6</b>	<b>5,646.0</b>	<b>3,440.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

No.	Project	Total Budget	Remaining Budget	Member Provided Funds (1)						SCRRA Direct Funds		
				LACMTA	OCTA	RCCTC	SANBAG	VCTC	Federal	State	Other	
<b>Total Project Authority (Prior + Current)</b>		<b>525,953.9</b>	<b>343,377.5</b>	<b>41,274.3</b>	<b>197,261.1</b>	<b>25,783.9</b>	<b>12,358.3</b>	<b>3,788.2</b>	<b>2,936.7</b>	<b>46,857.0</b>	<b>13,117.9</b>	
31	Annual Contribution - Reserves for Rolling Stock	315.6	315.6	-	-	-	315.6	-	-	-	-	-
<b>Total New Capital Budget</b>		<b>526,269.5</b>	<b>343,693.1</b>	<b>41,274.3</b>	<b>197,261.1</b>	<b>25,783.9</b>	<b>12,673.9</b>	<b>3,788.2</b>	<b>2,936.7</b>	<b>46,857.0</b>	<b>13,117.9</b>	

(1) Member Provided Funds are a mix of Local, State, and Federal Funds.  
(2) OCTA funded the Keller Street and Mail Dock projects 100% with the understanding that other Members' shares will be funded through other Capital projects over 5 years.  
(3) State funding is award of Prop 1B FY 2007-08 Transit funds.  
(4) State funding is award of Prop 1B FY 2007-08 Safety/Security funds.  
(5) State funding is award of Prop 1B FY 2007-08 Intercity Rail funds.  
(6) Federal funding is award of FY 2005-08 Transit Security Grant Program funds.  
(7) State funding is award of South Coast Air Quality Management District (SCAQMD) grant in FY 2007-08.  
(8) Member provided funds are Federal American Recovery and Reinvestment Act of 2009 (ARRA) funds.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 2000-10 BUDGET**

**GENERAL AND ADMINISTRATIVE EXPENSES BY TYPE (\$000's)**

Expenditure Description	FY 08-09 Budget	Fiscal Year 2009-10			Total FY 09-10 Budget	FY 09-10 Compared to FY 08-09
		Federally Eligible	Local Funding	Admin Capital		
<b>Agency Costs</b>						
Consultants	-	5.0	-	-	5.0	5.0
Postage Services	3.0	3.0	-	-	3.0	-
Recruitment Services	136.0	135.0	-	-	135.0	(1.0)
Medical Examinations	3.0	3.0	-	-	3.0	-
Office Equip Maint & Repair	8.5	13.9	-	-	13.9	5.4
Outside Temporary Help	135.0	250.0	-	-	250.0	115.0
Document Management & Storage	20.0	29.1	-	-	29.1	9.1
In-House Training Services	295.0	295.0	-	-	295.0	-
Bank Service Charges	115.0	115.0	-	-	115.0	-
Materials & Supplies	95.2	110.1	0.1	-	110.2	15.0
Office Equipment	30.8	42.0	-	-	42.0	11.2
Printing & Reproduction	55.7	70.3	-	-	70.3	14.6
Misc Materials & Supplies	0.5	-	-	-	-	(0.5)
License & Registration Fees	-	-	0.6	-	0.6	0.6
Professional Memberships	59.8	46.8	9.5	-	56.3	(3.6)
Subscriptions & Reference Materials	12.9	10.5	0.8	-	11.2	(1.7)
Meeting Expenses	0.1	-	2.8	-	2.8	2.7
Registration Fees	15.0	9.3	5.4	-	14.7	(0.4)
Transportation	35.8	7.5	26.8	-	34.3	(1.6)
Meals & Entertainment	32.7	2.6	10.5	-	13.1	(19.6)
Board Per Diem	40.0	-	50.0	-	50.0	10.0
Lodging	26.6	3.0	21.8	-	24.7	(1.9)
Mileage/Parking	15.0	22.1	4.8	-	26.8	11.9
Misc Expenses	38.3	-	11.0	-	11.0	(27.3)
Other Training Services	52.4	52.4	-	-	52.4	-
Legal & Meeting Notices	10.0	5.0	-	-	5.0	(5.0)
Postage & Messenger	108.0	106.4	-	-	106.4	(1.6)
Other Misc Expense	64.6	51.6	26.2	-	77.8	13.2
<b>Total Agency Costs</b>	<b>1,408.7</b>	<b>1,388.5</b>	<b>169.9</b>	<b>-</b>	<b>1,558.4</b>	<b>149.8</b>
<b>Staff Labor</b>						
SCRRA Wages & Salaries	3,667.5	3,493.9	307.2	-	3,801.1	133.6
Wages Interns	60.0	150.0	-	-	150.0	90.0
O/T Pay Premium	9.5	27.9	-	-	27.9	18.4
Allocated Fringe Benefits	2,121.5	2,042.6	240.8	-	2,283.4	161.9
<b>Total Staff Labor</b>	<b>5,858.5</b>	<b>5,714.4</b>	<b>548.0</b>	<b>-</b>	<b>6,262.4</b>	<b>403.8</b>
<b>Professional Services</b>						
Legal Services	400.0	500.0	-	-	500.0	100.0
Auditing & Accounting	435.6	380.0	-	-	380.0	(55.6)
Consultants	345.0	112.5	-	-	112.5	(232.5)
Lobby Services	338.4	-	316.0	-	316.0	(22.4)
<b>Total Professional Services</b>	<b>1,519.0</b>	<b>992.5</b>	<b>316.0</b>	<b>-</b>	<b>1,308.5</b>	<b>(210.5)</b>
<b>MIS</b>						
Computer S/W / H/W Maintenance	165.5	347.0	-	-	347.0	181.5
Office Equip Maint & Repair	150.0	50.0	-	-	50.0	(100.0)
Materials & Supplies	50.0	75.0	-	-	75.0	25.0
Office Equipment	5.0	20.0	-	-	20.0	15.0
Computer H/W	865.2	170.0	-	300.0	470.0	(395.2)
Computer S/W	572.3	377.3	-	350.0	727.3	155.0
<b>Total MIS</b>	<b>1,808.0</b>	<b>1,039.3</b>	<b>-</b>	<b>650.0</b>	<b>1,689.3</b>	<b>(118.8)</b>
<b>Employee Recognition</b>						
Misc Expenses	31.5	-	31.5	-	31.5	-
<b>Total Employee Recognition</b>	<b>31.5</b>	<b>-</b>	<b>31.5</b>	<b>-</b>	<b>31.5</b>	<b>-</b>
<b>Utilities/Leases</b>						
Telephone General	46.4	70.4	-	-	70.4	24.0
Office Equipment Rental	20.4	9.0	-	-	9.0	(11.4)
Office Space Rental	1,381.3	1,595.2	-	-	1,595.2	213.8
<b>Total Utilities/Leases</b>	<b>1,448.1</b>	<b>1,674.6</b>	<b>-</b>	<b>-</b>	<b>1,674.6</b>	<b>226.5</b>
	<b>12,073.8</b>	<b>10,809.2</b>	<b>1,065.4</b>	<b>650.0</b>	<b>12,524.6</b>	<b>450.8</b>

ATTACHMENT B  
**Summary of Proposed Uses and Fund Sources  
 FY 2009-10 Annual Subsidy to SCRRRA**

Proposed Uses	Proposition C from FY 2009-10 Budget	Measure R from FY 2009-10 Budget	Subtotal FY 2009-10 Budget	FY 2007-08 Operating Surplus	FY 2008-09 Operating Surplus	Repayment from Funds advanced to SANBAG	Total MTA Contribution	Comments
<b>Operations</b>								
Basic Operations	\$29,908,453		\$29,908,453				\$29,908,453	Calculated as FY 2007-08 actuals escalated by 4% over two years.
Short Term Safety Improvements				\$1,069,621			\$1,069,621	Estimated based on 50% of systemwide total for short term safety improvements
Other Extraordinary Cost Increases	\$5,046,463		\$5,046,463	\$289,163	\$1,351,101		\$6,686,727	Increases due to: 1) increased insurance premiums and claims; 2) increase in signal maintainer wages due to Department of Industrial Relations finding; and 3) increased rolling stock maintenance cost as Eastern Maintenance Facility comes online and 74 rail cars are delivered by Rotem.
Cost to Eliminate SCRRRA staff-proposed TAP transfer co-payment					\$365,321		\$365,321	
<b>Subtotal Operations</b>	<b>\$34,954,916</b>		<b>\$34,954,916</b>	<b>\$1,358,784</b>	<b>\$1,716,422</b>		<b>\$38,030,122</b>	Amount is above \$35.9 million cap calculated as FY 2008-09 cap per 2008 Long Range Plan escalated 4%.
<b>Rehabilitation and Renovation</b>	<b>\$15,840,000</b>		<b>\$15,840,000</b>			<b>\$350,000</b>	<b>\$16,200,000</b>	Calculated as Rehabilitation and Renovation cap per 2008 Draft Long Range Plan. LACMTA Budget amount to be \$11.84 million as \$4 million worth of rehabilitation and renovation projects are expected to require up to two years to implement and \$360,000 will be funded through a repayment from SANBAG for funds LACMTA advanced to SANBAG for a safety project.
<b>Capital</b>								
Antelope Valley Line Sidings near Lang/Ravenna	\$4,000,000		\$4,000,000				\$4,000,000	Project approved with partial funding budgeted by Board in May, 2008. Additional funds needed for construction during FY 2009-10. Total project cost \$15 million, total LACMTA share \$7.5 million.
2nd Platform at Vincent Grade/Acton Station	\$2,000,000		\$2,000,000				\$2,000,000	Project approved with partial funding budgeted by Board in May, 2008. Additional funds needed for construction during FY 2009-10. \$400,000 over original board approval due to increased design costs. Total project cost \$3.9 million.
Sealed Corridor Phase 1 - Ventura County Line	\$500,000		\$500,000				\$500,000	Safety project. Funds requested to initiate design. Total project cost \$12.7 million.
Keller Yard, Mail Dock Reimbursement	\$457,600		\$457,600				\$457,600	Last of 5 payments to OCTA for their advance funding of the project, approved by the Board in May 2005. This project has typically been funded using prior year subsidy. Proposition C 10% funding required this year.
Positive Train Control		\$10,675,000	\$10,675,000				\$10,675,000	Board motion approved February 2009 directed staff to prioritize Measure R 3% funds for Positive Train Control and program up to \$105 million for the project, depending on federal or state funding secured. Funds may be used to advance other member agencies' shares provided they sign binding repayment agreements including interest requirements. \$10.6 million is the total amount of Measure R 3% estimated for FY 2009-10.
<b>Subtotal Capital</b>	<b>\$6,957,600</b>	<b>\$10,675,000</b>	<b>\$17,632,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,632,600</b>	
<b>TOTAL PROPOSED USES</b>	<b>\$57,752,516</b>	<b>\$10,675,000</b>	<b>\$68,427,516</b>	<b>\$1,358,784</b>	<b>\$1,716,422</b>	<b>\$350,000</b>	<b>\$71,862,722</b>	
<b>Right of Way Security</b>			<b>\$2,032,042</b>				<b>\$2,032,042</b>	Formerly administered by MTA Operations

## Positive Train Control

Positive Train Control (PTC) is a predictive collision avoidance technology designed to stop a train before an accident occurs. The goals of PTC are to help prevent train-to-train collisions, speeding and over-speed derailments, incursions into track maintenance or construction zones, and movement of a train through a switch left in the wrong position. Relying on sophisticated new technology, PTC is designed to keep a train under its maximum speed limit and within the limits of its authorization to be on a specific track.

Timeframe HR 2095, the Rail Safety Improvement Act of 2008 passed by Congress and signed by the President in October 2008 requires the implementation of Positive Train control on railroads nationwide by 2015. In Los Angeles, the SCRRA is developing an accelerated strategy to have PTC operational on all Metrolink train equipment by 2012, in conjunction with the BNSF and UP freight railroads' goal to complete the installation of wayside PTC equipment along their rights-of-way in Southern California by 2012. Metrolink's objective is to have the full PTC system in place on its operating properties well in advance of the 2015 federal mandate.

Costs and Funding SCRRA has estimated the cost for installation of a PTC system on the 216 miles of Metrolink agency-owned and dispatched right of way at \$201 million. Funding for the project is being sought from all available local, state and federal sources. In February 2009 the Board voted to make PTC the first priority for Measure R 3% funds, and to program up to \$105 million in Measure R 3% funds for the project, depending on the level of state and federal funds. \$10.675 million is estimated in Measure R 3% funding during FY 2009-10. SCRRA is projecting a need for \$50 million for PTC development during FY 2008-09 and 2009-10, and has secured approximately \$34 million for this period to date, thus we anticipate that there will be a need to advance the available Measure R 3% revenues for the project in accordance with Board action. On the following page is a Positive Train Control Funding Plan showing the funding identified for the project to date.

Provisions Regarding Advances Any advances for the project will be made in accordance with the February 2009 Board motion language requiring member agencies to enter into binding repayment agreements, including interest fixed at CPI, or pay for bonding costs if bonding of Measure R 3% is necessary.



**SCRRRA Systemwide Funding Plan for Positive Train Control (PTC) (\$000's)**

**ATTACHMENT C**

Fund Source	FY '09	FY '10	FY '11	FY '12	FY '13	Total	MTA Funding (Not Counting Advances to other Member Agencies)	Comments (1)
<b>Member Agency Programmed Funds</b>								
SCRRRA Prior Year Surplus Funds	\$4,048	\$953				\$5,000	\$2,375	\$2.5 million is to upgrade dispatch center. A portion of funds is an advance to SANBAG. LACMTA Board approved October, 2008 and by subsequent motion, January 2009
SCRRRA Member Agency Rehabilitation Funds	\$1,490					\$1,490	\$708	Funds Reassigned within Rehabilitation and Renovation Budget by MOU authority. Funds expedite and expand existing GIS Mapping project needed for PTC
American Reinvestment and Recovery Act ("Stimulus") Formula Funds	\$16,586	\$1,240				\$17,826	\$5,015	\$5,015,468 million requested by LACMTA (Board approved February 2009), \$12,810,532 requested by other member agencies; funds for digital mapping; portion of other member agencies funding to go towards signal relocation
Proposition 1B - Public Transportation Modernizations, Improvement, and Service Enhancement Account ("PTM/ISEA/Transit Mod")		\$3,310	\$974			\$4,284	\$0	SANBAG only
Proposition 1B - State and Local Partnership			\$10,000	\$10,000		\$20,000	\$20,000	LACMTA only, Board approved December 2008
MTA Proposition C Match to State/Local Partnership Funds			\$10,000	\$10,000		\$20,000	\$20,000	LACMTA only, Board approved December 2008
<b>Subtotal Member Agency Programmed Funds</b>	<b>\$22,123</b>	<b>\$5,503</b>	<b>\$20,974</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$68,600</b>	<b>\$48,098</b>	
Proposition 1B - Safety and Security		\$6,000				\$6,000	N/A	
<b>Subtotal Programmed Funds</b>	<b>\$22,123</b>	<b>\$11,503</b>	<b>\$20,974</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$74,600</b>	<b>N/A</b>	
Outstanding Need for other Federal, State, or Local Funds		\$40,990	\$44,300	\$30,990	\$10,720	\$127,000	TBD	Potential funding sources include: Discretionary Stimulus Funds, Rail Safety Improvement Act, federal appropriations, and transportation funding reauthorizations, and state and local funds. In February 2009 LACMTA Board approved an advance of up to \$105 million Measure R funds to allow project to proceed if less federal and state funding and other member agency funding is actually awarded. Other member agencies would be required to sign a legally binding agreement to repay LACMTA for advanced funds with interest.
<b>TOTAL</b>	<b>\$22,123</b>	<b>\$52,493</b>	<b>\$65,274</b>	<b>\$50,990</b>	<b>\$10,720</b>	<b>\$201,600</b>	<b>TBD</b>	

Notes:  
 (1) Figures in Comments not shown in \$000's

### SUMMARY OF OPERATING ASSUMPTIONS

- Train Miles: Approximately 2.5 million revenue service miles will be operated, which is the same as in FY 2008-09.
- Patronage: Passenger boardings are projected to increase 7.7% from the FY 2008-09 Budget to 12.6 million annual boardings (45,970 average weekday boardings).
- Fare Increase: The SCRRA is proposing a 3.0% systemwide average fare increase, which is scheduled to go into effect on August 1, 2009. The proposed fare increase is part of an ongoing program of annual fare increases combined with a ten-year process of phasing in a new mileage-based fare structure. SCRRA staff is also considering implementing a 15% co-pay for passengers transferring to TAP operators. LACMTA staff does not support the co-pay concept.
- Operating Expenses per Passenger Mile: The operating expense per passenger mile is projected at \$0.36, slightly less than the previous year, and significantly less than the \$0.54 cost per mile of a solo automobile driver.
- Revenue Recovery: Farebox recovery is anticipated at 47%. Total Revenue Recovery, including dispatch and other operating revenues, is projected to equal 56%.