

Fiscal Year 1993-1994 Budget



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1993-94

Los Angeles County Metropolitan Transportation Authority

**Los Angeles County
Metropolitan Transportation Authority**

**FISCAL YEAR 1993-1994
ANNUAL BUDGET**

Adopted on August 25, 1993

Prepared by MTA Budget Office

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METROPOLITAN TRANSPORTATION AUTHORITY
FISCAL YEAR 1993-1994 BUDGET**

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MISSION STATEMENT

The Los Angeles County Metropolitan Transportation Authority (MTA) serves the people of Los Angeles by providing a comprehensive system of transportation services designed to increase mobility, promote growth in the area's economy, and improve the quality of life. The MTA maintains an unyielding commitment to quality, cost-effectiveness, public accountability, and visionary thinking by:

- Providing efficient and equitable transportation service that focuses on meeting the needs of MTA constituencies.
- Operating a regional transportation system that is safe, reliable, courteous, affordable and accessible in cooperation with local communities, employers, and neighboring counties.
- Constructing a dynamic transportation system that meets the highest engineering standards, is on time and within budget, and is supported by the communities it serves.
- Developing plans, policies and funding programs in cooperation with local communities, state and federal governments, and the private sector that will promote innovative and comprehensive transportation systems.
- Advocating responsive external and internal communications and open public dialogue.
- Promoting research and development which fosters the constant infusion of new ideas and development of a local transportation technology base.
- Ensuring accountability to taxpayers for conducting the MTA's business and policymaking in a manner that is responsible and accessible to the public.
- Maintaining and strengthening MTA's commitment to equal opportunity policies.

CEO'S MESSAGE

CHIEF EXECUTIVE OFFICER'S MESSAGE

On May 19, 1992, Governor Pete Wilson signed AB 152 into law to reorganize transportation services within Los Angeles County by consolidating the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD) to create the Los Angeles County Metropolitan Transportation Authority (MTA). In accordance with the provisions of AB 152, the LACTC and the SCRTD were abolished, and the MTA succeeded to all of the respective powers and obligations of the LACTC and the SCRTD on April 1, 1993.

The MTA is responsible for planning and programming all public ground transportation in Los Angeles County, including construction and operation of the rail system and operation of approximately 85% of the public bus service in the County. The MTA is also responsible for implementing all or portions of Los Angeles' transportation-related mandated programs including, but not limited to: the Americans with Disabilities Act (ADA), the Air Quality Management Plan, the Clean Air Act, the California Environmental Quality Act, Congestion Management requirements of Proposition 111, the Civil Rights Act, and the Intermodal Surface Transportation Efficiency Act. As a newly-created agency, the MTA has the unique opportunity to establish an efficient, responsible organization to provide a comprehensive system of transportation services designed to increase mobility, promote growth in the area's economy, and improve the quality of the environment and of life.

I am pleased to present for your consideration the first proposed budget of the MTA. The proposed budget includes \$3.4 billion in expenditures: \$0.7 billion for enterprise activities, bus, and rail operations; \$1.2 billion for capital projects, primarily rail construction; \$1.1 billion for local transportation subsidy program; \$0.3 billion for debt service; and \$0.1 billion for other programs. Additionally, enterprise fund capital procurements total \$0.1 billion which are not counted in the expenditure budget.

The merger has enabled elimination of duplicative functions, resulting in a 17% savings in administrative and planning staff positions (Fiscal Year 1992-1993 current to Fiscal Year 1993-1994 proposed) and an overall 3% decrease in the Fiscal Year 1992-1993 funded staffing level. The reduction of 246 positions amounts to an annualized savings of approximately \$20.0 million in salaries and benefits. These reductions are based on an initial agency-wide review. It is most important that we recognize that the manner in which the position reductions will occur will not take place until the Board has been presented with a plan for its review and approval. This plan for downsizing the organization, which will not be ready for Board review until after the start of Fiscal Year 1993-1994, will assure that there will not be a disproportionate impact on any group of employees.

The budget consists of four sections which are designed to provide summary level information about the MTA objectives and resources for the coming fiscal year. The first section reviews the overall financial situation in the context of a five-year period. The second section contains tables detailing the financial plan for Fiscal Year 1993-1994. The third section explains the structure of the organization and how the MTA carries out its responsibilities. Finally, the fourth section contains an explanation of the MTA's various funding sources and a glossary of terms and abbreviations.

MTA INITIATIVES AND BUDGET ASSUMPTIONS

The primary goal of the MTA during Fiscal Year 1993-1994 will be to improve service delivery and maintain construction of core rail lines, while shaping its organizational structure to improve efficiency and responsiveness to public needs. A critical objective during Fiscal Year 1993-1994 will be the review of the 30-Year Integrated Transportation Plan to incorporate new assumptions regarding the changed economic environment in Los Angeles, and to provide a means for the new Board to evaluate program objectives and set priorities.

A summary of top programmatic goals and service level assumptions are listed below.

OPERATIONS

The primary goal of the Operations Unit is to deliver bus and rail service that is safe, reliable, courteous, convenient and accessible, in cooperation with local communities, employers, and neighboring counties. During Fiscal Year 1993-1994, the objectives will be to:

- Close a projected Fiscal Year 1994-1995 funding gap of approximately \$140.0 million, by improving operational efficiency and establishing a consensus for fare and service structures;
- Expand the aggressive MTA anti-graffiti efforts to combat all forms of vandalism on MTA vehicles and facilities;
- Promote the development and implementation of clean fuel vehicles and technologies in support of regional air quality goals;

- Evaluate a comprehensive plan for fare collection on both bus and rail transit services;
- Procure more than 320 transit buses and paratransit vehicles;
- Prepare for the Fiscal Year 1994-1995 start-up of operation of the Metro Green Line, including a bus-rail interface plan; and
- Develop, evaluate and, as appropriate, implement MTA bus service and rate changes to achieve improved efficiency.

The proposed budget assumes no changes in fares and includes the following assumptions regarding service levels:

- A bus revenue service level of 6.9 million hours;
- A light rail revenue service level of 81,000 hours and a heavy rail revenue service level of 16,000 hours; and
- Anticipated bus and rail boardings of approximately 400 million passengers annually.

CONSTRUCTION

The primary goal of the Construction Unit is to build a world class Metro Rail System which meets the highest engineering standards, is on schedule and within budget, and is supported by the community it serves. During Fiscal Year 1993-1994, the objectives will be to:

- Continue construction of the Metro Red Line Segment 2 and Green Line;
- Complete all construction-related activities on the Metro Red Line Segment 1;
- Improve grade crossing and construction site safety;
- Continue work on all three extensions of the Metro Red Line Segment 3 by initiating construction of the North Hollywood extension, completing negotiation for the Mid-City scope of

work, and completing preliminary engineering for the Locally-Preferred Alternative for the Eastern Extension; and

- Continue final design of the Pasadena Line.

PLANNING AND PROGRAMMING

The primary goal of the Planning and Programming Unit is to develop plans, policies, and funding programs, in cooperation with local communities, federal, and state governments, and the private sector, that will promote an integrated, innovative and comprehensive transportation system. During Fiscal Year 1993-1994, the objectives will be to:

- Promote regional transportation policies which address service equity issues and provide improved transit service coordination among the MTA, municipal operators, cities and other agencies;
- Revise the 30-Year Integrated Transportation Plan and the 10-Year Implementation Plan for re-adoption in April 1994;
- Complete the environmental work on the Metro Red Line Segment 3, Eastern Extension;
- Complete the Congestion Management Program and Deficiency Plan;
- In conjunction with Operations, analyze transit fares and service coordination options for Los Angeles County; and
- Complete final studies for San Fernando Valley East/West rail alignment decisions.

MTA CHALLENGES

Because of the tremendous public support for the improvement of the multimodal transportation system in Los Angeles County, the predecessor agencies to the MTA experienced years of expanded funding. New revenue sources, including Proposition C and state ballot Propositions 111 and 116, were approved by voters during a time when transportation entities throughout the country faced severe recessionary shortfalls. These new funding sources have partially offset profound and continuing shortfalls in

the traditional funding sources which comprise the core support to the highway, bus, and rail programs. Due largely to the continued recession, overall funding for the objectives of the MTA has dropped below the levels forecast in the 30-Year Plan, which was developed in 1991 as the blueprint for the overall transportation program.

At the same time, while the recession has cut deeply into revenues, public expectation for expanded service and construction has grown. The transportation industry is touted as one of the main factors which will help pull Los Angeles out of its economic downturn. Over the long run, the MTA will be instrumental in enhancing the business environment, while being sensitive to the needs of the transit dependent, the local communities served by the transportation system, and the environmental goals of the region. Critical to this long-term success is the establishment of a fiscally responsible program which allows the MTA to achieve measurable transportation improvements within the increasingly limited financial resources available.

OPERATIONS

Over the past two years, the prior Boards have struggled to balance the costs of demands on the public transportation systems, increased regulatory requirements, and inflationary pressures with the recessionary impacts on fares and declining sales tax based subsidies. The net effect has resulted in an operating shortfall of significant magnitude. The long-term solutions to the shortfall include changes in service delivery, fare structure, and organization as well as finding new funding sources. None of these will occur easily or quickly. Because they need to be addressed comprehensively, the budget will offset the operating shortfall with remaining reserve funds during Fiscal Year 1993-1994, while maintaining or enhancing current operations until a complete internal review of bus and rail operational issues can be completed. By Fall 1993, staff will bring forward a plan for Board consideration which will be focused on improving bus and rail service quality while cutting costs and addressing issues of equity.

CAPITAL

In order to meet the demand for improved mobility, a comprehensive rail system is needed to provide the missing component of a truly multimodal transportation system. The existing rail construction and operations program reflects an aggressive schedule of expenditure necessary to bring rail service to the riding population within the near future. Prior Board decisions reflect these aggressive schedules by permitting the issuance of debt to finance construction. Additionally, legislators at the federal and state levels have acknowledged the need for an enhanced transportation system in Los Angeles County by giving priority funding to local projects.

These intergovernmental funding programs require local matching funds. In order to provide sufficient matching funds to maximize leveraging, it is necessary to borrow against future revenues. Similar to a home mortgage, the MTA commits to a series of payments over a 30-year period in order to fund large capital projects now. Last year, the MTA committed to pay \$32.0 million in Proposition C dollars annually for 30 years to repay \$400.0 million in bonds used to construct the Red and Green Lines. For each \$1.0 million of debt service paid annually, the MTA gains \$12.0 million in bond proceeds, which is used to match federal and state dollars. In the case of the Metro Red Line Segment 3, each \$1.0 million of debt service leverages \$40.0 million in local bond proceed, federal, and state dollars. For this reason, the issuance of bonds was assumed throughout the development of the rail capital program.

However, the profound economic downturn has reduced the current flow and future projection of funds and has placed severe limitations on the MTA's ability to issue debt for capital projects. The two revenue sources which the 30-Year Plan has earmarked for rail capital include the 35% portion of the Proposition A revenues and half of the 40% portion of Proposition C funds. With the decrease in sales tax revenues, the Proposition A 35% Rail Capital dollars must be spent exclusively on servicing outstanding and future debt which funded the Metro Blue Line construction and the local match portion of the Metro Red Line Segments 1 and 2, as well as on-going Red Line Segment 2 construction. Also, the Proposition C 40% dollars have been similarly reduced by the recession, and a greater-than-anticipated portion of the Proposition C 40% dollars are earmarked for rail operations, bus and rail security, and ADA-related commitments rather than capital projects.

CONCLUSION

In the preceding pages, I have addressed some issues which will require careful deliberation on the part of the Board. Fiscal Year 1993-1994 will be a difficult year for the MTA financially; however, the Board has already taken the most important step toward fiscal responsibility. By ending years of agency disputes through the merging of the LACTC and the SCRTRD, the leaders of Los Angeles have proven their commitment to efficient, customer-oriented governance. The united mission of the MTA to provide a quality, comprehensive system of public transportation to the people of Los Angeles will be achieved through hard work and dedication of the staff and leadership of the new Board of Directors of the MTA.

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I am pleased to present this budget for your review and adoption. I would like to acknowledge the work of the Budget staff, who struggled to create this document concurrently with the formation of the new organization.

Franklin E. White
Chief Executive Officer

METROPOLLITAN TRANSPORTATION AUTHORITY

FY 93-94 BUDGET

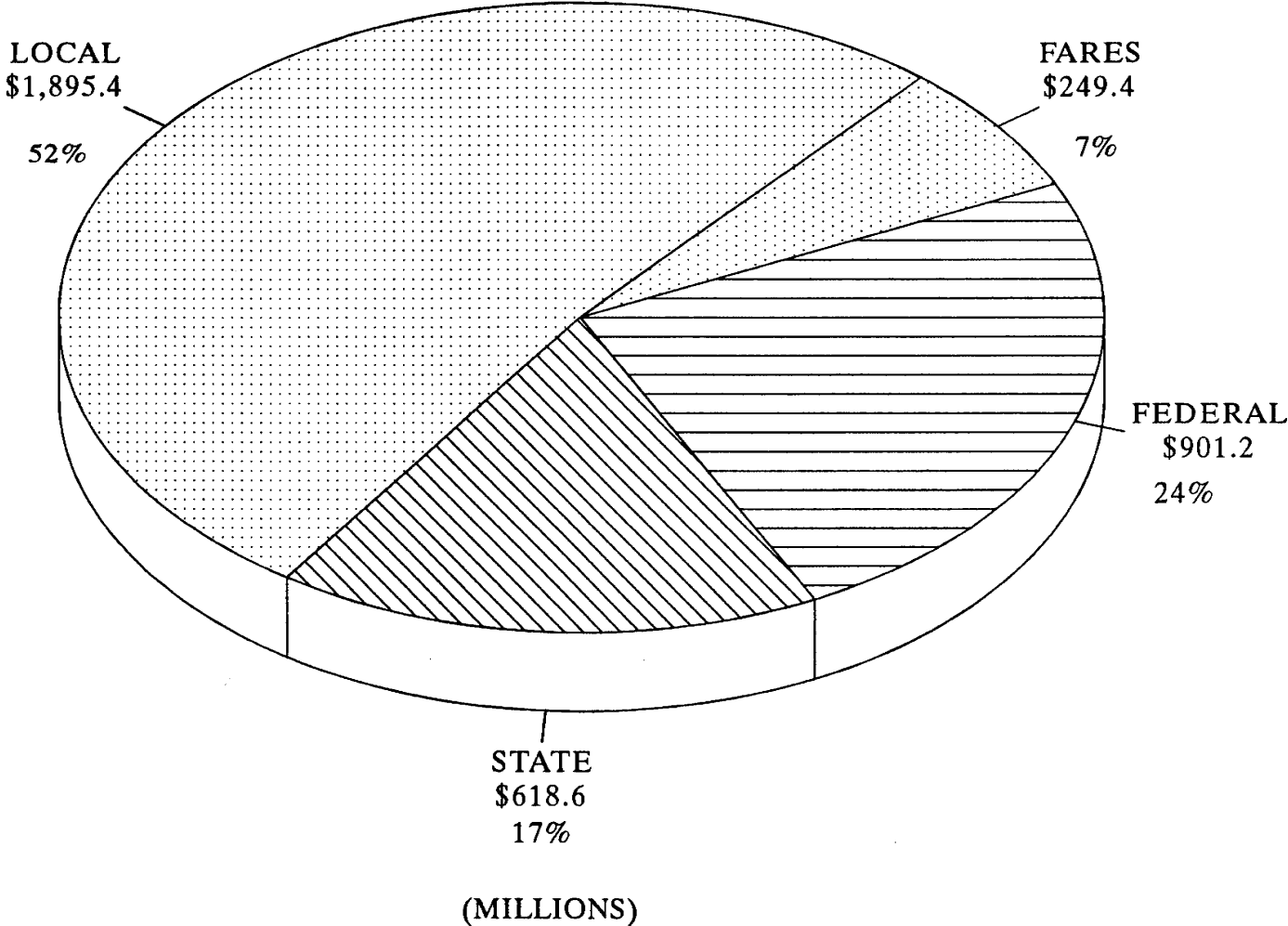
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FY 93-94 PROJECTED RESOURCES

(MILLIONS)

	FEDERAL					STATE					LOCAL										LOCAL TOTAL	GRAND TOTAL															
	FLEXIBLE		PTA	FHWAY	FED. TOTAL	TDA/ STA/ PVEA/ BCP	PCR	PROP. 10R/116 BONDS	ART. XIX TP # D TCI	TSM/ SAFE	STATE TOTAL	PROP. A				PROP. C							OTHER														
	STP/ CMAQ/ FAUCASH	TRANS. ENHANCE/ SMART	SEC 3/ SEC 9									LOCAL STP	LOCAL	RAIL/ BONDS	DISCR./ INTEREST	ADM./ SB1995/	LOCAL	SEC.	C.R./ BONDS	HWY./ BONDS			DISCR./ INTEREST	ADM./ C. PAPER	RAIL BOND	PROCEEDS	FARES/ OPERAT. REV.	CITY/CNTY RIDESHARE									
	25%	35%	40%	20%	5%	10%	25%	40%	20%	5%	10%	25%	40%																								
ADMINISTRATION						4.0						4.0				15.7										5.1										20.8	24.8
BUS TRANSIT																																					
CAPITAL	69.2				95.2	14.2						28.2	11.4																						22.8	146.2	
OPERATIONS		0.5	45.5		46.0	214.6						214.6	45.3							172.1					233.6	2.7									609.2	869.8	
TOTAL BUS TRANSIT	69.2	0.5	71.5	0.0	141.2	228.8	0.0	0.0	14.0	0.0	242.8	56.6	0.0	166.9	0.0	0.0	0.0	0.0	172.1	0.0	0.0			233.6	2.7									631.9	1,015.9		
RAIL																																					
CAPITAL	42.5		353.6		396.1	10.5		169.5	33.2		213.2	7.5	426.9						209.9				131.9											54.1	881.3	1,490.6	
OPERATIONS					0.0						0.0						22.5			41.6														7.2	71.3	71.3	
TOTAL RAIL	42.5	0.0	353.6	0.0	396.1	10.5	0.0	169.5	33.2	0.0	213.2	7.5	426.9	0.0	51.0	0.0	22.5	0.0	209.9	41.6	0.0	131.9	7.2	54.1										952.6	1,561.9		
COMMUTER RAIL																																					
CAPITAL								58.3			58.3							74.3				60.0												134.3	192.6		
OPERATIONS					0.0						0.0																							8.6	6.6	15.2	15.2
TOTAL COMMUTER RAIL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	74.3	0.0	0.0	60.0	0.0	8.6	6.6										149.5	207.8		
HIGHWAY/TDM	149.7	30.0		184.2	363.9	18.6	68.2			33.5	120.3	18.8							288.8															19.3	394.0	878.2	
TOTAL HIGHWAYS & TDM	149.7	30.0	0.0	184.2	363.9	18.6	68.2	0.0	0.0	33.5	120.3	18.8	0.0	0.0	0.0	67.1	0.0	0.0	288.8	0.0	0.0	0.0	0.0	0.0										19.3	394.0	878.2	
OTHER											0.0																								3.0	3.0	3.0
TOTAL	261.4	30.5	425.1	184.2	901.2	261.9	68.2	227.8	47.2	33.5	638.6	82.9	426.9	166.9	66.7	67.1	22.5	74.3	498.7	213.7	65.1	131.9	249.4	85.7										2,151.8	3,691.6		

FY 93-94 PROJECTED RESOURCES BY SOURCE



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**THREE YEAR COMPARISON OF REVENUES
REVENUES BY SOURCE (IN MILLIONS OF \$'S)**

REVENUE CATEGORY	FY 91-92 ACTUAL	FY 92-93 BUDGET	FY 92-93 ESTIMATE	FY 93-94 ADOPTED	FY 92-93 ESTIMATE TO FY 93-94 ADOPTED	
					AMOUNT	%
STATE						
TDA	189.6	181.5	185.1	185.1	0.0	0.0%
STA	15.3	17.5	10.0	17.9	7.9	79.0%
SAFE	7.9	6.7	7.4	7.0	(0.4)	-5.4%
PROP 108/116	407.4	249.8	81.0	207.8	126.8	156.5%
TCI	14.0	16.7	2.4	12.8	10.4	433.3%
PVEA	0.1	1.0	0.5	1.0	0.5	100.0%
BCP	0.0	0.0	2.7	2.7	0.0	0.0%
FCR	210.1	221.4	17.5	54.2	36.7	209.3%
TSM	26.0	29.5	3.9	9.9	6.0	153.2%
OTHER, ART. 19	53.0	92.6	115.4	30.4	(85.0)	-73.7%
STATE REVENUE TOTAL	923.5	816.7	425.9	528.8	102.9	24%
EDERAL						
FTA SECTION 3	122.7	168.2	173.3	352.1	178.8	103.2%
FTA SECTION 9	94.0	94.3	94.3	73.0	(21.3)	-22.6%
TRANSIT ENHANCEMENTS	0.0	0.0	0.0	19.5	19.5	NA
ISTEA/CMAQ	0.0	52.8	68.5	55.8	(12.7)	-18.5%
R/STP	0.0	57.2	53.2	83.3	30.1	56.7%
FHWA	82.0	82.0	349.9	184.2	(165.7)	-47.4%
SMART BOND/OTHER	0.0	0.0	6.5	0.0	(6.5)	-100.0%
FEDERAL HIGHWAY DEMONSTRATION	10.0	25.1	0.0	0.0	0.0	NA
EDERAL REVENUES TOTAL	308.7	479.6	745.7	767.9	22.3	3%
TOTAL REVENUES	2,227.5	2,919.8	2,837.9	2,742.5	(95.4)	-3%

GENERAL FUND

(\$ Million)

Project	FY 93-94
Electric Trolley Bus	\$45.6
Administration	8.7
Transit Planning	6.5
Congestion Management Program (CMP)	1.9
Constituent Outreach/Project Development	0.7
Signal Support Group	0.7
Merger Activities	0.5
Cash Management	0.3
Other	0.1
Total Projects - General Fund	\$65.0
Operating Transfers In	
Prop A Administration	\$15.7
Prop C Administration	5.1
TDA Administration	4.0
ISTEA/CMAQ (for Electric Trolley Bus)	18.3
TCI (for Electric Trolley Bus)	14.0
FAU Cash (for Electric Trolley Bus)	13.4
Total Operating Transfers In	\$70.5

PROP C

(\$ Million)

<u>Project</u>	<u>FY 93-94</u>
Local Transportation Support	
Commuter Rail (10%) Call For Projects FY 1992-93 Carryover	\$5.2
Commuter Rail (10%) Call For Projects FY 1993-94 Projects	7.0
Local Return (20%)	67.1
Transit-on-Highway (25%) Call For Projects FY1992-93 Carryover	91.5
Transit-on-Highway (25%) Call For Projects FY1992-93 TDM Carryover	9.9
Transit-on-Highway (25%) Call For Projects FY 1993-94 Projects	105.9
Transit-on-Highway (25%) Call For Projects FY 1993-94 TDM Projects	15.0
Discretionary (40%) Call For Projects FY 1992-93 Carryover	45.1
Interest to Municipal Operators	17.0
Sub-total Local Transportation Support	<u><u>363.7</u></u>
Projects	
Freeway Service Patrol	24.4
ADA Compliance	11.4
Imperial Grade Separation	10.7
Transportation Demand Management	5.1
Highway Planning	3.8
Major Incident Response	1.6
Omnitrans (Lines 110 & 496)	0.3
Prop C Administration	0.1
Sub-total Projects	<u><u>57.4</u></u>
Total Expenditures	<u><u>\$421.1</u></u>
Operating Transfers Out	
Discretionary (40%) to Enterprise Fund	\$135.2
Commuter Rail (10%) to Capital Funds	26.5
Security (5%) to Enterprise Fund	22.5
Administration to General Fund	5.1
Total Operating Transfers Out	<u><u>\$189.3</u></u>

CAPITAL RAIL PROJECTS SUMMARY

(\$ Million)

<u>Project</u>	<u>FY 93-94</u>
Rail	
Metro Rail Segment 2	\$262.6
Green Line	219.5
Metro Rail Segment 3 - North Hollywood	142.6
Pasadena Line	97.0
LA Car - Design	50.1
Metro Rail Segment 3 - Mid-City	45.9
RCC Systemwide	35.4
Red Line East-Planning	34.4
Blue Line Projects	25.6
Metro Rail Segment 1	21.3
Red Line Segment II Transit Enhancements	17.3
Rail Program Development	15.2
System Safety Enhancements	10.8
Rail Program Support	7.6
Hollywood Construction Mitigation Program	4.9
San Fernando Valley Line	4.1
Red Line West-Planning	1.8
Pico San Vicente Transit Center	1.5
Red Line Segment I Transit Enhancements	1.3
Pasadena Line Transit Enhancements	1.1
Technical Research & Development	0.8
Metro Rail Segment 3 - Eastern Extension	0.5
North Coast Extension	0.3
Debt Compliance	0.2
Glendale Line	0.2
Rail ADA Compliance	0.1
Total MTA Metro/Light Rail Projects	<u>1,002.3</u>
MTA Commuter Rail and Right-Of-Way Acquisition	
MTA Support Non-Billable Commuter Rail	120.0
SP/Santa Fe Right-Of-Way	65.0
Commuter Rail Systemwide - Capital	5.5
Commuter Rail Systemwide - Operating	2.5
R-O-W Property Management	0.8
Total MTA Commuter Rail & R-O-W Acquisition	<u>193.8</u>
Total MTA Projects	<u><u>\$1,196.1</u></u>

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THREE YEAR COMPARISON OF EXPENSES
EXPENSES BY CATEGORY (IN MILLIONS OF \$'S)

EXPENSE CATEGORY	FY 91-92 ACTUAL	FY 92-93 BUDGET	FY 92-93 ESTIMATE	FY 93-94 ADOPTED	FY 92-93 ESTIMATE TO FY 93-94 ADOPTED	
					AMOUNT	%
LABOR						
CONTRACT	293.8	305.4	298.8	326.6	27.8	9%
NON-CONTRACT	100.4	105.7	104.9	102.7	(2.2)	-2%
BENEFITS	121.5	149.2	135.4	146.4	11.0	8%
LABOR TOTAL	515.7	560.3	539.1	575.7	36.6	7%
PROFESSIONAL SERVICES	70.9	86.9	74.9	90.2	15.3	20%
MATERIALS AND SUPPLIES						
DIESEL, METHANOL, CNG FUEL	18.7	25.5	19.9	21.8	1.9	10%
BUS AND RAIL CAR PARTS	33.6	30.6	30.9	34.4	3.5	11%
OTHER	24.9	25.1	24.5	25.8	1.3	5%
MATERIALS AND SUPPLIES TOTAL	77.2	81.2	75.3	82.0	6.7	9%
CASUALTY AND LIABILITY	57.2	56.1	56.3	58.8	2.5	4%
OTHER	35.1	37.5	33.1	37.1	4.0	12%
DEBT SERVICE AND INTEREST	355.7	183.7	232.0	267.4	35.4	15%
REAL ESTATE ACQUISITIONS	34.0	430.9	401.1	178.5	(222.6)	-55%
RAIL CONSTRUCTION	459.7	578.6	534.8	814.0	279.2	52%
LOCAL TRANSPORTATION PROGRAMS	17.6	76.6	43.8	103.0	59.2	135%
LOCAL TRANSPORTATION SUBSIDIES	494.8	813.5	1,157.6	1,149.7	(7.9)	-1%
TOTAL EXPENSES	2,117.9	2,905.3	3,148.0	3,356.4	208.4	7%

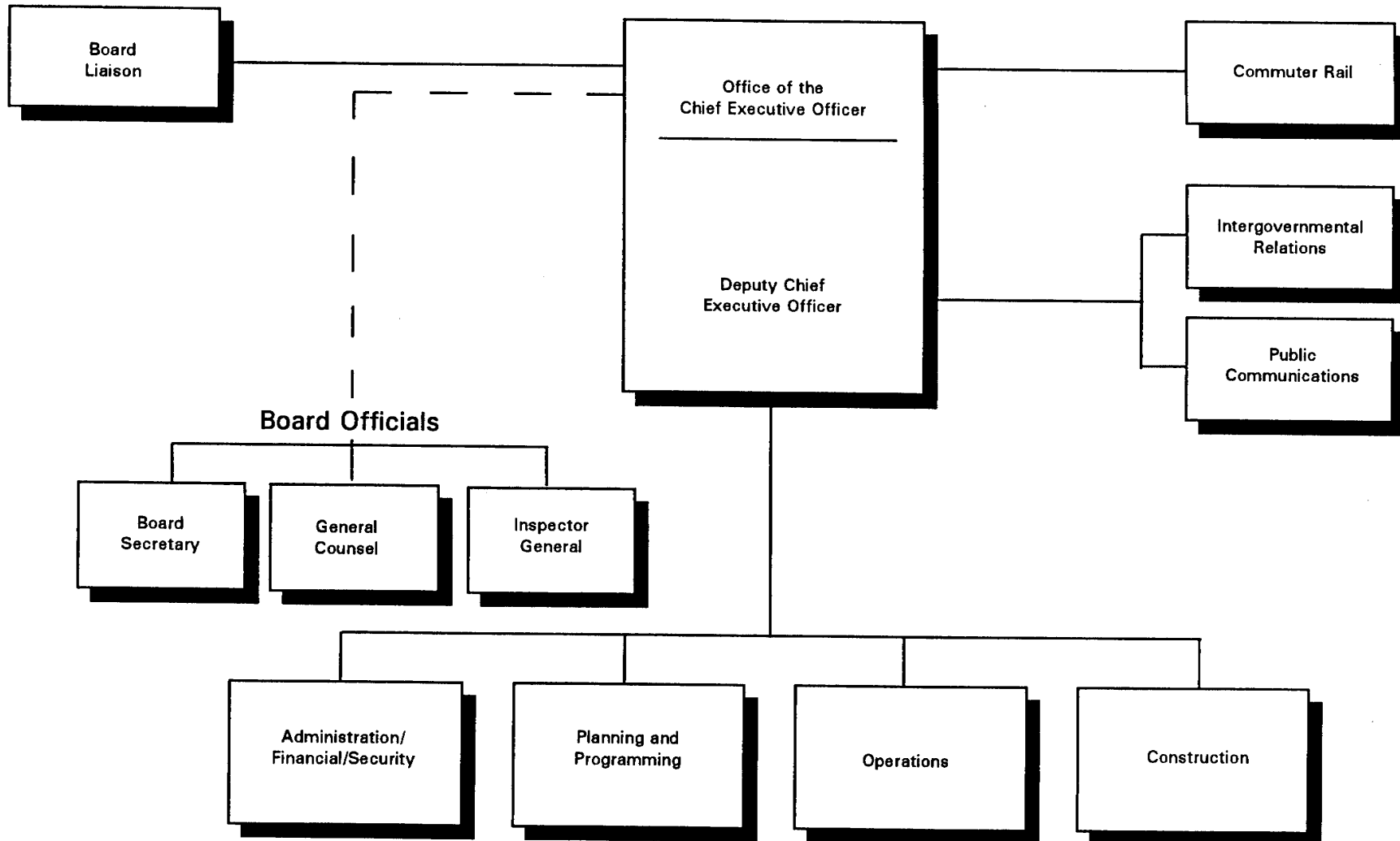
NOTE: FY 93-94 PROPOSED DOES NOT INCLUDE \$147.6 MILLION OF CAPITAL EXPENSES FOR BUS AND RAIL OPERATIONS.

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THREE YEAR COMPARISON OF PERSONNEL
WITH FY 93-94 CHANGES

UNIT/SECTION	FY 91-92 BUDGET	FY 92-93 BUDGET	FILLED 4-11-93	MERGER SAVINGS	NEW POSITION	FY 93-94 ADOPTED
OFFICE OF THE CHIEF EXECUTIVE OFFICER	9	10	7	0	0	7
BOARD OFFICIALS						
BOARD SECRETARY	7	12	13	(2)	0	11
GENERAL COUNSEL	15	15	16	(1)	0	15
INSPECTOR GENERAL	5	4	5	0	5	10
BOARD OFFICIALS SUBTOTAL	27	31	34	(3)	5	36
EXTERNAL AFFAIRS						
INTERGOVERNMENTAL AFFAIRS	43	40	79	(38)	0	41
PUBLIC COMMUNICATIONS	43	43	61	(30)	2	33
EXTERNAL AFFAIRS SUBTOTAL	86	83	140	(68)	2	74
OPERATIONS						
TRANSPORTATION	4,577	4,617	4,521	0	104	4,625
EQUIPMENT MAINTENANCE	1,980	1,965	1,881	0	115	1,996
EQPT. ENGINEERING AND ADVANCED TECH.	41	41	40	0	0	40
FACILITIES	562	594	526	0	41	567
CUSTOMER RELATIONS	196	191	178	0	1	179
CORPORATE TRANSIT PARTNERSHIP	9	9	10	0	0	10
SCHEDULING AND OPERATIONS PLANNING	129	130	122	0	0	122
OPERATIONS GENERAL	28	26	26	0	2	28
OPERATIONS TOTAL	7,522	7,573	7,304	0	263	7,567
PLANNING AND PROGRAMMING						
MULTIMODAL	83	88	84	(16)	0	68
CAPITAL PLANNING	23	25	26	(1)	5	30
COUNTYWIDE	34	34	41	(5)	0	36
ADMINISTRATION	9	11	7	0	0	7
LOCAL TRANSPORTATION SUBSIDIES	0	0	0	0	0	0
PLANNING AND PROGRAMMING TOTAL	149	158	158	(22)	5	141
CONSTRUCTION						
SYSTEMWIDE ENGINEERING	135	139	118	0	7	125
PROJECT MANAGEMENT	40	42	48	0	1	49
CONSTRUCTION TOTAL	175	181	166	0	8	174
ADMINISTRATION/SECURITY/FINANCE						
TRANSIT POLICE	323	360	311	(2)	130	439
FINANCE	208	196	192	(40)	(4)	148
EQUAL OPPORTUNITY	39	35	43	(8)	0	35
ADMINISTRATIVE SERVICES	221	211	227	(43)	2	186
FACILITIES AND PROCUREMENT	260	264	322	(50)	(1)	271
INTERNAL AUDIT	39	31	29	(6)	(2)	21
EXECUTIVE OFFICER-ADMINISTRATION	5	6	10	(4)	0	6
DEBT SERVICE	0	0	0	0	0	0
REAL ESTATE ACQUISITION	0	0	0	0	0	0
UNALLOCATED OVERHEAD	0	0	0	0	0	0
ADMINISTRATION/SECURITY/FINANCE TOTAL	1,095	1,103	1,134	(153)	125	1,106
COMMUTER RAIL	14	29	34	0	15	49
SUBTOTAL AUTHORIZED POSITIONS	9,077	9,168	8,977	(246)	423	9,154
VACANCIES	0	(170)	0	0	0	0
TOTAL AUTHORIZED POSITIONS	9,077	8,998	8,977	(246)	423	9,154

MTA Interim Organizational Structure



BOARD STRUCTURE AND COMMITTEES

The MTA is the consolidated agency which resulted from the merger of the LACTC and the SCRTD. The MTA is responsible for planning, setting policies, establishing priorities, and coordinating activities among Los Angeles County (County) transportation operators and entities, coordinating transportation activities among the 88 cities within the County, and serving as the regional transit operator for the County. As such, the MTA administers the allocation of federal, state, and local surface transportation funds for the County.

The MTA is governed by a 14-member Board composed of:

- The five Los Angeles County Supervisors
- The Mayor of Los Angeles
- Three Mayor-appointed members -- a member of the Los Angeles City Council and two public members (who may also be members of the Council)
- Four members appointed from other cities in the County who represent the following sectors:
 - The North County/San Fernando Valley sector
 - The Southwest Corridor sector
 - The San Gabriel Valley sector
 - The Southeast Long Beach sector
- One non-voting member appointed by the Governor of the State of California

The members serve four-year terms and must remain in office throughout the term. There is no limitation on the number of terms that may be served by any individual. Each member may select an alternate to attend meetings in his or her place, but alternates are not able to vote on any matter specifically reserved to the MTA by AB 152 or by the principal members themselves. For example, the establishment of overall goals and objectives, adoption of the aggregate budget for all organizational units of the MTA and approval of final rail corridor selections are all powers reserved by the principal board members.

The position of Board Chair is rotated. Each year, the directors elect a Second Vice-Chair from among themselves. This member will become Vice-Chair the following year and Chair the year after that. The Board meetings are open to the public.

Committees play an important role in guiding the continuing operations of the new entity. Committees may be delegated to consider appeals and protests, and have authority to approve contracts of up to \$5.0 million. Descriptions of the established MTA committees follow:

Executive Management Committee - Acts as the internal MTA policy oversight committee (including establishing the agency goals and objectives, MTA management and control issues, personnel, legal, governmental affairs, internal audits, external relations, and purchasing) and ensures that the mission of the MTA is implemented.

Finance, Budget and Efficiency Committee - Acts as the focal point for the development, review and approval of MTA funding resources, MTA debt structure and MTA expenditures. The committee is responsible for approving the following: annual operating and capital budgets of the MTA; formula allocations; financial plans and programming documents; expenditures; and revisions to the overall budget during the course of the fiscal year. In addition, the committee provides guidance and direction to the Chief Financial Officer in the management of MTA funds.

Operations Committee - Provides development, oversight, and approval of all MTA operational issues. Duties include bus and rail operations, labor agreements, safety, maintenance, fare and service charges.

Planning and Programming Committee - Provides development, review, and approval of planning/programming issues. Duties include: developing an integrated multimodal transportation plan; highway, bus rail, bikeway, and TSM planning; reviewing, approving and programming transportation projects; obtaining environmental clearances; and all other planning-related activities.

Transit Construction Board - Provides development, oversight, and approval of all construction-related MTA matters. Unlike the MTA Board Policy Committees which are composed entirely of MTA Board members and alternates, the Construction Board includes other community representatives who have experience with the construction of large public works projects.

Joint Development Committee - Provides direction for implementing joint development of Metro Rail and bus facilities, including the enhancement of design, construction and operation, ensuring that investment of real property and financial resources are carefully considered.

Ad Hoc and Subcommittees - In addition to the permanent committees listed above, ad hoc committees and subcommittees are formed from time to time to address specific issues. Examples of currently formed committees include the Safety Ad Hoc Committee and the Fare Restructuring Committee.

ORGANIZATIONAL UNIT AND SECTION DESCRIPTIONS

BOARD OFFICIALS

The Board Officials Unit consists of sections reporting to the Board, although they are under the day-to-day direction of the CEO.

Chief Executive Officer

The Chief Executive Officer (CEO) is responsible for managing all MTA activities, as well as proposing and monitoring compliance with goals and objectives set by the MTA.

Board Secretary

The Board Secretary is the official custodian of records for the MTA and has the following responsibilities: to issue notices, agendas and minutes for Board meetings and public hearings per applicable laws; to keep and update the rules and regulations of the MTA; to act as filing officer for all Code of Conduct processes; to train and monitor employees and Board officials and members on areas of ethics; and to register lobbyists.

General Counsel

The General Counsel serves as legal advisor to the Board of Directors, CEO, and other agency management to ensure that policies and procedures comply with applicable laws and regulations. In addition, the General Counsel represents the MTA in lawsuits, arbitrations and other matters before the courts, and approves all form of contracts.

Inspector General

The Inspector General investigates allegations of fraud, waste, and abuse of MTA resources, engages in proactive measures to identify and alert management to potential problems, and is responsible for monitoring the MTA's compliance with the Ethics Policy.

EXTERNAL AFFAIRS

The External Affairs Unit manages the intergovernmental relations and public communication for the MTA.

Intergovernmental Relations

Intergovernmental Affairs develops and implements the MTA's legislative program; analyzes proposed legislation, regulations, and rule-making; and facilitates relations between the MTA and regional, federal, and state officials.

Public Communications

Public Communication manages the MTA's public communications, marketing group, art program, media relations group, and transit foundation in order to build revenues and maintain a positive image for the MTA.

OPERATIONS

The Operations Unit ensures reliable and cost-effective freeway, bus, and rail service.

Operations General

The Operations General Section is responsible for quality control of all transit service delivery to the public. The Section manages the MTA's transportation, equipment maintenance and facilities programs, and all other areas which directly relate to service. This Section is also responsible for managing the MTA's service privatization and contracts.

Transportation

The Transportation Section directly operates the MTA's bus and rail service, and administers the MTA's Emergency Preparedness Plan. The Section coordinates and supervises the coordinated operation of assigned bus and rail schedules and routes, and provides training and supervision for all bus and train operators to ensure safe, reliable, and courteous transit service.

Equipment Maintenance

The Equipment Maintenance Section is responsible for providing a clean, safe, and mechanically reliable operating bus and rail fleet to meet the MTA's service commitments.

Equipment Engineering and Advanced Technology

The Equipment Engineering and Advanced Technology Section performs all equipment engineering activities in the design and technology phase. Projects currently under development include the Advanced Technology Transit Bus and exploration of alternative fuels. This Section is also responsible for bus and non-revenue vehicle procurement.

Facilities

The Facilities Section is responsible for the maintenance of MTA-owned buildings, service facilities, shop equipment, and fixed guideways. In addition, the Section plans, programs, implements, and maintains the MTA's electronic communications network and equipment; provides central warehousing, stores management, material distribution, janitorial maintenance, and building services; maintains bus stop and rail station signage; provides coordination for rail activity; and manages the Freeway Service Patrol and the Electric Trolley Bus programs.

Customer Relations

The Customer Relations Section provides individualized customer service to the bus and rail-riding public. Services provided include the sale of monthly passes and discount fare tokens, a multilingual telephone information program, and maintenance of passenger relations. The Corporate Transit Partnership program provides transit service marketing and information to corporations and large employment centers.

Scheduling and Operations Planning

The Scheduling and Operations Planning Section generates operating schedules for bus and rail service. This entails planning and implementing cost-effective programs designed to improve service quality and reduce operating costs. The Section is also responsible for the collection and validation of data related to schedule adherence, passenger boardings, and fare payment.

PLANNING AND PROGRAMMING

The Planning and Programming Unit is responsible for coordination and oversight of the management and implementation of multimodal transportation projects in the Los Angeles County, as well as providing direction and expertise in the implementation of other MTA projects.

Countywide Planning

The Countywide Planning Section supports countywide initiatives through the oversight of systems planning and integration, modeling activities, systems data analysis, signal support, and the implementation of the ADA-mandated Metro Access service and the Congestion Management Program.

Multimodal Planning

The Multimodal Planning Section oversees the efforts of the Multimodal area teams to plan, program, budget, and implement transportation services and projects, and ensure the integration of these projects with local plans and community interests. In addition, oversight is provided for the Joint Development and Economic Development groups, both of which operate to identify opportunities for economic growth in transportation-related industries.

Capital Planning

The Capital Planning Section is responsible for the identification and securing of funding opportunities and programming of those funds toward the Los Angeles County's transportation projects. As part of this responsibility, oversight is provided for the administration of Benefit Assessment Districts, the TIP, and the 30-Year Plan.

Administration

The Administration Section is responsible for managing and coordinating the efforts of all of the Planning and Programming Sections.

CONSTRUCTION

The Construction Unit ensures that the MTA's construction projects are models of excellence in public works design and construction.

Systemwide Engineering

The Systemwide Engineering Section provides oversight in the areas of environmental compliance, construction contracts, construction safety, program management, rail operations safety, and quality assurance.

Project Management

The Project Management Section is responsible for administering the timely execution of design and construction for all rail projects and providing direction to staff, consultants, and third parties to ensure that all activities are conducted in accordance with the Project Management Plan. In addition, Project Management works with the community to mitigate construction impacts, assists and contributes to the development of informational materials designed to address public concerns, and designs and administers public safety programs.

ADMINISTRATION, SECURITY, AND FINANCE

The Administration, Security, and Finance Unit provides oversight critical to those functions supporting the day-to-day operations of the MTA.

Finance

The Finance Section prepares and administers the annual operating and capital budgets; collects, tracks, and disburses funds from all available sources, forecasts and monitors receipts of all revenue sources; ensures compliance with all federal and state funding statutes and bond covenants; structures debt in a creative yet prudent manner; protects the financial assets of the MTA; and renders services and assistance to other sections and units in a timely and professional manner.

Internal Audit

The Internal Audit Section performs operational and financial audits of MTA entities in order to evaluate and assess agency operations, and to determine the efficiency of various agency functions and activities. Internal Audit is also responsible for pre-award and close-out audits for all MTA vendors.

Equal Opportunity

The Equal Opportunity Section is responsible for developing, implementing, and monitoring the MTA's Equal Opportunity Program; ensuring that personnel policies and procedures are in compliance with Equal Employment Opportunity (EEO) laws and regulations; ensuring the maximum appropriate utilization of women and minority-owned businesses (WBE/MBE) in all MTA contract procurement and activities; and ensuring that MTA contractors and subcontractors adhere to applicable EEO and WBE/MBE contract provisions.

Facilities and Procurement

The Facilities and Procurement Section is responsible for facilities support, real estate management, and procurement.

Administrative Services

The Administrative Services Section is responsible for human resources, management information systems, labor relations, and management support.

Information Systems

The Information Systems Section is responsible for providing computerized management information systems, data processing services, information security, and records management assistance in support of the MTA.

Transit Police

The Transit Police Section is responsible for augmenting local law enforcement efforts to provide security and protection for transit riders. In addition, the Section is responsible for internal security of MTA employees, revenues, and property.

THE BUDGET PROCESS AND ACCOUNTING BASIS TO BE IMPLEMENTED

The MTA adopts an operating budget annually. Due to the timing of the merger which resulted in the dissolution of the LACTC and SCRTD on April 1, 1993, concurrently with the creation of the MTA, this first budget production cycle was abbreviated.

For this cycle, the initial budget proposals were made by staff on the basis of their prior organization's work programs and priorities. Budget staff consolidated the data for review by the new executive management of the MTA. After review, including conformity with the adopted 30-Year Integrated Transportation Plan, a budget workshop was held to permit a full participatory briefing session to the new MTA Board members. Following the workshop, staff prepared and submitted a final budget for adoption utilizing Board input.

While major organizational decisions have been implemented, many aspects of detailed system, procedural and process changes affecting the merged organization have yet to be finalized. The budget process will reference the MTA's mission statement and its five strategic goals by which to support quantifiable and measurable objectives. Organizational performance measures will document accomplishments in the budget. The following represents a proposed budget process to implement for the FY 94-95 budget cycle.

The MTA's budgetary process is based on the governmental model. Modified accrual is the basis of accounting for governmental fund types. Under the modified accrual basis, revenues are recognized when they are both measurable and available. The accrual basis is used for proprietary fund types.

Annual budgets are adopted at the fund level and include: General, Special Revenue, Capital Projects, Debt Service, and Enterprise Funds.

In the Capital Projects Fund, comprehensive multi-year estimate-at-complete construction budgets called Program Plans are established for each capital project. When the Board approves a project for design and construction, it also approves the budget and schedule for that project. Subsequent changes to the budget, if required, are approved individually by the Board. Only the portions of costs expected to be incurred on each project during the fiscal year are included in the annual operating budget.

Beginning in 1993, the 30-Year Plan readoption and update cycles will begin in the Fall and be completed in Spring, 1994. The 30-Year Plan is the strategic planning and programming tool used by the MTA. This cycle permits the most current Board-adopted changes to be considered in the next annual budget production cycle. The

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 FY 93-94 BUDGET
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Chief Executive Officer is then able to specify the goals, objectives and funding priorities for the next budget cycle to implement the Board-approved strategic plan.

Budgets are developed by each cost center within the context of the stated program and project goals and objectives with assistance from the division director and the Budget staff. After review and analysis by the Budget Office, completed cost center budgets are reviewed with their originators, project and program managers, and divisional management. Unit management meets directly with executive management to discuss their requests and to ensure they meet both their own, unit, and MTA goals and objectives.

The draft budget is submitted to the MTA in May and deliberations are held in public session. A final budget is then prepared by staff, incorporating revisions arising from this process and submitted to the MTA for adoption in June.

While the budget is adopted in summarized form, day-to-day administration and control is exercised at the same detailed level at which the budget was developed.

A simplified flowchart showing how the budget is presented below.

ACTIVITY	DEC	JAN	FEB	MAR	APR	MAY	JUN
o Update Planning Model	>-----	-----	->				
o Conduct Preliminary Analyses	>-----	----->					
o Set Schedule	>--	->					
o Prepare Kickoff Package	>-----	----->					
o Hold Kickoff Meeting		>					
o Section/Project Information Due			>				
o Section Reviews			>--	->			
o Project Reviews			>--	->			
o Unit Reviews				>----->			
o 30-Year Plan Update	>-----	-----	-----	-----	----->		
o CEO Review						-->	
o Preliminary Presentation to Finance Committee					>----->		
o Final Preparation/Review						>	
o Prepare Presentation Material						>-----	->
o Budget Made Available to Authority and Public						>-----	----->
o Budget Approval by Authority						>	>

GLOSSARY OF TERMS AND ABBREVIATIONS

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement.
ACCESSIBLE SERVICE	Transit vehicles equipped with wheelchair lifts.
ADA	Americans with Disabilities Act. A comprehensive civil rights measure signed into law July 1990, to ensure persons with disabilities receive equal access to transportation and other services.
AMTRAK	Rail service operator for Metrolink, under contract with the Southern California Regional Rail Authority (SCRRA).
AQMD	Air Quality Management District. See SCAQMD.
A-R-T	Art for Rapid Transit (previously Art for Rail Transit). One-half percent of local (Proposition A) rail funds allocated to art projects commissioned by the Los Angeles County Metropolitan Transportation Authority (MTA).
ATU	Amalgamated Transit Union. The union representing the MTA's mechanics and other maintenance employees.
BASIS OF ACCOUNTING	Refers to that point in time when revenues, expenditures or expenses (as appropriate), and related assets and liabilities are recognized in the accounts and reported in the financial statement.
BAD	Benefit Assessment District. A limited area around public transportation stations in which non-residential property owners are taxed for benefits derived from proximity to the system.
BOND	An interest-bearing promise to pay a specified sum of money -- the principal -- due on a specified date.

BUDGET	A plan of financial operations for a given period including proposed expenditures, authorized staffing levels, and a proposed means of financing them.
CALL FOR PROJECTS	Primary process for the MTA to select projects for funding with discretionary federal, state, and local revenues.
CALTRANS	California Department of Transportation.
CAPITAL EXPENDITURE	The acquisition of property, facility, or equipment whose cost exceeds \$5,000 per unit. Capital project costs include installation, delivery cost, sales and use taxes, and General and Administrative overhead costs.
CAPITAL PROJECT FUNDS	Funds used to account for resources restricted for major capital outlays.
CARB	California Air Resources Board.
CHP	California Highway Patrol.
CLEAN FUELS	Lower polluting replacements for conventional diesel fuel. The state has mandated that all buses purchased after January 1, 1992 be clean-fueled.
CMA	Congestion Management Agency. In response to a state initiative, the MTA has been designated as the CMA for Los Angeles County.
CMAQ	Congestion Mitigation Air Quality. A source of federal ISTEA funds.
CMP	Congestion Management Program. A new, countywide program enacted by the state to improve traffic congestion in California's urbanized areas.
COLA	Cost-of-Living Adjustment. An annual salary adjustment (quarterly for Contract employees) tied to inflation.

COMMERCIAL PAPER	Short-term, interest-bearing promissory note secured by pledged revenues and a liquidity/credit facility. The maturity can range from one to 270 days.
COP	Certificate of Participation. A debt obligation used to finance a large lease obligation.
CPI	Consumer Price Index. A measurement of inflation of goods and services used by consumers.
CPUC	California Public Utilities Commission.
CRP	Combined Road Plan. An FAU program to assist localities in road and highway projects. FAU has been replaced by ISTEA, and the CRP program is currently under review.
CTC	California Transportation Commission. The state commission responsible for approving highway and transit-related capital improvements.
CTP	The Corporate Transit Partnership program provides transit service marketing and information to corporations and large employment centers.
CTS	Commuter Transportation Services. Also known as "Commuter Computer;" matches commuters for ridesharing.
CTSA	Consolidated Transportation Services Agency. The MTA has been designated as the CTSA for Los Angeles County, to coordinate all paratransit services to ensure compliance with the Americans with Disabilities Act (ADA).
DAR	Dial-a-Ride. Curb-to-curb transit service provided to the general public and/or elderly or disabled persons.
DBE	Disadvantaged Business Enterprise. Businesses owned and operated primarily by minorities and women.

DEBT SERVICE FUND	Funds to account for those resources used to repay the principal and interest on long-term debt.
EIR	Environmental Impact Report. A detailed statement prepared under the California Environmental Quality Act (CEQA) describing and analyzing the significant environmental effects of a project and discussing ways to avoid or mitigate the effects.
EIS	Environmental Impact Statement. The same as an EIR, except prepared under the (federal) National Environmental Policy Act.
ENCUMBRANCES	Commitments related to unperformed contracts for goods or services. A purchase order is the most common encumbrance.
ENTERPRISE FUND	Fund established to finance and account for the acquisition, operation, and maintenance of governmental facilities and services that are entirely or predominantly self-supporting by user charges; or where the governing body of the governmental unit has decided periodic determination of revenues earned, expenses incurred, and/or net income is appropriate.
EPA	Environmental Protection Agency.
ETB	Electric Trolley Bus.
EXPENDITURES	Decreases in net financial resources. Expenditures include current operating expenses which require the current use of net current assets.
EXPENSE RECOVERY RATIO	Total system-generated revenue (including farebox revenue) divided by Section 15 operating costs.

FAP	Formula Allocation Program. Reviewed by the MTA, the FAP is the adopted method for allocation of federal, state, and local transit operating subsidies to Los Angeles County bus operators. The current formula allocates funds as follows: 50% based on vehicle service miles and 50% based on "fare units." Allocations are made using audited performance data.
FAREBOX REVENUE	Fares paid by passengers (and fare subsidy providers) by means of cash in farebox and prepaid sales (passes, tokens, etc.).
FARE DEBIT CARD	A stored-value fare collection system for multimodal transit operations.
FARE RECOVERY RATIO	Farebox revenue divided by Section 15 operating costs.
FARE UNITS	A transit operator's passenger revenue divided by the base cash fare that an operator charges.
FAU	Federal Aid Urban. Authorized by the enactment of the Federal Highway Act every five years. Cities and the county are eligible for FAU funds for projects such as street reconstruction and widening, and installation of lights and signals.
FCR	Flexible Congestion Relief. A federal program of capital improvements to relieve congestion by building/enhancing highways.
FFGA	Full-funding grant agreement. The grant agreement with FTA for Metro Rail segments.
FHWA	Federal Highway Administration.
FISCAL YEAR	The period at the end of which a governmental agency determines its financial position and results of operations. The MTA fiscal year begins July 1 and ends June 30.

FSP	Metro Freeway Service Patrol uses roving tow trucks to remove disabled vehicles and debris from freeways.
FTA	Federal Transit Administration. Formerly the Urban Mass Transportation Administration (UMTA).
FUND	A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and changes in these assets and liabilities.
FY	Fiscal Year.
GENERAL FUND	The fund used to account for all resources not required to be reported in another fund.
GFOA	Government Finance Officers Association.
GREENWAYS	Pedestrian, bicycle, and transit parkways often built on existing rail rights-of-way.
HEAVY RAIL	A type of transit vehicle railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading, e.g., Red Line.
HOV LANES	High Occupancy Vehicle lanes - "carpool" lanes.
HSOPP	Highway Systems Operation and Protection Plan.
HUB MILES	Total miles driven by the MTA's bus fleet.

JOINT DEVELOPMENT	Projects which combine public and private resources to build mixed use development to generate income and passengers around transit station areas.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991 is a federal program that includes funds to continue the FAU program and additional funds for congestion mitigation and air quality improvement.
LA CAR	Los Angeles Car. Patterned after the highly successful Blue Line Car, the LA Car will be a generic vehicle that will allow for upgrades in technology and automation.
LACBD	Los Angeles Central Business District.
LACTC	Los Angeles County Transportation Commission.
LAND BANK CORPORATION	A subsidiary of the MTA which reserves land and financial commitments for future transportation projects.
LEVERAGE	Use of debt to match federal, and state funding to expand current cash flows.
LIGHT RAIL	A type of electric transit vehicle railway with a "light volume" traffic capacity compared to "Heavy Rail." Light rail may be on exclusive or shared rights-of-way, high or low platform loading, multi-car trains or single cars, automated or manually-operated, e.g., Blue Line.
LOS	Level of Service. A measurement monitor based on traffic counts. Used by the CMP to assign ratings at specific corridor locations ranging from "A" (Best) to "F" (Worst).
LOSSAN	Los Angeles-San Diego Intercity Railway.
LRT	Light Rail Transit.

LTF	Local Transportation Fund. Created by the Transportation Development Act (TDA). A one-fourth percent state sales tax allocated by formula to eligible transit operators for operating and capital purposes.
LRV	Light Rail Vehicle.
METRO BLUE LINE	Long Beach-Los Angeles Light Rail Transit Project. A 22-mile electrically-powered light rail line constructed and opened for service on July 14, 1990 (final link to the Seventh and Flower Street Station opened February 14, 1991).
METRO GREEN LINE	Norwalk-El Segundo Light Rail Transit Project. A 20-mile electric rail line to be constructed by the MTA on the median of the I-105 freeway. Operation is scheduled to commence in November 1994.
METRO RED LINE - SEGMENT 1	Segment I of the Metro Rail project from Union Station to Wilshire/Alvarado (4.4 miles). Operation began in January 1993.
METRO RED LINE - SEGMENT 2	Segment II of the Metro Rail project under construction by the MTA from Wilshire/Alvarado north to Hollywood/Vine and west to Wilshire/Western (6.7 miles).
METRO RED LINE - SEGMENT 3	Segment III of the Metro Rail project under design by the MTA. Segment III includes three branches: Branch 1 will be from Hollywood/Vine to Lankershim Boulevard/Chandler Boulevard; Branch 2 will extend from Wilshire/Western to Pico/San Vicente; and Branch 3 is still under study but will serve the East Los Angeles area (total length 11.6 miles).
MIS	Management Information Systems. The name of the computer services function at the MTA.

METROLINK	The regional commuter rail system connecting the five counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Service began in October 1992.
MODE	Also used to define a particular form of transit, i.e., bus, light rail, heavy rail, or automated guideway.
MODIFIED ACCRUAL BASIS	The accrual basis of accounting adapted to the governmental fund type spending measurement focus. Revenues are recognized when they become both "measurable" and "available to finance expenditures of the current period." Expenditures are recognized when the related fund liability is incurred.
MOS	Minimum Operable Segment. Original names for the three Metro Red Line project modules.
MOU	Memorandum of Understanding. A formal contractual agreement between two or more public agencies.
MTA	Metropolitan Transportation Authority. Created in 1993 by AB 152, the MTA is a 14-member board overseeing the merged entities of the former LACTC and SCRTD.
MULTIMODAL	Public transportation system which employs a combination of highway, bus, rail, HOV, bikeway, pedestrian land use, and demand management systems.
MUNICIPAL OPERATOR	A city or county, including any non-profit corporation or other legal entity wholly-owned or controlled by the city or county, which operates a public transportation system, or which on July 1, 1972, financially supported in whole or in part a privately-owned public transportation system and which is not included within an existing transit district.

NON-REVENUE VEHICLES	Vehicles other than passenger-carrying buses and rail cars.
OFF-PEAK VEHICLES	Total revenue vehicles required to meet off-peak period service needs per weekday.
OPERATIONS	The part of the transit system that produces the transportation, e.g., activities involving vehicle operators, vehicle scheduling, and maintenance.
OVERHEAD	Expenses not chargeable to a particular program or chargeable to multiple programs.
PHIM	Ports Highway Improvement Match. The MTA acts as an escrow agent and accumulates in this fund matching monies which are contributed by participating agencies in order to receive a Federal Demonstration Grant. Participating agencies are as follows: Caltrans, City of Los Angeles, City of Long Beach, Port of Los Angeles, and Port of Long Beach.
PIR	Project Information Report.
PMOC	Project Management Oversight Consultant.
PROPOSITION A	Proposition A sales tax initiative approved by Los Angeles County voters in 1980. It established one-half of a 1% sales tax to be used for public transit. Proposition A revenues are accounted for in a Special Revenue Fund. A portion of revenues are used to partially finance General Fund activities.
PROPOSITION C	Proposition C, another half-cent sales tax, was approved by Los Angeles County voters in 1990 for public transportation purposes, effective April 1991.
PSR	Project Study Report.

**PUBLIC
TRANSPORTATION
SYSTEM**

Any system of an operator which provides transportation services to the general public by any vehicle which operates on land or water, regardless of whether operated separate from or in conjunction with other vehicles.

PUC

Public Utilities Code.

PVEA

Petroleum Violation Escrow Account. A state Special Revenue Fund available to the MTA for transportation projects on a competition basis.

RCC

Rail Construction Corporation. Formerly a subsidiary of the LACTC responsible for designing and constructing the non-commuter rail network in Los Angeles County. Now the Construction Unit of the MTA.

REGULATION XV

Trip Reduction Plan managed by the AQMD.

REVENUE VEHICLES

Passenger-carrying buses and rail cars.

**REVENUE VEHICLE
HOURS**

Total number of scheduled hours that a vehicle is in revenue service. Excludes hours spent traveling to and from storage facilities, and during other non-service travel.

**REVENUE VEHICLE
MILES**

Total number of miles traveled by a vehicle operating on rails or tracks, a bus, van trolley, ferry, cable car, or other vehicle used to provide public transportation for which a fare is collected. Revenue Vehicle Miles exclude non-service miles.

RIDESHARING

A fund used to account ridesharing contributions from various local governments. Resources are currently used to fund CTS and TDM projects. More generically, any alternative to the single occupant vehicle.

RMC	Records Management Center. The group within the Information Services Section of the MTA which maintains critical records in accordance with the MTA's records retention policy.
ROW	Right-of-Way. Land purchased for a transit system generally but not exclusively for rail.
RTD	Southern California Rapid Transit District. Also referred to as SCRTD.
RTIP	Regional Transportation Improvement Program. This plan is required in order for the region to qualify for federal funding, which is the basis for Los Angeles County input into the State Transportation Improvement Program (STIP).
SAFE	Service Authority for Freeway Emergencies. Created by the LACTC, as permitted by state law, to receive one dollar from each vehicle registration within the Los Angeles County. Funds are used to provide expanded and improved emergency call box service along the freeways. The activities are accounted for in a Special Revenue Fund.
SCAG	Southern California Association of Governments. The regional planning agency for Ventura, Orange, Los Angeles, Riverside, San Bernardino, and Imperial Counties.
SCAQMD	South Coast Air Quality Management District. Also known as AQMD.
SCRRA	Southern California Regional Rail Authority. A Joint Powers Agency including Los Angeles, Ventura, Riverside, San Bernardino, and Orange Counties formed to plan, construct, and operate the regional commuter rail system known as Metrolink.

SCRTD	Southern California Rapid Transit District.
SECTION 15 OPERATING COSTS	Operating costs as defined by the FTA for reporting purposes; total operating costs less leases, rentals, and interest expense.
SFV	San Fernando Valley.
SGV	San Gabriel Valley.
SPECIAL REVENUE FUNDS	Funds used to account for resources which are legally or administratively restricted for specific purposes.
SRTP	Short Range Transit Plan. A five-year business plan, completed every three years, which is used for internal planning by operators and the MTA, and is required to be submitted to several governmental entities.
STA	State Transit Assistance Fund. A Special Revenue Fund used to account for the revenue received by the MTA from the sales tax on gasoline used for transit purposes. The STA fund was created as an amendment to the Transportation Development Act of 1976.
STIP	State Transportation Improvement Program is adopted by the California Transportation Commission (CTC), and serves as the primary vehicle for programming funds for highway projects.
TCM	Transportation Control Measures. Required actions under the Federal Clean Air Act. Examples include bus transit, ridesharing, signal synchronization, and rail projects.
TCU	Transportation Communication Union. Represents the MTA's clerical workers.

TDA	Transportation Development Act. Created by state law in 1972, the TDA authorizes the use of 1/4 one-cent of the 6% state sales tax for transportation purposes. A Special Revenue Fund is used to account for the funds programmed by the MTA. One percent of this revenue is allocated to the MTA for its transportation planning activities.
TDM	Transportation Demand Management. A series of programs to encourage ridesharing, reduction of air pollution, etc.
TIC	True Interest Cost. The interest cost of debt to borrowers based on the interest rate, compounded semi-annually, that is necessary to discount cash payments of interest and principal to the purchase price of the bonds received. Similar to the Annualized Percentage Rate (APR) used in commercial and personal banking.
TIP	Transportation Improvement Program. The programming document which establishes allocation of funding for Los Angeles County highways and transit.
TOP	The Transportation Occupations Program jointly sponsored by the MTA, local businesses, and school districts through which rail lines pass. The program prepares young people for careers in transportation.
TOW	Freeway service patrol program of tow trucks on major freeways during morning and evening commute hours.
TPM	Transportation Performance Measurement. A program, adopted by LACTC in 1981 in accordance with state law, to monitor system performance of transit operators who receive federal and state formula-driven funds (such as STA, TDA, Section 9).
TPOA	Transit Police Officers Association. Represents the MTA's sworn peace officers.

TRIP	Transportation Reporting and Improvement Program. A mobility performance program that focuses on opportunities for more efficient automobile transportation, public transit, and ridesharing.
TSM	Transportation Systems Management. A program of user incentives and disincentives such as improved communications, surveillance, synchronization, and control systems to maximize capacity and usage of the existing transportation network.
TVM	Ticket Vending Machines.
UMTA	The old Urban Mass Transportation Administration of the United States Department of Transportation. Now called Federal Transit Administration (FTA).
UTU	United Transportation Union. Represents the MTA's bus operators, schedulmakers, and schedule checkers.

APPENDIX A

DESCRIPTION OF FUNDING SOURCES

LOCAL

Proposition A. Proposition A funds are revenues generated from a half-cent sales tax approved by Los Angeles County voters in 1980. After a deduction of up to 5% for MTA administration, funds are apportioned as follows:

<u>Fund Category</u>	<u>Apportionment</u>
Local Return	25%
Rail Development	35%
Discretionary	<u>40%</u>
TOTAL	100%

Proposition C. In November 1990, the voters of Los Angeles County approved an additional half cent sales tax for transportation. The ballot guidelines for programming of Proposition C funds, after a deduction of up to 1.5% for MTA administration, are as follows:

<u>Fund Category</u>	<u>Apportionment</u>
Security	5%
Commuter Rail and Transit Centers	10%
Local Return	20%
Transit on Highway	25%
Discretionary	<u>40%</u>
TOTAL	100%

Proposition A Rideshare Account. The funds in this account are committed by MTA action to fund transportation air quality control measures such as Transportation Demand Management. The revenues are derived from exchanges of Proposition A local return funds for Regional Federal Aid Urban funds.

Farebox. Fares collected from the riding public. The MTA requires transit operators to meet an expense recovery ratio of 38% to be eligible for regional subsidies. This ratio may be met with a combination of cash fares, Proposition A Local Return funds, and other local sources of funds, but excludes charter revenues.

Benefit Assessments. The MTA has special state legislation that allows the formation of Benefit Assessment Districts for transportation projects. Benefit Assessment Districts have been established around Segment 1 and are planned for Segments 2 and 3 of the Metro Red Line. The MTA depends on these funds for rail construction.

Public/Private (Joint Development). Revenues generated from public/private participation in joint development of rail lines and rail stations.

STATE

Proposition 116. Represents revenue generated from the state sale of \$1.99 billion in General Obligation Bonds. Los Angeles County will receive \$80.0 million for the Alameda Consolidated Transportation Corridor Project, plus \$379.0 million for urban and commuter rail projects.

Proposition 111 Gas Tax. These are revenues generated from a five-cent per gallon gas tax which began in August 1990 and increases one cent every January 1, for the following four years for an eventual total of nine cents per gallon. This tax is the main funding source for many MTA capital programs.

Environmental Enhancement Mitigation Program. The Environmental Enhancement and Mitigation Program was established to fund environmental enhancement and mitigation projects over and above what would be deemed to be normal mitigation. The Program is funded from the Proposition 111 gas tax.

Service Authority for Freeway Emergencies. The Service Authority for Freeway Emergencies receives \$1.00 from the Department of Motor Vehicles for each vehicle registered in Los Angeles County, to be used for freeway call boxes and service patrols.

The State and Local Partnership Program. This is a new, competitive state program providing \$200.0 million annually statewide in new state gas tax funds. The state funding share for eligible rail and highway capital projects is a function of the total value of all projects selected for the program, with a required one-to-one local match to state dollars.

Flexible Congestion Relief. The Flexible Congestion Relief program is for highway and fixed guideway capacity improvements to reduce or avoid congestion. Funding for this program is composed of federal and state gas tax revenues. These funds are programmed through the State Transportation Improvement Program process.

Interregional Road System Program. The Interregional Road System program was set up to make improvements for interregional traffic on state highways outside urban limit lines. Funding for this program comes from federal and state gas tax revenues. The statute specifies about 100 sections of state highways that are eligible for funding through the program. Caltrans nominates these projects for the STIP. These funds count toward meeting county minimums in counties where they are programmed.

Traffic Systems Management Program. Traffic Systems Management Program (TSM) Projects are projects designed to make better use of transportation rights-of-way. The programming procedures for the TSM were placed in law by the Transportation Blueprint legislation of 1989. Each annual TSM plan is a single-year priority list of projects eligible for funding under the TSM program. Each individual TSM plan is not restricted to a particular level of funding, but the Legislature did place a 10-year statewide funding target for the TSM program of \$1.0 billion in the Blueprint legislation.

Freeway Maintenance. The Freeway Maintenance Program provides capital funding for state highway rehabilitation, operation, and safety improvements by Caltrans. Revenues used to support this program are comprised of state and federal gas taxes.

Retrofit Soundwall Funds. Retrofit Soundwall Funds are a subset of Flexible Congestion Relief (FCR) revenues. At the time of STIP adoption, the California Transportation Commission determines how much FCR funds will be made available for soundwalls based on statutory requirements and statewide need.

State Transportation Development Act. The State Transportation Development Act (TDA) provides state funding to eligible operators for operating and capital purposes. Revenues are derived from 1/4 cent of the 6-cent retail sales tax collected state-wide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. Funds are received by the MTA as follows:

TDA Article 3. Article 3 of the Act dedicates 2% of the funds for bicycle and pedestrian facilities.

TDA Article 4. Article 4 of the Act covers the amount of funds given to municipal transit operators, transit districts, and Joint Powers Authorities. Approximately 93% of the TDA funds received by the MTA are covered by Article 4.

TDA Article 8. Article 8 of the Act covers funds used for transit and paratransit programs to fulfill unmet transit needs in areas outside the service area of MTA operations. Article 8 accounts for approximately 5% of the funds received by the MTA.

Transportation Planning and Development. TP&D revenues are generated from the sale of diesel fuel, gasoline taxes, and sales taxes and are tied to the STA and TCI funds.

State Transit Assistance Fund. The State Transit Assistance Fund (STA), created by an amendment to the Transportation Development Act, provides funding for transit capital and operating purposes. STA funds are derived from the sales tax on gasoline and diesel fuel. These funds are allocated to counties based on population and transit operator revenues.

STA Population Share. The population share of STA (PUC section 99313) is allocated by the State Controller to the MTA, based on the ratio of the population of the county to the total population of the state.

STA Revenue Share. The revenue share of the STA (PUC section 99314) is allocated by the State Controller to the MTA based on the ratio of the total revenue of operators under the MTA's jurisdiction during the prior fiscal year. The MTA includes STA revenue funds in the Formula Allocation Procedure claimed by transit operators.

Article XIX. Article XIX (of the State Constitution) Rail Guideway Funds allow state gas tax funds to be used for rail capital projects in those counties such as Los Angeles whose voters passed Proposition 5 which allows those counties to use the state gas tax for rail capital purposes in addition to highway purposes. The statutory authorization for an Article XIX Guideway Program was discontinued after Fiscal Year 1992-1993 and was replaced by the Flexible Congestion Relief Program (Proposition 111). The California Transportation Commission previously committed \$420.0 million of Article XIX funds to the Metro Red Line Project.

Transit Capital Improvements. Transit Capital Improvements (TCI) is an annual state program funded with TP&D and Article XIX funds. These funds are programmed at the discretion of the California Transportation Commission based upon a statewide competition.

Proposition 108. Proposition 108, passed by the voters in June 1990, authorized the state to sell \$1.0 billion of general obligation bonds in 1990. An identical \$1.0 billion rail bond proposal was not approved by state voters in November 1992. An additional \$1.0 billion will again be presented to voters in November 1994, for a total rail bond package of \$3.0 billion. The California Transportation Commission had programmed \$1.5 billion of Proposition 108 funds to the MTA urban and commuter rail projects in the STIP.

Budget Change Proposal Funds. Use of these funds for Freeway Service Patrol programs was authorized by AB 3346 in late 1992. The source of these funds is the State Highway Account used to construct and maintain freeways with revenues generated by the state gas tax. Los Angeles County should receive about 40% of the available funds. Tow truck programs are the only eligible use for these funds.

FEDERAL

Federal Highway Demonstration Funds. Federal Highway Demonstration Funds are targeted for projects specifically designated by Congress in the Federal Surface Transportation Acts.

SMART Streets/Intelligent Vehicle Highway Systems (IVHS) Funds. Discretionary grants became available from the federal government for IVHS projects beginning in Fiscal Year 1992-1993. These new federal IVHS funds can be used in Los Angeles County for the expansion and refinement of SMART corridor technologies. Funds also provide emergency call boxes on county freeway systems.

Intermodal Surface Transportation Efficiency Act. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) included \$880.0 million in new revenues for transportation pursuant to proposed state legislation (SB1435, KOPP) to implement the ISTEA. Of this amount, \$210.0 million is earmarked to continue the Fiscal Year 1990-1991 levels of the flexible formula funds for Los Angeles County local Federal-Aid Urban (FAU) program which ISTEA absorbed. Funds available under ISTEA are available for a broader variety of uses than those available under FAU. The remaining \$670.0 million in the Surface Transportation Program and Congestion Mitigation and Air Quality flexible funds for all modes of transportation became available to the County at MTA discretion during the Fiscal Year 1992-1993 through Fiscal Year 1997-1998 authorization period. Projects are selected through the "Call for Projects" process and funds are programmed through the MTA Transportation Improvement Program (TIP) process.

Federal Aid Urban Funds. Federal Aid Urban (FAU) funds were apportioned in the 1986 Surface Transportation Assistance Act (STAA) to local jurisdictions and Caltrans for the construction and maintenance of urban transportation systems and for air quality mitigation purposes. This program was abolished in the Federal 1991 ISTEA Reauthorization Act. FAU funds were replaced in Fiscal Year 1991-1992 with a new funding level guarantee from the new ISTEA formula funds. Local agencies will receive funding equivalent to 110% of their Fiscal Year 1990-1991 program levels.

Federal Aid Urban Cash Account. The funds in this account are committed to local street and highway improvements and local TSM projects by previous MTA action. These revenues were derived from an exchange of Regional Federal Aid Urban apportionment with the cities of San Jose and Irvine. Funds totaling \$10.0 million are budgeted for expenditure during Fiscal Year 1993-1994.

FTA Section 3 New Rail Starts. This is a discretionary source of federal funds reauthorized every five years. These funds are generated by one cent of the nine-cent Federal Gas Tax and are used for Rail Transit Capital improvements. In Los Angeles County, these funds are earmarked by Congress to the Metro Rail Project.

FTA Section 9. These federal formula-based transit operating and capital funds are based on population and transit operating statistics.

PROJECT DESCRIPTIONS AND MAJOR EXPENDITURE ELEMENTS

GENERAL FUND PROGRAMS

Electric Trolley Bus \$45.6 Million

To meet the AQMD goal of 30% zero emission bus fleet by the year 2000, the MTA is funding a Bus Electrification project. A demonstration program of two prototype lines start construction in Summer 1993 and are scheduled for completion in late 1994. The \$45.5 million in contracts will be used for engineering consultants, leasing of 20 ETB vehicles for 18 months (\$150,000 per bus), traction substations, and installation of poles and overhead electric lines. In addition, \$100,000 is budgeted for MTA staff salaries and general support.

Administration \$8.7 Million

The administration expenditure element covers unapplied capital projects overhead which consists of the following: \$840,000 for DBE/WBE; \$200,000 for reproduction; \$1.0 million for MIS; \$420,000 for financial information services; \$460,000 for labor compliance monitoring; and \$5.78 million for general administrative.

Transit Planning \$6.5 Million

This project was created to cover all non-rail and bus transit planning activities. Expenditures for this project include the following contracts: \$60,000 for the Fuel Cell Joint Venture; \$100,000 for the Life Cycle cost analysis; \$50,000 for the SGV Bikeways master plan; \$100,000 for the Four Corners study; \$200,000 for the SGV transit needs assessment; \$75,000 for the Bikeways master plan Southeast; \$600,000 for the integrated transportation systems Park and Ride Phase II; \$50,000 for the training and material workshop; \$25,000 for Section 15 ferry operations; \$80,000 for the development of master plans in Santa Clarita and Antelope Valley; \$100,000 for the Bikeways master plan for AV/SC/SGV; and \$2.0 million for Operation Foodbasket. In addition to contract expenditures, \$3.1 million is budgeted for staff salaries and general support.

Congestion Management Program (CMP) \$1.9 Million

The CMP is a state-mandated program requiring local jurisdictions to address regional congestion. The MTA is the designated Congestion Management Agency for Los Angeles County and as such must develop and biennially update the CMP. The CMP is designed to aid in analyzing and selecting the best mix of projects and strategies for

addressing Los Angeles County's mobility needs and to improve coordination of land use and transportation decisions. To accomplish this the CMP focuses on highways, transit, transportation demand management, land use and capital programs. The CMP is also the basis for proposing transportation projects which are eligible to compete for state gas tax funds. Compliance with the CMP statute ensures continued receipt of Prop 111 gas tax money, funding for projects in the STIP, and certain federal funds. Major expenditure elements include the following contracts: \$200,000 for the deficiency plan refinement and quantification; \$150,000 for the 1993 CMP EIR; and \$250,000 for centralized arterial monitoring (to be reimbursed by participating local jurisdictions). In addition to contract expenditures, \$200,000 is budgeted for legal services and \$1.2 million is budgeted for staff salaries and general support.

Constituent Outreach \$0.7 Million

This project includes generic community outreach work such as regularly scheduled focus groups and city issues meetings, staff work and preparation for the MTA's three standing committees, the Citizen's Advisory Group and the Technical Advisory Group. Major expenditure elements include \$50,000 in contracts for Greenways projects, and \$650,000 for staff salaries and general support.

Signal Support Group \$0.7 Million

This project was created to identify, develop, and implement traffic signal coordination strategies to improve travel by decreasing the congestion levels through existing traffic signals operated along major travel corridors in Los Angeles County. Expenditures for this project consist of a \$106,000 contract for the development of traffic forums which will bring together groups of traffic engineers to implement multi-jurisdictional signal coordination, \$300,000 in contracts for project identification and feasibility studies throughout Los Angeles County, and \$300,000 for staff salaries and general support.

Merger Activities \$0.5 Million

This project covers all activities required to implement the merger of the LACTC and SCRTD. Expenditures for this project consist of \$500,000 for staff salaries and general support.

Cash Management **\$0.3 Million**

This project includes external investment management services, the construction retention program, minority banking activities and financial institutions relationships. The sole expenditure component of this project is staff costs of \$300,000.

Other **\$0.1 Million**

The "Other" component covers staff costs associated with the administration of Proposition A, Proposition C, and the Rebuild Los Angeles program.

PROPOSITION A PROGRAMS

Discretionary Interest Projects **\$6.1 Million**

Discretionary interest funds are being used as follows: \$4.9 million will be spent on bus/rail security enhancement, and \$1.2 million will be spent on bus operating shortfall subsidies.

Fare Debitcard **\$3.3 Million**

This project was created to demonstrate the feasibility of a stored value payment system which will provide easier transfer between bus agencies and rail systems. The Fare Debitcard is a stored value card which can be used for both bus and rail and is designed to facilitate transfers. Each demo bus will have a validator to read, validate, and deduct appropriate fare from each customer's card. Test buses will come from the MTA, Foothill Transit, and Culver City. Expenditures for this project consist of \$3.2 million in contracts for the development of equipment, software and policies, and \$100,000 for staff salaries and general support.

Construction Enhancement Loan Program **\$0.1 Million**

This project includes activities and fees associated with the MTA program which makes secured loans accessible to viable commercial enterprises and property owners along the construction right-of-ways during the period of construction. The sole expenditure component of this project is staff costs of \$100,000.

PROPOSITION C PROGRAMS

Freeway Service Patrol \$24.4 Million

This project was established to reduce peak hour congestion by quickly providing emergency roadside assistance to stranded motorists. Since service began on July 1, 1991, over 350,000 motorists have been assisted. Over 360 miles of freeway are patrolled by 132 roving tow trucks during the morning and evening peak periods, and an additional 15 miles of downtown loop freeways are patrolled mid-day on weekdays by six trucks. The major expenditure elements of this project are \$22.8 million in contracts for tow services, \$1.0 million for CHP dispatch and driver supervision, \$230,000 for advertising, and \$330,000 for staff salaries and general support.

ADA Compliance \$11.4 Million

This project was created to implement the ADA-mandated coordinated paratransit plan. The intention of the ADA mandate is that paratransit services be available to that portion of the population unable to access fixed transit routes. The MTA provides long distance and inter-regional services not available from local paratransit operators and is currently operating a pilot program in the San Gabriel Valley. The ADA program is expanding and services will soon be available to Central and West Los Angeles County, and later in the fiscal year to South Los Angeles County. By the end of the fiscal year, the program will be serving a 750-square mile region with a population of 5.5 million residents. In addition to expanding services, the ADA program also expects to reduce the cost per trip by as much as one third in the coming year. Expenditures consist of the following contracts: \$2.0 million for vehicle purchase; \$6.9 million for operations; \$120,000 for an information line; a \$700,000 certification program; \$800,000 for contracted Paratransit (ADA) Customer Service; and \$75,000 for development, data collection, and printing. In addition to contract expenditures, \$2.1 million is budgeted for staff salaries and general support.

Imperial Grade Separation \$10.7 Million

This project was established for the construction of an overpass bridge approximately 2000 feet long over the intersection of Imperial Highway and Wilmington Avenue. The \$10.7 million in construction costs is the MTA's share of this project.

Transportation Demand Management (TDM) \$5.1 Million

TDM is a set of actions designed to decrease the volume of traffic and vehicle miles traveled by influencing the manner in which people travel. TDM traditionally refers to policies, programs, and actions that are directed towards increasing the use of high occupancy vehicles and the use of bicycling and walking. TDM can also include activities that encourage telecommuting as an alternative to driving. This project was established to integrate TDM projects in the most congested Los Angeles County corridors, to assist cities in complying with the TDM element of the CMP, and to offer a comprehensive package of TDM strategies which can be adopted by cities but is not mandated. Expenditures for this project include a \$4.04 million TDM CTS agreement contract, \$600,000 in TDM evaluation contracts, a \$50,000 contract for legislative analysis on market-based TDM, and \$410,000 for staff salaries and general support.

Highway Planning \$3.8 Million

This project was designed to provide overall coordination of countywide highway planning and programming and monitoring of project development. Covered by this project are the update of the HOV master plan and integration with Bus Transit and Park and Ride programs. Major expenditures include a \$1.2 million contract for the Santa Monica Parkway EIS, \$200,000 in contracts for the SMART corridor program, \$200,000 in contracts for Bikeways, and \$2.2 million for staff salaries and general support.

Major Incident Response \$1.6 Million

This project was designed to implement and operate the enhanced major incident response program by providing aerial surveillance with video camera capabilities and improved multi-jurisdictional communications and integrated computer networks. Expenditures consist of a \$600,000 contract providing for coordination of services in the case of an emergency and \$1.0 million for computer hardware.

Omnitrans (Lines 111 and 496) \$0.3 Million

This project provides an operating subsidy for this San Bernardino County-based transit agency's lines where they traverse into Los Angeles County. The subsidy will end after the first quarter of Fiscal Year 1993-1994 due to duplication of service provided by the San Bernardino to Los Angeles Metrolink line and \$300,000 is the cost associated with the termination of the contract with Omnitrans.

OTHER SPECIAL REVENUE FUND PROGRAMS

Federal Aid Urban (FAU) Cash Account Road Projects \$10.0 Million

This multi-year program, authorized by previous MTA Board action, consists of a total of 40 streets and highways and local TSM improvement projects throughout Los Angeles County. The revenues for these projects were derived from an exchange of Regional Federal Aid Urban apportionment with the cities of San Jose and Irvine.

Service Authority for Freeway Emergencies (SAFE) \$9.1 Million

SAFE was established to provide for the installation and operation of 4,500 cellular phone boxes located 1/4 mile apart on all Los Angeles County freeways. Expenditures for this project include a \$3.6 million contract with the California Highway Patrol for switchboard staffing, \$3.0 million in contracts for the provision of the call boxes and retrofitting of existing call boxes to meet ADA requirements, \$700,000 in contracts for operations and maintenance, \$1.5 million in contingency reserves, and \$300,000 for staff salaries and general support.

Tow Service Patrol (TSP) - Budget Change Proposal \$5.4 Million

Funds for the TSP program are available exclusively for tow truck service (see Budget Change Proposal - Funding descriptions). Expenditures consist of contracts for towing services.

CAPITAL RAIL PROJECTS

Metro Red Line Wilshire/Hollywood (Segment 2) \$262.6 Million

Currently under construction, this is a 6.7-mile, 8-station continuation of the Metro Red Line subway. Segment 2 includes 2 rail corridors: the Wilshire Corridor will connect Westlake/MacArthur Park to Wilshire/Western and the Vermont/Hollywood Corridor will connect Westlake/MacArthur Park to Hollywood and Vine. For the Wilshire Corridor, the Fiscal Year 1993-1994 budget includes costs for continuing construction on three stations, the tunnels between the stations, and the timely award of systems contracts to support the July 1996 revenue operation date. For the Vermont/Hollywood Corridor, the budget includes the costs for completion of excavation for the four tunnel

segments, award of five station contracts, and award of systems contracts. Expenditures consist of \$203.3 million in construction costs; \$34.9 million for professional services for engineering, design, and construction; \$7.5 million for real estate services; \$1.0 million for the ART program; and \$15.9 million in agency costs.

Metro Green Line **\$219.5 Million**

Currently in the construction stage, this is a 22-mile, 16-station light rail project connecting the city of Norwalk with the city of El Segundo. In Fiscal Year 1993-1994, track installation for the entire line will be completed; the automatic train control systems will be installed and systemwide testing for safety, security, and communications will be completed; and integrated testing and planning for pre-revenue operations and start up will be underway. Expenditures for this project include \$184.7 million in construction costs; \$25.8 million in professional services for engineering, design, and construction; \$100,000 for real estate services; \$900,000 for the ART program; and \$8.0 million in agency costs.

Metro Red Line North Hollywood (Segment 3) **\$142.6 Million**

The North Hollywood Segment of the Metro Red Line Project is a 6.4-mile project with three stations which begins just west of the Segment 2 Hollywood/Vine Station, and continues west under Hollywood Boulevard to the Hollywood/Highland Station and north under the Santa Monica mountains to its terminus in North Hollywood. The Fiscal Year 1993-1994 work plan includes initiating construction on the tunnel section linking North Hollywood and Universal City, the tunnel section linking Universal City and Hollywood/Highland; and the Hollywood/Highland Station. Expenditures include \$51.1 million in construction costs; \$20.1 million in professional services for engineering, design, and construction; \$62.1 million for real estate services; \$200,000 for the ART program; and \$9.1 million in agency costs.

Pasadena Line **\$97.0 Million**

Currently in the planning stage, this is a 13.6-mile, 14-station, conventional light rail project designed to connect Sierra Madre Villa in Pasadena to Union Station downtown. The current budget includes final design of the Pasadena Line while long-term capital plans are revised. Under the current plan, the Pasadena project will continue the final engineering and design.

LA Car **\$50.1 Million**

This is a project for the procurement of 72 LA standard light rail vehicles for the various light rail lines under construction throughout Los Angeles County. Expenditures for this project include a \$45.7 million contract for vehicle purchase, \$2.0 million in professional services contracts, \$1.2 million for design and engineering and \$1.2 million for agency costs.

Metro Red Line Mid-City (Segment 3) **\$45.9 Million**

This is a 2.3-mile project with two stations that begins west of the Wilshire/Western Station passing through the Crenshaw/Olympic Station and terminating at the Pico/San Vicente Station. The Fiscal Year 1993-1994 work plan includes completing final design and initiating construction on the tunnel from Pico/San Vicente to Wilshire/Western. Expenditures include \$5.3 million in construction costs; \$7.1 million for professional services for design, engineering, and construction; \$32.2 million for real estate services; and \$1.3 million in agency costs.

RCC Systemwide **\$35.4 Million**

The Systemwide project is designed to take advantage of standardization of design and specifications of materials and equipment used in constructing rail lines. Although the project affects all Metro Rail Projects, the costs and hours associated with the project are not feasibly assignable to separate projects. Expenditures consist of \$10.6 million for construction; \$17.2 million in professional services for engineering, design, and construction; and \$7.6 million in agency costs.

Metro Red Line East-Planning **\$34.4 Million**

This project was established to complete the final EIS/EIR, preliminary engineering, and related planning for the Eastern Extension of the Metro Red Line. Expenditures consist of \$33.0 million for professional services for engineering and design; \$130,000 in real estate costs; \$200,000 for legal services; \$180,000 for graphics and advertising; and \$1.0 million in agency costs.

Metro Red Line Central City (Segment 1) **\$21.3 Million**

The 4.4-mile, 5-station Red Line Segment 1 project, which connects Union Station to Westlake/MacArthur Park, opened for revenue service in January 1993. The project team will conclude contract and financial close-out on Federal and State grants as well

as internal financial issues. Expenditures include \$11.7 million in construction costs; \$7.9 million for professional services for engineering, design, and construction; and \$1.7 million in agency costs.

Metro Red Line Segment 2 Transit Enhancements \$17.3 Million

This project was established to provide station enhancements along the Vermont Boulevard and Wilshire Boulevard sections of the Metro Red Line Segment 2 project. Expenditures include a \$1.0 million contract for knock-out panel activation, \$0.6 million for other related contracts, \$14.0 million for acquisitions, \$1.0 million in other real estate costs, and \$550,000 in agency costs.

Rail Program Development \$15.2 Million

This project was established to provide preliminary feasibility studies and overall coordination and sequencing of rail lines for projects still in their preliminary planning phase. Expenditures for this project include the following contracts: \$50,000 for advertising; \$300,000 for the Taylor Yard study; \$250,000 for community linkage; \$100,000 for the downtown pedestrian safety program; \$900,000 for the downtown connector route EIR; \$50,000 for the route refinement study 10/60 for LRT facility; \$200,000 for the SGV alternate rail/bus interface EIR; \$400,000 for the Route 10/60 alternative rail facility EIR; \$50,000 for the greenways feasibility study; \$100,000 for the development of the Greenway master plan for west Santa Ana; \$70,000 for a technical high school consultant; \$300,000 for the Crenshaw Corridor EIR; \$49,000 for the Expo R-O-W EIR public outreach; \$730,000 for the Expo R-O-W reacquisition; \$120,000 for the Red Line Segment 2 Park and Ride EIR; \$900,000 for OCIP claims administration; \$500,000 million for risk management consultants; \$1.8 million for pre-construction contract; and \$6.6 million in professional services contracts. In addition to contract expenditures, \$2.8 million is budgeted for staff salaries.

Blue Line Projects \$25.6 Million

This consists of three major Blue Line Projects: Long Beach Metro Blue Line (\$8.3 Million), Metro Blue Line Transit Enhancements (\$6.0 Million), and Rail Capital Improvements (\$11.3 Million).

The Long Beach Metro Blue Line project is the close-out on all original construction-related activities. Expenditures consist of \$7.1 million for construction, \$200,000 in professional services contracts, \$900,000 for the ART project, and \$100,000 for agency costs.

The Metro Blue Line Transit Enhancements project was established to coordinate and obtain the necessary assessments and permits required to accommodate the expansion of Park and Ride lots at the Del Amo, Willow, and Wardlow stations located along the Metro Blue Line. The Fiscal Year 1993-1994 budget includes completion of the installation of systems and construction modifications related to the implementation of ADA requirements and design and construction of the Park & Ride improvements. Expenditures include \$4.5 million for construction; \$700,000 for professional services; \$300,000 for real estate; \$300,000 for the ART program; and \$200,000 for agency costs.

The Rail Capital Improvements project was established for the construction of facilities determined to be necessary for improved rail system support. Activities related to this project include management of rail maintenance equipment procurements for forklifts, grinders, maintenance platforms, and other necessary equipment; management of the design and construction of existing and future maintenance-of-way facilities and day care centers; and program development and implementation for improved rail operations and sound abatement. Expenditures consist of \$6.0 million for construction; \$5.1 million in professional services contracts for engineering, design, and construction; and \$200,000 for agency costs.

System Safety Enhancements \$10.8 Million

This project was established to manage safety and security programs and to ensure that any safety issues arising are expeditiously handled allowing existing rail lines to provide uninterrupted operation. Expenditures for this project include \$10.6 million in professional services contracts, and \$200,000 for staff salaries and general support.

Rail Program Support \$7.6 Million

This project was designed to provide technical assistance on transit planning and programming issues and coordinate with MTA operations planning on sector studies and service modifications. Expenditures for this project include \$630,000 for communications-related contracts; \$230,000 in contracts for lobbyist activities; \$4.1 million for financial services contracts; and \$2.7 million budgeted for staff salaries and general support.

Metro Red Line Segment 2 Construction Mitigation Program \$4.9 Million

This is a 14-point program designed to minimize the inconveniences caused to commuters and businesses by the heavy construction activity involved in building

Segment 2 of the Red Line. Expenditures are almost exclusively for professional services contracts with \$20,000 budgeted for staff salaries.

San Fernando Valley East/West Line - Planning \$4.1 Million

Currently in the planning stage, this is a 5.6-mile, 2-station project designed to connect Lankershim Boulevard in North Hollywood with Sepulveda Boulevard in Van Nuys. Expenditures for this project include a \$3.25 million contract for the Ventura Freeway E/W SFV alignment project studies, and \$950,000 for staff salaries and general support.

Metro Red Line West-Planning \$1.8 Million

This project was established to conduct Federal alternatives analysis process for the extension of the Red Line west from Pico/San Vicente to the 405 Freeway. Expenditures for this project include a \$1.0 million contract for the AA/EIS; \$20,000 for Translation/Interpreter services equipment; \$102,000 for professional services contracts; and \$700,000 for staff salaries and general support.

Pico San Vicente Transit Center \$1.5 Million

This project was established for the construction of a Transit Center which will include a Park and Ride facility and bus terminal facility to be located at Pico and San Vicente. Expenditures for this project will be exclusively for engineering and design.

Metro Red Line Segment 1 Enhancements \$1.3 Million

This project was established to provide an avenue for the performance of ADA-mandated improvements. Future project uses may include enhancements on the Metro Red Line Segment 1. Expenditures include \$1.0 million for construction; \$200,000 for professional services; and \$100,000 for agency costs.

Pasadena Line Design, Construction, and Transit Enhancements \$1.1 Million

This project was established for the analysis, planning, and implementation of development opportunities in proximity to South Pasadena and Pasadena stations along the Pasadena Line. Expenditures include \$560,000 in professional services contracts, and \$540,000 for staff salaries and general support.

Technical Research and Development **\$0.8 Million**

This project was established to introduce advanced technology concepts to MTA transit projects by promoting the transfer of defense technology to the transportation industry, coordinating with other transit agencies, and promoting local business development. Expenditures for this project will be exclusively for engineering and design.

Metro Red Line Eastern Extension (Segment 3) **\$0.5 Million**

Currently beginning preliminary engineering for the locally-preferred alternative alignment, this is a heavy rail subway planned to run from Union Station to a terminus in the vicinity of Atlantic Boulevard. The initial segment will be approximately three miles and will have at least two stations. This project is included in the Segment 3 Federal Full Funding Grant Agreement. Expenditures for this project consist of \$300,000 in real estate costs, and \$200,000 for staff salaries and general support.

Metro Green Line North Coast Extension **\$0.3 Million**

This project was established to develop feasible alternative alignments along the Aviation Boulevard segment of the Metro Green Line Northern Extension. Expenditures for this project include a \$170,000 contract for a supplemental EIR, and \$130,000 for staff salaries and general support.

Debt Compliance **\$0.2 Million**

This project supports functions required to document and monitor compliance with arbitrage, private use and other debt covenants and restrictions. Expenditures consist of \$200,000 for staff salaries.

Burbank/Glendale Line Planning **\$0.2 Million**

This project was established to achieve supplemental environmental clearance of a rail line in the Burbank/Glendale Corridor. Expenditures for this project include \$105,000 for the supplemental EIR, and \$95,000 for staff salaries and general support.

Rail ADA Compliance **\$0.1 Million**

This project was established for design development and preparation of construction and procurement documents, to ensure the timely compliance with the Americans with Disabilities Act of 1990 which requires that all stations be made readily accessible to

persons with disabilities. Expenditures for this project consist of staff salaries and general support.

PROJECTS IN SUPPORT OF SCRRA

MTA Support Non-Billable Commuter Rail \$120.0 Million

This project covers MTA activities in support of Los Angeles County commuter rail which are not billable to SCRRA. Expenditures for this project include a \$20,000 contract for the Taylor Yard pedestrian bridge EIR; a \$100,000 contract for the Sylmar Van Nuys/Santa Clarita station; a \$100,000 contract for the Commuter Rail to Antelope Valley Study; an \$81.0 million capital contribution (\$58.0 million state and \$23.0 million MTA); a \$25.4 million operating grant; \$10.0 million in MTA requested construction; and \$3.4 million for staff salaries and general support.

Southern Pacific/Santa Fe R-O-W Acquisition \$65.0 Million

This project was established to conduct professional pre-acquisition due diligence services on the Santa Fe right of way, as well as to provide real estate planning analysis, and post-acquisition property management and maintenance services. Expenditures include \$60.0 million for acquisitions; \$3.0 million in environmental protection services; \$900,000 for real estate services; \$200,000 for legal services; and \$900,000 for staff salaries and general support.

Commuter Rail Systemwide \$5.5 Million

This project covers SCRRA reimbursable administrative capital expenses. Expenditures include \$400,000 for insurance; \$170,000 in advertising; \$103,000 for automobile expenses; and \$4.8 million for staff salaries and general support.

Commuter Rail Systemwide - Operating \$2.5 Million

This project covers SCRRA reimbursable administrative and operating expenses. Expenditures consist of \$2.5 million for staff salaries and general support.

Property Management \$0.8 Million

This project was established to provide real estate planning analysis, property management and maintenance services for the following parcels and rights-of-way: \$108,000 for West Santa Ana; \$143,000 for Exposition; \$46,000 for Alla Branch;

**METROPOLITAN TRANSPORTATION AUTHORITY
FY 93-94 BUDGET
PAGE 70**

\$176,500 for Burbank Branch; \$80,600 for Santa Monica Boulevard; \$159,000 for San Bernardino. Expenses not traceable to a particular parcel are \$170,000. The \$900,000 in expenditures can also be functionally broken down as follows: \$629,000 for staff salaries and general support; \$155,000 for real estate services; and \$100,000 for environmental protection services.

ENTERPRISE FUND

Transit Operations

\$710.1 Million

MAYOR RIORDAN'S MOTION AS AMENDED AND APPROVED

Whereas, the CEO has advised that due to ongoing economic recession, the recent re-evaluation of revenue projections used to formulate the adopted 30-year Plan are significantly lower than anticipated.

Whereas, encumbered obligations for completion of current capital programs, as well as the support for required bus and rail system operating costs, have for two years been run at a deficit and primarily funded from one-time reserves which will be exhausted during FY'93-94;

Whereas, the Pasadena Line is the next scheduled capital project to be constructed and requires a Final Design Plan in order to start construction;

Whereas, the East-West Valley Line, planned for construction, requires evaluative studies to be conducted prior to construction;

Whereas, the MTA Board reaffirms its commitment to provide an effective, safe and equitable bus system for the region with a focus toward provision of service to the transit dependent;

Whereas, it is the full intention of the MTA Board to proceed in a fiscally prudent manner with the utmost concern for public trust and past commitments;

Whereas, at the June MTA Board Meeting the MTA Board adopted a continuing budget resolution for FY'93-94 in order for all MTA Board members to assess and determine proper and prudent fiscal direction:

WE THEREFORE RESOLVE, that the proposed FY'93-94 MTA Budget be amended as follows and that the CEO be directed to:

1. Within the next 120 days, to return to the Board through the Finance and Efficiency Committee, with a multi-year management plan for controlling and eliminating bus and rail operating deficits.

MAYOR RIORDAN'S MOTION AS AMENDED AND APPROVED

Page 2

2. Prior to designating the service provider for the proposed expanded security program as budgeted, solicit pertinent information from interested parties, and return to the Executive Management Committee in conjunction with the Ad Hoc Safety Committee, with a study which shall include without limitation, comparable security costs and service evaluation. The Ad Hoc Safety Committee is to present its plan and recommendations to the Executive Committee prior to December 1, 1993 for consideration by the MTA Board at its December meeting.
3. Consistent with the rail obligations for the Red and Green Lines incurred by previous Board actions, and in order to provide a fiscally sound balanced budget, approve the recommendations incorporated in the budget to fund projects for the current fiscal year.
4. Proceed with the Pasadena line in an amount not to exceed \$97 million in the following manner:
 - o complete Final Design
 - o proceed with utility relocation
 - o proceed with LA River Bridge
 - o complete the acquisition of properties for approved stations
 - o return in 30 days with identification of alternative funding sources in the amount of \$57 million and identify \$6 million from MTA activities needed for future year debt service.
 - o prior to award of additional construction contracts, report back to the MTA Board with the status of funding solutions outlined in recommendation #6.
5. Set aside state bond funds presently identified for the San Fernando Valley East/West Line while remaining funds required to complete the line are secured.
6. Aggressively pursue and secure additional local, federal, and state dollars for transportation purposes to ensure that the planned capital programs remain on schedule and to prepare a resource plan and program to be presented to the Board within 180 days.
7. Instruct staff to return in 120 days with report on commitment to bus operations within the next five years.

s/b \$4 million

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MAYOR RIORDAN'S MOTION AS AMENDED AND APPROVED
Page 2

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 - o prior to award of additional construction contracts, report back to the MTA Board with the status of funding solutions outlined in recommendation #6.
5. Set aside state bond funds presently identified for the San Fernando Valley East/West Line while remaining funds required to complete the line are secured.
6. Aggressively pursue and secure additional local, federal, and state dollars for transportation purposes to ensure that the planned capital programs remain on schedule and to prepare a resource plan and program to be presented to the Board within 180 days.
7. Instruct staff to return in 120 days with report on commitment to bus operations within the next five years.

s/b \$4 million



August 19, 1993

TO: MTA BOARD MEMBERS & ALTERNATES
FROM: FRANKLIN E. WHITE *FHW*
SUBJECT: FY 93-94 BUDGET

Los Angeles County
Metropolitan
Transportation
Authority

West Seventh Street
Suite 300
Los Angeles, CA 90017

213.623.1194

Attached is a proposed Budget Resolution that references the specific decisions made thus far and authorizes continuing work on the Pasadena Blue Line.

Also attached are:

- A summary of the "Major Budget Elements"
- A summary of "Proposed Capital Budget Actions"
- The formal Budget Document containing the financial tables all of which have been adjusted to reflect the decisions of the past few weeks.
- A "history" of the transit operations shortfall (This responds to some specific requests for more detail in this area.)

You will recall that in June I indicated I would ask an independent accounting firm to review our books to determine:

- The accuracy of the budget materials
- Whether all funds which could be used to close either the operating or capital shortfall had been accounted for and,
- The reasonableness of our conclusions.

Attached is a report from Coopers & Lybrand (which has not previously done an annual audit for LACTC) indicating that they have affirmatively made those determinations.

RESOLUTION OF
THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

BUDGET RESOLUTION
AUGUST 25, 1993

Whereas, the MTA's FY 93-94 budget provides the necessary funding to continue vitally needed transportation operations, planning and construction projects designed to improve the mobility of residents and visitors to the Southern California Region;

Whereas, the downturn in the economy of Los Angeles has severely impacted the revenues available to continue the projects and programs of the MTA;

Whereas, without immediate action, in November the agency will run out of cash to meet contractual obligations for rail capital activity on lines other than the federally funded Red Line; and,

Whereas, these circumstances require the MTA to take the minimum actions listed below immediately in order to ensure the financial viability of the MTA;

Therefore, be it resolved that the MTA Board:

- A. Adopts the MTA FY 93-94 Budget (see financial pages 9 through 22) to include the following special funding priorities: \$4.5 million to relieve overcrowding on the 25 most overcrowded bus lines, \$6.2 million to restore the earlier proposed 2.5% bus service cut, \$18 million to enlarge the countywide bus capital program, \$7.0 million to increase the graffiti abatement program, and \$5.6 million to add 128 additional security personnel;
- B. Approves the SCRRA operating, capital and maintenance of right-of-way budgets, including the MTA subsidy funding share;
- C. Authorizes staff to issue \$158 million (net) of bonds, beyond the amount in the Call for Projects, backed by Proposition C Transit on Highways (25%) funds to pay for the ongoing construction of the Green Line;
- D. Authorizes staff to work with the California Transportation Commission to reprogram \$106 million State Rail Bond funds from the North Coast Extension to the Green Line;
- E. Re-programs \$100 million from the Proposition C 25% local TSM, TDM and bikeways project reserves and \$50 million from the TOS program reserves to the Green Line. The Proposition C Guidelines are hereby amended to allow rail construction as an eligible use of these funds;

BUDGET RESOLUTION
PAGE 2

- F. Authorizes the staff to continue work on the Pasadena Line to the extent that funds are available and directs that state bond funds presently identified for the Pasadena Line be set aside while the remaining matching funds are secured;
- G. Directs that state bond funds presently identified for the San Fernando Valley East/West Line be set aside while the remaining funds required to complete the line are secured; and,
- H. Directs staff to develop a staging and funding plan for construction of future rail projects and bus service as part of the comprehensive review of the multi-modal transportation program (including the Pasadena Line, the San Fernando Valley East-West Line, the Green Line Extension to LAX Lot C and the Candidate corridors).

8/18/93

MAJOR BUDGET ELEMENTS

- 1. REDUCE OVERCROWDING BY ADDING SERVICE ON 25 BUS LINES**
- 2. MAINTAIN BUS AND TRAIN FARES AT CURRENT LEVELS**
- 3. ADD UP TO 125 ADDITIONAL POLICE, SECURITY PERSONNEL**
- 4. INCREASE GRAFFITI ABATEMENT PROGRAM BY \$7 MILLION**
- 5. ADD \$18 MILLION FOR BUS CAPITAL EXPENDITURES**
- 6. CONTINUE CONSTRUCTION ON RED AND GREEN LINES**
- 7. REDUCE ADMINISTRATIVE COSTS THROUGH MERGER**

Proposed Capital Budget Actions

- Complete Green Line – Norwalk/El Segundo Funding:
 - Transfer \$106m of State Rail Bonds from North Coast (Airport) Extension
 - Borrow \$308m from the Prop C 25% Account
 - \$158m of Unused Bonding Capacity
 - \$100m of TDM, TSM and Bikeways Reserves
 - \$50m of Traffic Operation System Reserves
- Provide Funding for Pasadena Line Final Design: \$40m in 1993/94
- Complete San Fernando Valley East/West Studies
- Set Aside:
 - \$345m of State Rail Bonds for Pasadena Line
 - \$438m of State Rail Bonds for San Fernando Valley East/West Rail Line ¹
 - \$143m of Traffic Operation System Reserves
 - \$50m of TDM, TSM and Bikeways Reserves
- Review Capital Plan and Operating Plan

¹ \$58m in additional State Rail Bonds may be used for the LA Car purchase.

TRANSIT OPERATIONS SHORTFALL

TRADITIONAL BUS REVENUES HAVE DECLINED

BASE FARE STRUCTURE UNCHANGED FOR 6 YEARS

FARE REVENUES DECLINING

RETAIL SALES AND TAX RECEIPTS DECLINING

FORMULA ALLOCATION SUBSIDIES DECLINING

FARE REVENUE AND FORMULA ALLOCATION SUBSIDIES
ACCOUNT FOR OVER 95% OF TRADITIONAL BUS REVENUE

BUS EXPENSES HAVE GROWN AT OR BELOW INFLATION

SERVICE HAS REMAINED RELATIVELY CONSTANT

PROGRAMS HAVE BEEN ADDED TO ENHANCE SERVICE QUALITY

THE COMBINATION OF DECLINING REVENUES AND RELATIVELY
CONSTANT, ENHANCED SERVICE HAS CREATED A GAP BETWEEN
TRADITIONAL BUS REVENUES AND EXPENSES

RAIL SERVICE HAS INCREASED THE COST OF TRANSIT OPERATIONS

PROP C 40% DISCRETIONARY FUNDS ARE NOW AVAILABLE

DEMAND ON PROP C 40% DISCRETIONARY FUNDS EXCEEDS SUPPLY

TRANSIT OPERATIONS SHORTFALL

This paper describes the genesis of the bus operations shortfall. In brief, traditional bus revenues have declined, while expenses have continued to grow at or below the rate of inflation. This pattern began in Fiscal Year 91-92 and is expected to continue through this year. It has created a widening gap between traditional bus revenues and expenses that has been closed by a variety of non-traditional sources, which have been depleted.

Throughout most of the decade of the 1980's, bus operations were traditionally financed by a combination of fare revenue and formula allocation subsidies. Since then, two events have occurred which have altered the landscape, contributing to the current debates about bus versus rail service, and transit operations versus rail construction. Those two events are the advent of rail service beginning with the Blue Line in July 1990 and the availability of Proposition C funds, especially the 40% Discretionary category.

Fare revenue and other system generated revenue such as advertising and investment income, typically paid for approximately 40-45% of RTD bus operations. During Fiscal Years 82-83 through 84-85, the base cash fare was 50¢ as required by the terms and conditions in Proposition A (Prop A). Bus ridership skyrocketed to almost 500 million boardings per year, cramming an unprecedented 70 plus boardings per service hour onto RTD buses. Following this mandated fare reduction period, the base cash fare was returned to 85¢, which it had been Fiscal Year 81-82. This fare was maintained for three years. In Fiscal Year 88-89, the base cash fare was raised to its present \$1.10. Thus, we have just begun the sixth year at the \$1.10 base cash fare. At first, the current fare structure generated between \$230-240 million dollars. However, since Fiscal Year 90-91, fare revenue has tapered off to just over \$200 million in Fiscal Year 92-93, and ridership has fallen below the 400 million mark. This contributes over \$40 million to the current problem.

Concurrently, formula allocation subsidies were performing in a similar fashion. These subsidies are comprised of a combination of local Prop A 40% funds, state Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds and federal operating assistance. The sum of these sources of funds available to Los Angeles County have historically been allocated to RTD (now MTA) and the eligible municipal operators on a formula basis, with RTD receiving slightly less than 85% of the dollars. Of that allocation, a small percentage of the TDA funds (roughly \$20 million) was set aside for bus capital, including the local match for federal capital grants. The balance of the TDA funds, along with other formula allocation funds, were used to subsidize bus operations, accounting for approximately 50-55% of the total operating revenue. The remaining 5% was made up of various other subsidies, including funds from neighboring counties served by the RTD.

Federal operating assistance has been capped by the U.S. Congress and has experienced a slight decline, roughly from \$50 to \$45 million during this time frame. STA funds for bus operations were approximately \$8-10 million per year, except for a few years, when this source was vetoed

by then Governor Deukmejian. Prop A and TDA funds grew at a rate higher than inflation, which increased the size of the collective pot each year. This trend has turned downward with the onset of the current recession and has dramatically lowered the revenues available in Fiscal Year 91-92 through today and as forecasted by UCLA into the future. The formula allocation amount for operations peaked at over \$320 million in Fiscal Year 89-90 and has dipped to \$260 million this year contributing \$60 million to the shortfall.

At the same time, service levels have fluctuated between 6.8 and 7.2 million service hours during this period. In recent years, service levels have been reduced slightly, in part, by the transfer of service to the Foothill Transit Zone and, in part, by the grim economic realities. Boardings per service hour have remained relatively constant in the high 50's. Expenses, on average, over the last five years have grown at approximately the same rate as inflation. Expenses have been controlled in spite of regulatory requirements, like ADA and the Clean Air Act, and policy mandates to improve service quality, such as enhanced security and graffiti abatement. However, even 3% growth in a \$700 million budget adds \$21 million to expenses each year.

The combination of expense growth at the rate of inflation and the double whammy of declining fare revenues and formula allocation subsidies has created the gap between expenses and traditional bus operating revenues; exceeding \$100 million per year. In Fiscal Year 91-92, most of the gap was closed by tapping RTD reserves and achieving other operating efficiencies. Last year, over \$90 million of Prop C 40% Discretionary funds, coupled with efficiencies that brought the RTD in \$30 million under budget, combined to achieve a balance of revenue and expense. For Fiscal Year 93-94, it is proposed that the gap be closed primarily by exhausting remaining MTA reserves, including Prop C 40% Discretionary funds.

Rail operations were initially funded for the first two years by Proposition A 35% Rail funds which had been planned and set aside for that purpose by LACTC. Starting last year, the new Prop C 40% discretionary and 5% security funds became available and were used to subsidize rail, as well as bus operations. Given the availability of Prop C Revenues, Prop A 35% Rail funds are planned to be used exclusively to fund rail construction. With the opening of the Red Line in January 1993, Prop C 40% funds were again used to subsidize rail operations. Fare revenue covers about 10% of the rail operating cost with these subsidies making up the difference.

The Prop C 40% Discretionary policy guidelines state that "since this portion of Prop C is totally discretionary" the Board "can distribute these funds as it deems appropriate." They are truly a matter of policy choice. However, the demand for these funds is quickly outgrowing the supply. As debt service kicks in next year for bonds already issued, an already bad situation gets worse. No matter how you rank the priorities, there is not enough money to pay for debt service, rail operations, bus operations and ADA compliance from Prop C 40% Discretionary funds.

Over the past two years, the prior boards have struggled to balance the cost of demands on the public transportation systems, increased regulatory requirements and inflationary pressures with the recessionary impacts on fares and declining sales tax based subsidies. The net effect has

resulted in an operating shortfall of significant magnitude. For the last two and a half years, the recession has impacted both fare revenues and sales tax receipts, creating a revenue gap in the funding of transit operations. We entered last year with a \$117 million shortfall that was largely addressed through a series of policy actions taken by the predecessor boards, drawing on Proposition C 40% Discretionary dollars that were planned to be used for bus expansion. This was supplemented by \$30 million of operating efficiencies. Without changes in policies or practice, this gap will continue into the outyears, beginning at over \$140 million.

In this budget, MTA management has applied a series of belt-tightening strategies that reduced the revenue gap, while expanding anti-graffiti efforts, enhancing bus security and continuing to prepare for the start of Green Line operations in May 1995. This budget assumes 6.9 million hours of bus service, up 1.5% from last year's service levels. It also assumes current service levels on both the Blue and Red Lines, or 81,000 and 16,000 hours. This service is expected to carry nearly 400 million passengers. With this level of service and no fare increase, the budget is balanced by tapping the remaining MTA cash reserves, while providing a proportionate share to the municipal operators. This short-term solution works one year only since all available reserves will be exhausted.

The long-term solutions to the shortfall include changes in service delivery, fare structure and organization, as well as finding new funding sources. None of these will occur easily or quickly. This year also presents both an opportunity and a challenge as we approach labor negotiations with UTU, ATU, TCU and the Teamsters. Because each of these issues needs to be addressed comprehensively, the budget proposes offsetting the operating shortfall with remaining reserve funds during Fiscal Year 1994, maintaining current operations until an internal review of bus and rail operational issues can be completed. By Fall, staff will bring forward a plan for Board consideration which will be focused on improving bus and rail service quality while cutting costs and addressing issues of equity.

Prepared by: Larry Schlegel
Budget Director

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

REPORT ON AGREED-UPON PROCEDURES

**REVIEW OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY'S FY 1993-94 PROPOSED
BUDGET SUBMITTED TO THE BOARD OF DIRECTORS
FOR THE JUNE 30, 1993 MEETING**

July 27, 1993

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

REPORT ON AGREED-UPON PROCEDURES

**REVIEW OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY'S FY 1993-94 PROPOSED
BUDGET SUBMITTED TO THE BOARD OF DIRECTORS
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July 27, 1993

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

REPORT ON AGREED-UPON PROCEDURES

July 27, 1993

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July 27, 1993

Mr. Franklin E. White
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

Dear Mr. White:

We have performed, at your request, the procedures enumerated below in order to review the Los Angeles County Metropolitan Transportation Authority's ("MTA") proposed fiscal year (FY) 1993-94 budget materials that were presented at the June 30, 1993 MTA Board of Directors meeting. This review was made to determine whether the budget data presented is derived from the assumptions given.

Our review of the budget material was made solely to assist the MTA in evaluating whether or not the budget materials are reasonably accurate in accordance with the assumptions used. Our report thereon is not to be used for any other purpose, nor is it to be referred to or distributed for any purpose to anyone who is not a member of management of the MTA or its Board of Directors.

Our agreed upon procedures and findings are presented as follows:

MTA BUDGET REVIEW PROCEDURES

1. We interviewed key MTA personnel and reviewed applicable documentation to obtain an understanding of the proposed FY94 budget that was submitted to the Board of Directors at its June 30, 1993 meeting.
2. Through interviews with MTA personnel and review of applicable documentation, we identified MTA fiscal year 1993-94 revenue sources, amounts, supporting assumptions, and data sources represented in above referenced version of the budget.
3. Additionally, we identified the major MTA fiscal year 1993-94 expenditure categories, amounts, supporting assumptions, and data sources represented in above referenced version of the budget.

4. For Proposition A and Proposition C local revenues, we determined the procedures followed by MTA personnel to calculate the budgeted revenue amounts and recalculated such amounts. For federal and state formula-based revenues, we obtained an understanding of the procedures followed to calculate such amounts for the FY94 budget. We inquired as to the consistency of these procedures with the procedures followed in prior years and were informed that the same procedures were followed. We then compared four formula-based revenue sources for federal and state funds, selecting two at random for each such source of funds, by obtaining and reviewing related work sheets for FY93 and FY94 and reviewing them for consistency.
5. We compared the proposed FY94 MTA budget with FY93 estimated actuals and identified significant revenue and expense variances, defined as variances equal to or greater than 5% and \$20 million, and others deemed appropriate. We then discussed these variances with MTA personnel to obtain explanations.
6. We compared key FY94 budget assumptions to key assumptions for FY94 in the 30-Year Plan and 10-Year Implementation Plan to determine whether any adjustments to the 30-Year Plan assumptions were made.
7. We obtained supporting information for the debt service and debt issuance amounts included in the proposed FY94 budget.
8. We documented our findings for the:
 - accuracy of the budget material, given the assumptions used,
 - inclusion of all MTA funds, based on the prior year budget and planning data provided, and
 - reasonableness of the conclusions as presented in the budget material.
9. Finally, we prepared this report of the review procedures and findings.

FINDINGS

Accuracy of Budget Material

1. Due to the merger of the former Southern California Rapid Transit District (SCRTD) and Los Angeles County Transportation Commission (LACTC), the budgeting process followed this year was modified from prior years. In addition to an abbreviated budget cycle, there were changes to the staff involved in the process. Also, many adjustments were required to consolidate the formerly separate SCRTD and LACTC budgets. Also, numerous subsequent adjustments were made to correct numerical errors, balance the consolidated budget, and in response to interim Board decisions. In attempting to reconcile the budget data and obtain supporting explanations, we found that supporting data for some calculations and adjustments was not always readily available or properly documented. Rather, the identification of how and why some of the budget data was developed required our review of numerous versions of data and also required that we rely heavily on verbal explanations from MTA personnel as to how calculations were made for different parts of the budget.
2. Based on our review of the FY94 budget information and available supporting documentation, the procedures MTA personnel stated were followed to prepare the budget estimates, and the explanations of the variances from the prior year provided by MTA personnel, nothing came to our attention that demonstrated the budget was not based on the assumptions provided by MTA.

However, in order for MTA management to adequately assure the accuracy of the budget data and provide clear and complete support therefor in a centralized manner, the supporting calculations/adjustments, data sources, and explanations should be clearly documented, and subjected to review.

Inclusion of all MTA Funds

1. Based on our comparison of the estimated actuals for FY93 sources of funds to budgeted FY94 sources of funds and information provided by MTA personnel, nothing came to our attention that caused us to believe that appropriate funding sources were not included in the proposed FY94 budget material.

Reasonableness of Budget Conclusions

1. Our analysis of the revenue variance between FY93 estimated actual revenues and FY94 budgeted revenues identified ten sources of funds that vary significantly (as listed in Appendix C). Our analysis of the expenditure variance between FY93 estimated actual expenditures and FY94 budgeted expenditures identified five expenditure categories that vary significantly (as listed in Appendix C). We obtained explanations for each of these variances from MTA personnel and noted that such information seemed to adequately support the variances. However, in some instances the explanations provided by MTA personnel were verbal and not supported by documentation.
2. The key assumptions included in the proposed FY94 budget when compared to the key assumptions for FY94 that are included in the 30-Year Integrated Transportation Plan and 10-Year Implementation Plan appear to be consistent, with the following exceptions:
 - (i) An aggressive graffiti abatement program planned for FY93-94 is not explicitly mentioned in the 30-Year Plan, although it could be considered part of security related projects, which is mentioned in the plan;
 - (ii) Construction of the Red Line, Segment 1 appears to be behind the 30-Year Plan schedule, which called for completion by the end of FY92;
 - (iii) The schedule for building the Pasadena LA Rail Line is stretched out so the project will be completed beyond the 30-Year Plan target of the end of FY97; and
 - (iv) Proposition A and Proposition C revenue estimates were based on a more up-to-date sales tax revenue projection (i.e., September 1992 UCLA projection).
 - (v) The 30-Year Plan cash flows do not include financing as a source of funds for FY94.
3. As depicted in the budget document, several recommendations to reprogram funds, defer construction schedules or programs, and issue new debt to finance the budget were included in the proposed FY94 budget material. Actions required to implement the recommendations were also included in the budget material.

The reasonableness of each of the recommendations referred to above is dependent upon the associated requirements being met and providing for the full annual amount recommended. An assessment as to the feasibility of the requirements themselves would require a policy and legislative analysis, which are beyond the scope of this review.

4. The scope of this review was not intended to, nor does it, address the financial impact of the variances included in the proposed FY94 budget on future years (i.e., funding levels, cash flows, or debt capacity for FY95 or beyond). However, future cash flows will be affected by the acceleration of debt issuance and use of monies planned for future reserves and other purposes. The ability to achieve and finance the goals and objectives of the 30-Year Plan is affected by assumptions that certain rail lines or segments (e.g., the North Coast Extension) cannot be built as originally scheduled and the reprogramming of funds from one program to another.

We believe the impact of current year budgetary decisions as well as the reassessment of the 30-Year Plan and supporting long-range financial plan warrant immediate management attention.

Because the above procedures do not constitute an audit performed in accordance with generally accepted auditing standards, we do not express an opinion on any accounts or items referred to above. In connection with the procedures referred to above, no other matters came to our attention that caused us to believe that the specified accounts or items should be adjusted. Had we performed additional procedures or had we conducted an audit of financial information in accordance with generally accepted auditing standards, matters might have come to our attention that would have been reported to you. This report relates only to the accounts and items noted above and does not extend to any financial statements of the Los Angeles County Metropolitan Transportation Authority or its predecessor agencies taken as a whole. This report is intended solely as information for MTA management and its Board of Directors and should not be used for any other purpose.

Coopers & Lybrand

Los Angeles, California
July 27, 1993

OTHER OBSERVATIONS:

While not within the scope of our review, in the interest of serving the MTA we believe it is important for us to convey the following additional observations to management:

- The implications of the FY94 budget recommendations on the long term financial plan and feasibility of meeting transportation goals and objectives for Los Angeles County should be thoroughly assessed. Examples of recommendations that have long term implications beyond FY94 are as follows:
 - Using debt financing as a revenue source in FY94 was not included in the initial 30-Year Plan cash flow projections. The implications of this change in plans should be analyzed to determine the impact on the overall feasibility of achieving long term goals and objectives. Of particular concern is the financial feasibility of the overall 30-Year Plan, given the change in financial conditions from the initial forecast.
 - The budget materials include a discussion of possible solutions for the shortfall anticipated for FY95. For example, some funds intended for TDM/Bikeways projects in future years are being recommended for reprogramming to cover an anticipated shortfall in FY95 with the promise to pay them back. The true ability to pay back those "borrowed" funds as stated should be assessed, along with the impact on meeting specific goals and objectives called for in the 30-Year Plan for TDM projects.
- Recognizing the uniqueness of this year's budget cycle, future budgeting for MTA needs to be formalized and refined to:
 - be driven by the updated strategic plan, and therefore developed subsequent to updating of the plan (this will require MTA to address strategic issues, which affect the upcoming year as well as future years, before the annual budget is developed so that the annual budget's impact on future years is taken into account before and not after the budget is approved; it also requires that the review/update of the strategic plan be completed before the budget cycle begins);
 - clearly define the roles and responsibilities at the appropriate levels within the new consolidated organization for various components of budget development, review, and approval;

- facilitate the tracking of data sources, calculations, and support for budget estimates that are developed; and
 - ensure the accuracy of data and provide for readily available and clear supporting data and explanations for the budget.
- Cost savings assumptions reflected in the FY94 budget, as well as those called for in the 30-Year Plan, must be supported by detailed plans that are realistic. The budget assumes cost savings will be derived from value engineering in rail line and station construction and from administrative cost savings as a result of the merger of LACTC and SCRTD in FY94. Since the fiscal year is already underway, management action should be underway to ensure the detailed plans to achieve these savings are, in fact, developed and implemented.

APPENDIX A

**Memorandum to MTA Members and Alternates Regarding
Action Items Recommended for June 30, 1993 Adoption
of MTA FY 1993-94 Budget, Dated June 29, 1993**



June 29, 1993

Franklin E. White
Chief Executive Officer

Los Angeles County
Metropolitan
Transportation
Authority

818 West Seventh Street
Suite 300
Los Angeles, CA 90017

213.623.1194

MEMO TO: MTA BOARD MEMBERS AND ALTERNATES
FROM: FRANKLIN E. WHITE *Few*
SUBJECT: ACTION ITEMS RECOMMENDED FOR JUNE 30, 1993
ADOPTION OF MTA FY 1993-94 BUDGET

The Board asked at its June 28, 1993 Budget Workshop for staff to identify which actions needed to be taken by the Board on June 30, 1993 and which items could be deferred.

The following is a discussion of the immediate actions required.

1. **Adopt the FY 1993-94 MTA Budget:** Specific actions need to be taken as part of the adoption of the MTA's budget to avoid running out of cash in November 1993 and to continue the Green Line, L.A. Car and Pasadena Line (Union Station to Sierra Madre Villa) expenditures. We have revised Chart D of the June 28, 1993 MTA Budget Workshop, attached, to detail the requirements to (1) reprogram state rail bonds and (2) defer projects from the Call for Projects in order to use Prop. C 25% funds for these rail projects. As a condition of receiving state funds, the Board needs to take the actions on Chart D to ensure that these projects are fully funded. Attached to this memo are the critical financial schedules for the FY 1993-94 MTA Budget for your review.
2. In addition to the budget adoption listed in item #1, above, the Board needs to Adopt the Call for Projects with the following amendments:
 - Reprogram \$150 million of Prop. C 25% reserves for TDM, Bikeways and Local TSM projects to the Green Line. These funds would be paid back to these programs through future receipts of ISTEAs CMAQ funds.

- Sell an additional \$158 million of Prop. C 25½ bonds to fund the Green Line. These funds were not included in the Call for Projects and would be paid back toward the end of the decade with revenues generated by the various proposed solutions identified on Chart I of the June 28, 1993 MTA Budget presentation. This pay back mechanism would be determined by the MTA at a later date.
- Defer \$193 million of Caltrans Traffic Operation System (TOS) projects of Prop. C 25½ funds to use on the Pasadena Line. A list of the TOS projects affected are shown on Chart 1, attached.
- Amend the Call for Projects with any actions recommended for additional bus capital projects (see item #3 below).

It is critical that the Board adopt the Call for Projects on June 30, 1993, in order for all projects to be included in the SCAG Regional Transportation Improvement Program (RTIP). The MTA has a statutory requirement to prepare a Los Angeles County TIP and the Call for Projects meets that requirement. SCAG requires that all RTIP project submittals be transmitted to them by July 16, 1993. June 30, 1993 Board action must be taken by to meet this deadline.

If the MTA does not meet this SCAG deadline, then countywide programs in the TIP including highway, local streets and roads, bus and rail projects could be deferred up to one year. The reason SCAG has a July 16, 1993 deadline is to meet its conformity analysis requirements for the successful adoption of the RTIP by the state and federal funding agencies. Any project that is submitted after the July 16, 1993, SCAG deadline would have to wait until the February, 1995, adoption of the RTIP.

3. **Fund Additional Bus Capital Projects:** The Board directed staff to explore additional bus capital funding in order to keep the MTA's and other operators' bus replacement cycles to 12 years rather than 15 years. An additional \$20 million per year, for a total of \$80 million over four years, is needed to meet overall capital requirements. One way is to reprogram additional funds in the Call for Projects. A list of those projects that would be deferred in order to free up funding for the additional bus purchases is shown in Chart 2, attached.

An alternative method for identifying funding for increased bus capital projects would be to initiate the de-obligation of last year's Call for Projects that are not being implemented. A list of those projects will be presented at the MTA's August, 1993 meeting. An additional resource would be the initiation of negotiations with the cities and the County of Los Angeles to trade their Prop. A Local Return dollars on a 60 cents on the dollar ratio to the MTA. The MTA would then give those local agencies unrestricted farebox cash.

This Prop. A Local Return trading mechanism is estimated to generate a net \$2 million to \$5 million per year, according to surveys done last year of local cities. However, this amount falls short of the \$20 million per year needed to meet all operators' capital needs. It should be noted that Prop. C Local Return dollars cannot be traded per the voter ordinance for Prop. C.

Staff recommends that the MTA reprogram \$63.4 million to bus capital as listed on Chart 2. Although \$80.0 million is required, only \$63.4 million can be reprogrammed without negatively affecting Metro Red Line Segment 3 construction, the CTS contract, and the Electric Trolley Bus Prototype project.

In addition to the action recommended above, the following specific action needs to be taken on June 30, 1993:

Adopt Reimbursement Resolution: In connection with the issuance of Prop. C 25% bonds, the attached resolution must be adopted on June 30, 1993. The resolution will permit the MTA to reimburse itself for Green Line expenditures from July 1, 1993, until the bonds are actually issued.

As listed on Chart D of the June 28 presentation, an additional \$308 million of Prop. C 25% bonds must be sold in order to provide the local match to State rail bond funds over the remaining two years of Green Line construction.

IRS regulations do not permit reimbursements of expenditures made prior to the board action. Any amount paid before the Board approves the resolution has the impact of consuming Prop. C 40% bonds which are needed for Pasadena and other projects. Green Line expenditures are approximately \$18 million per month.

Board Actions Needed on June 30, 1993 to Adopt The Call for Projects and Fund The Rail Program

Recommended Scenario: Stretch out the Red & Pasadena Lines by 2 Years

6/28

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State Rail Bonds

• Reprogram State Rail Bonds as follows:

(1) From North Coast Extension to Green Line – \$106 m

Requires immediate California Transportation Commission (CTC) approval to qualify the Green Line as a state-funded project and to draw down state funds. State Rail Bonds must be used on a project that opens by Year 2000. Since the North Coast Extension has been delayed, the Green Line can better use those funds – otherwise, these funds will lapse or will be reprogrammed to another county in the state.

(2) From unprogrammed 1990 State Rail Bonds to LA Car – \$60 m

Requires immediate CTC approval in order to qualify the LA Car as a state-funded project and to draw down state funds. These unprogrammed funds will lapse or will be reprogrammed to another county in the state unless redirected by the MTA.

(3) Interim loan from SFV East/West to Pasadena Line – \$128 m

Requires immediate CTC approval so that these funds can be counted along with other state and local funds to show a fully-funded Pasadena Line project. Financial capacity is a requirement before the CTC will allocate state funds to local projects.

Call For Projects

• Adopt the Call for Projects and submit to SCAG by July 16, 1993 with following amendments:

(1) Borrow \$150 million of reserved TDM, Bikeways, and Local TSM Proposition C 25% funds for Green Line.

These funds are needed to fully fund the Green Line. The MTA is required to show a fully-funded project before any State Rail Bonds could be allocated by the CTC. The \$150 million were reserves set aside in the Call for Projects to fund future TDM, Bikeways and Local TSM projects. The MTA had planned to give incentives to local cities and the County to implement the measures for which they are responsible, as required in the SCAG 1991 Air Quality Management Plan. These programs would have to be funded locally until the MTA were able to pay back this program through future federal ISTECA CMAQ funds.

(2) Sell an additional \$158 million of Proposition C 25% Bonds not included in the Call for Projects to fund Green Line with pay back plan.

These funds are needed to fully fund the Green Line and to show financial capacity to the CTC. These funds are Prop. C 25% funds that the MTA can leverage (i.e., sell bonds) now. These funds would be in excess of the planned amount in the Call for Projects. These funds would be paid back through revenues generated toward the end of the decade by the proposed solutions on Chart I.

Board Actions Needed on June 30, 1993 to Adopt The Call for Projects and Fund The Rail Program

Recommended Scenario: Stretch out the Red & Pasadena Lines by 2 Years

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State Rail Bonds

- (4) Request allocation of State Rail Bonds by CTC to MTA to fund Green Line, LA Car and Pasadena Line projects.**

In order to successfully receive funds from the CTC, the MTA must show that each project is fully funded, both capital costs and operations. In order to do that, the MTA must have already taken the actions on this page, plus committed to solve its projected transit operations shortfalls. In order to receive the maximum benefit of these state funds in FY 1993-94, the MTA must initiate a request to the CTC in July 1993. Funds to be allocated for FY 1993-94 include the reprogrammed funds listed from points (1) and (2) above and funds already programmed for the Pasadena Line. The specific amounts are listed on Chart C of the June 28, 1993 MTA Budget Workshop. Per state law, the MTA must match these state funds with local dollars on a 50%/50% basis.

Call For Projects

- (3) Defer \$193 million of Caltrans Traffic Operations System (TOS) projects to use Prop. C 25% funds on Pasadena Line.**

These funds are currently recommended for projects in the Call for Projects which expand the Caltrans freeway Traffic Operations Systems (TOS) program. This actions would reprogram those funds to the Pasadena Line. These funds need to be reprogrammed now in order to show that the Pasadena Line is fully funded so that the state can allocate funds in FY 1993-94. The attached list itemizes these projects. The Call for Projects would continue to recommend that the HOV program continue over the next 4 years for a total of \$359.6 million.

Budget and Call For Projects Resolution

Whereas, the adoption of an annual budget is required by the enabling legislation of the MTA;

Whereas, the downturn in the economy of Los Angeles has severely impacted the revenues available to continue the projects and programs of the MTA;

Whereas, without immediate action, in November the agency will run out of cash to pay for rail capital activity on lines other than the federally funded Red Line;

Whereas, the state and federal agencies which govern a large portion of the funding for the MTA require balanced long term financial plans for projects prior to funding those projects; and,

Whereas, the above items require the MTA to take the minimum actions listed below immediately in order to ensure the short and long term financial viability of the MTA; and,

Whereas, it is the right of the Board of the MTA to revisit or amend the budget at any legally noticed meeting throughout the fiscal year;

Be it resolved that:

The Board of the MTA takes the following actions:

1. Budget Adoption

- A. Adopts the MTA FY 93-94 Budget as amended to make the following increases in expenditures: \$4.5 million to relieve overcrowding on the 25 most overcrowded lines, \$6.2 million to restore the earlier proposed 2.5% service cut, and \$7.0 million to increase graffiti abatement programs;
- B. Authorizes staff to issue \$297 million (net) in Sales Tax Revenue bonds secured with a pledge of Proposition C Discretionary (40%) for rail capital expenditures;
- C. Adopts the attached Green Line Resolution and authorizes staff to issue \$158 million (net) of bonds, beyond the amount in the Call for Projects, backed by Proposition C Transit on Highways (25%) funds to pay for the ongoing construction of the Green Line and to make provision for its repayment prior to FY 2003-04;
- D. Approves the SCRRA operating, capital and maintenance of right-of-way budgets, including the MTA subsidy funding share;

- E. Adopts an MTA pension contribution level of \$13,795,564, as recommended by the Pension Plan Administrative Committees based on the Annual Actuarial Valuation report;

2. Call For Projects Adoption

Adopts the FY 93-94 through FY 97-98 Call for Projects with the following amendments:

- A. that \$150 million of the Proposition C 25% reserves for future programming of local TSM, TDM and bikeways projects be reprogrammed to the Green Line, with the funds provision that the funds be repaid through future receipts of ISTECA CMAQ or other eligible funds prior to FY 2003-04;
- B. that \$193 million in Caltrans Traffic Operations System (TOS) Programs 1-4 be deferred to the next Call for Projects and the funds reprogrammed to the Pasadena Line; and,
- C. that the attached list of projects be deferred and that the funds be reprogrammed, allocating \$18 million during FY 93-94 for bus capital requirements and reserving the remainder for future years' bus capital requirements; and,

3. State Rail Bonds

Authorizes staff to work with the California Transportation Commission to:

- A. reprogram State Rail Bond funds from the North Coast Extension to the Green Line;
- B. reprogram State Rail Bond funds from unprogrammed 1990 funds to the LA Car purchase and defer expenditures on the LA Car until these funds are in place; and,
- C. establish an interim loan of State Rail Bond funds from the San Fernando Valley East-West Line to the Pasadena Line;

4. Capital Plans Revision

- A. Directs staff to return to the Board in August with a detailed long term capital plan for the completion of the Pasadena Line and the San Fernando Valley East-West Line.

CHART 1

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 1993-94 MULTI-YEAR CALL FOR PROJECTS

PROPOSITION C 25% FUNDING IMPACTED BY BUDGET SOLUTIONS

JUNE 29, 1993

PROPOSITION C 25% FUNDING

MODAL CATEGORY	PROJECT NUMBER	PROJECT SPONSOR	PROJECT TITLE	RECOMMENDED FUNDING AMOUNT (in \$000)				TOTAL (in \$000)
				FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	
FREEWAYS	413	CALTRANS	FREEWAY TRAFFIC OPERATION SYSTEM PROJECT # 1 CONSTRUCTION UPGRADE OF THE FREEWAY TRAFFIC OPERATION SYSTEM ON ROUTES 5, 10, AND 101	8,318	12,918	10,543		31,779
	410	CALTRANS	FREEWAY TRAFFIC OPERATION SYSTEM PROJECT # 2 CONSTRUCTION UPGRADE OF THE FREEWAY TRAFFIC OPERATION SYSTEM ON ROUTES 101, 105, 110, 118, 170, AND 405	10,116	15,266	18,393	9,103	52,878
	409	CALTRANS	FREEWAY TRAFFIC OPERATION SYSTEM PROJECT # 3 DESIGN AND CONSTRUCTION UPGRADE OF THE FREEWAY TRAFFIC OPERATION SYSTEM ON ROUTES 57, 60, 91, 605, AND 710	11,683	18,782	11,045	8,971	50,481
	408	CALTRANS	FREEWAY TRAFFIC OPERATION SYSTEM PROJECT # 4 DESIGN AND CONSTRUCTION UPGRADE OF THE FREEWAY TRAFFIC OPERATION SYSTEM ON ROUTES 2, 14, 30, 47, 60, 71, 134, AND 210	17,221	14,087	19,825	7,376	58,309
TOTAL				\$47,338	\$61,053	\$59,606	\$25,450	\$183,447

(1) THE FREEWAY TRAFFIC OPERATION SYSTEM INCLUDES CLOSED CIRCUIT TELEVISION, LOOP DETECTORS, RAMP METERS, CHANGEABLE MESSAGE SIGNS, AND TWO-WAY COMMUNICATION EQUIPMENT

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CHART 2

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 1993-94 MULTI-YEAR CALL FOR PROJECTS

JUNE 29, 1993

NON-BUS CAPITAL PROJECTS REMAINING AND ELIGIBLE FOR REPROGRAMMING FOR BUS

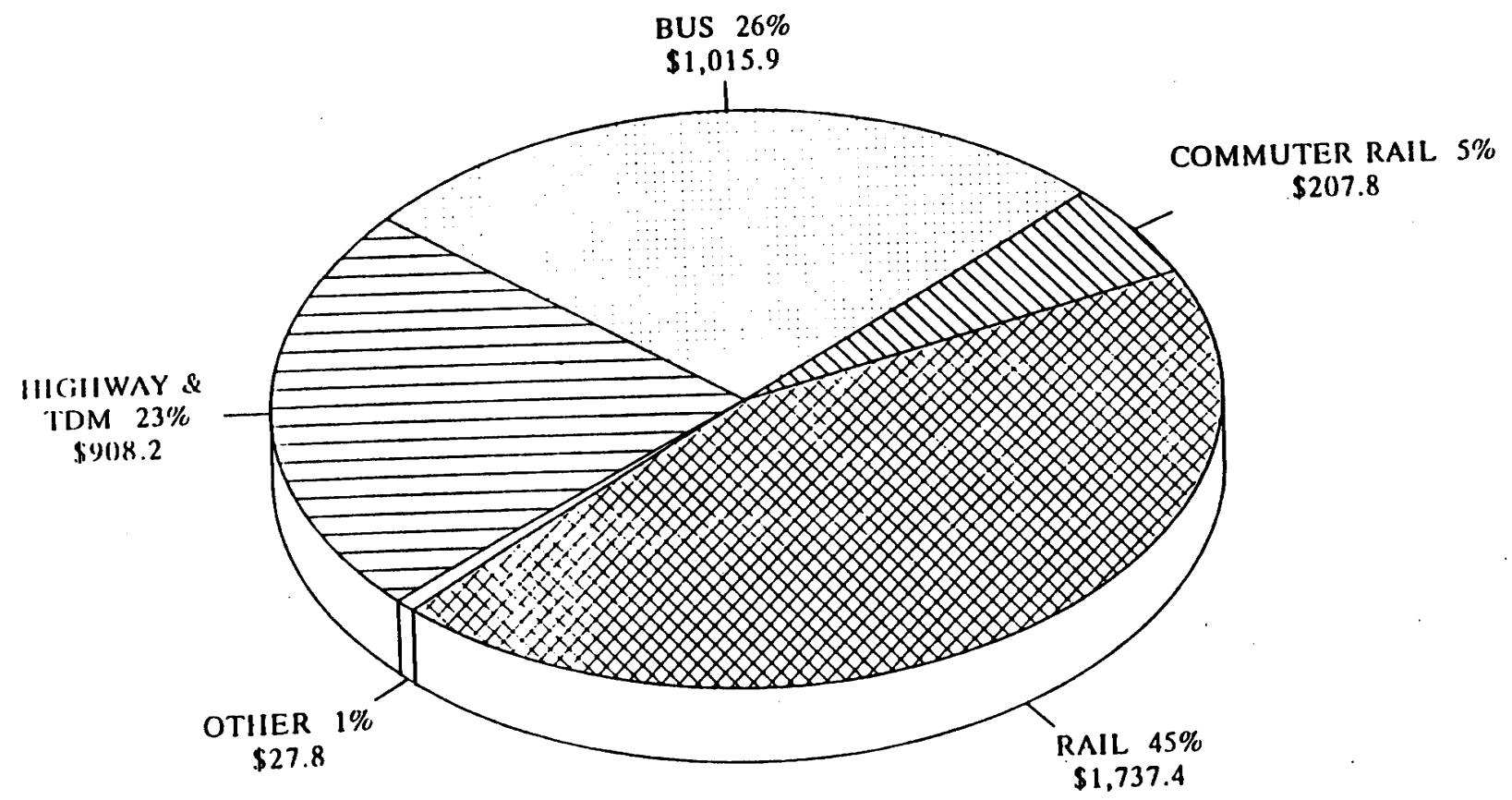
MODAL CATEGORY	PROJECT NUMBER	PROJECT SPONSOR	PROJECT TITLE	RECOMMENDED FUNDING AMOUNT (in \$000)				TOTAL (in \$000)	RECOMMENDED FOR REPROGRAMMING
				FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97		
CMAQ FUNDING FREEWAYS	352	CALTRANS	HOV LN ON RTE 134 FROM RTE 2 TO RTE 210		10,667			10,667	10,667
	342	CALTRANS	HOV LN ON RTE 10 FROM RTE 605 TO PUENTE AVE				7,085	7,085	7,085
	358	CALTRANS	HOV LN ON RTE 60 FROM RTE 605 TO BREA CYN				2,112	2,112	2,112
	363	CALTRANS	HOV LN ON RTE 605 FROM O.C. LINE TO SOUTH ST			606	6,812	7,418	7,418
LOCAL TSM	249	SANTA CLARITA	METROLINK CORRIDOR INTERCONNECT		182			182	182
	718	EL SEGUNDO	TRAFFIC SIGNAL SYNCH - EL SEGUNDO BLVD	14	57			71	71
BIKEWAYS	633	L.A. COUNTY	THOMPSON CREEK BICYCLE TRAIL	102	512			614	614
TDM	990	CTS	RIDESHARING SERVICES, FY 1993-94	4,042				4,042	
	499	L.A. CITY	BICYCLE COMPOUNDS AT L.A. SCHOOLS	74				74	74
	617	L.A. COUNTY	HOLLYWOOD BOWL PARK&RIDE PROGRAM			660		660	660
COM RAIL / TRANS CTR	75	L.A. CITY	REGIONAL STATION PROTOTYPE STUDY & IMPLMT	1,036				1,036	1,036
	76	L.A. CITY	REGIONAL ECONOMIC DEVELOPMENT FOR TRANSIT	259				259	259
	737	L.A. COUNTY	COMMUTER ACCESS TO COUNTY / USC MED CTR	500				500	500
OTHER	298	LAC MTA	ELECTRIC TROLLEYBUS	9,384				9,384	
TOTAL CMAQ				\$15,411	\$12,078	\$606	\$16,009	\$44,184	\$30,878
RSTP FUNDING FREEWAYS	352	CALTRANS	HOV LN ON RTE 134 FROM RTE 2 TO RTE 210		4,927			4,927	4,927
	356	CALTRANS	HOV LN ON RTE 60 FROM RTE 57 NO. TO SBD CAL			11,774	11,924	23,698	23,698
REGIONAL SURFACE	288	LAC MTA	BEACH BLVD SUPER STREET PROJECT	69				69	69
	3	L.A. CITY	LINKAGE OF EAST/WEST OLYMPIC BLVD IN DWNTN L.A.		240	103		343	343
	197	VERNON	INTERSTATE 710 / SLAUSON AVE INTERCHANGE	278	364	27		669	669
	290	SANTA CLARITA	BRIDGE RSTRIP/RETROFIT 6TH LN WALKWAY	231				231	231
	426	BURBANK	BARHAM / CAHUENGA CORRIDOR IMPROVEMENT PROJ	85	774			859	859
TDM	619	L.A. COUNTY	CHILDREN'S COURT SHUTTLE SERVICE		137			137	137
	506	L.A. CITY	SHERMAN OAKS DASH SHUTTLE BUS	657	261	270	280	1,468	1,468
COM RAIL / TRANS CTR	75	L.A. CITY	REGIONAL STATION PROTOTYPE STUDY & IMPLMT		241			241	241
	76	L.A. CITY	REGIONAL ECONOMIC DEVELOPMENT FOR TRANSIT		81			81	81
OTHER	N/A	LAC MTA	METRO RAIL, MOS 3	20,000	20,000	20,000	20,000	80,000	
TOTAL RSTP				\$21,328	\$27,025	\$32,174	\$32,204	\$112,723	\$32,723
TOTAL FUNDING				\$36,731	\$39,103	\$32,780	\$48,213	\$156,827	\$63,401

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

PROPOSED
ANNUAL BUDGET
FISCAL YEAR 1993-1994

II. Financial Summary

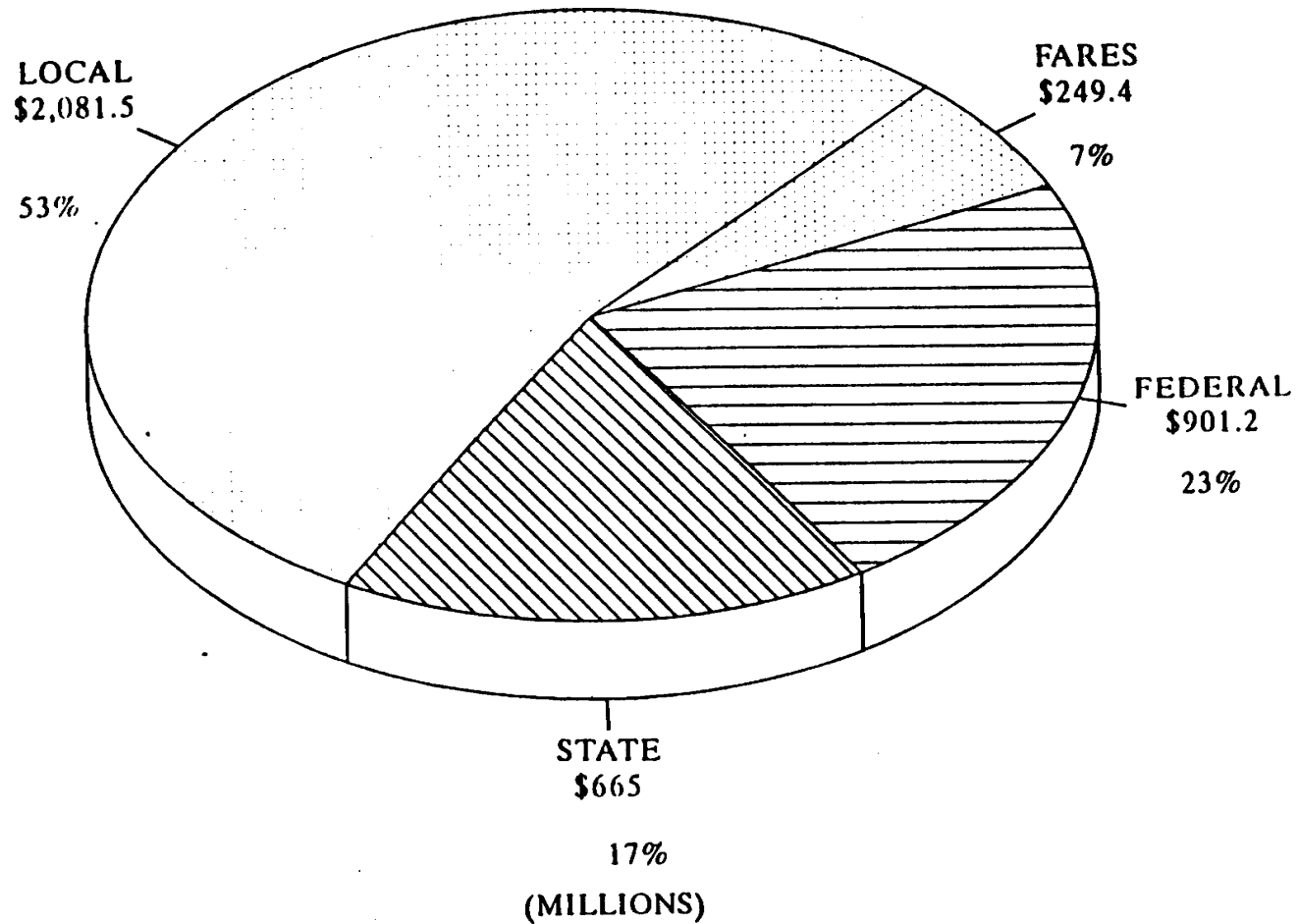
FY 1993-94 PROJECTED RESOURCES BY MODE



(MILLIONS)

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FY 1993-94 PROJECTED RESOURCES BY SOURCE



**METROPOLITAN TRANSPORTATION AUTHORITY
FY 1993-94 BUDGET**

**THREE YEAR COMPARISON OF REVENUES
REVENUES BY SOURCE
(IN \$ MILLIONS)**

REVENUE CATEGORY	FY 1992 Actual	FY 1993 Budget	FY 1993 Estimate	FY 1994 Proposed	\$ Change	Perce Chan
Proposition A						
Administration	\$15.0	\$16.5	\$16.5	\$15.7	-\$0.8	-4.8%
Local Return - 25%	85.6	85.9	87.1	82.9	-4.2	-4.8%
Discretionary - 40%	146.8	137.9	139.6	132.7	-6.9	-4.9%
Rail - 35%	130.4	121.7	122.0	116.1	-5.9	-4.8%
Interest	6.2	4.0	4.0	3.0	-1.0	-25.0%
Proposition A Subtotal	384.0	366.0	369.2	350.4	-18.8	-5.1%
Commercial Paper	0.0	0.0	0.0	4.0	4.0	100.0%
Proposition A Total	384.0	366.0	369.2	354.4	-14.8	-4.0%
Proposition C						
Administration	5.8	5.7	16.1	5.1	-11.0	-68.3%
Security - 5%	17.6	18.9	16.7	16.8	0.1	0.7%
Commuter Rail - 10%	35.3	37.7	33.4	33.5	0.1	0.3%
Local Return - 20%	71.4	74.1	66.9	67.1	0.2	0.3%
Transit-on-Freeway - 25%	88.2	94.2	83.6	83.5	0.2	0.2%
Discretionary - 40%	141.2	150.7	133.8	134.2	0.4	0.3%
Interest	6.7	23.0	0.0	7.2	7.2	100.0%
Proposition C Subtotal	366.4	404.1	350.5	347.7	-2.8	-0.8%
Commuter Rail Bonds	0.0	0.0	86.9	0.0	-86.9	-100%
Transit-on-Freeway Bonds	0.0	0.0	10.8	281.5	270.7	2516.7%
Rail Bonds	0.0	500.0	419.2	275.1	-144.1	-34.4%
Commercial Paper	0.0	0.0	0.0	60.0	60.0	100%
Proposition C Total	366.4	904.1	867.4	964.3	96.9	11.0%
Other Local						
Operating Revenues	10.0	7.4	27.3	25.3	-2.0	-7.3%
City Reimbursement	4.1	63.4	63.9	59.4	-4.5	-7.0%
Benefit Assessment	0.0	0.0	130.0	0.0	-130.0	-100%
Rideshare/SB1995	1.2	59.5	3.6	4.4	0.8	22.2%
Fares	229.6	223.1	205.0	224.1	19.1	9.3%
Farebox Trade	0.0	0.0	0.0	0.0	0.0	100%
Total Other Local	244.9	353.4	429.8	313.2	-116.6	-27.4%
Total Local Revenue	\$995.2	\$1,623.5	\$1,666.4	\$1,631.9	-\$34.1	-2.1%

**METROPOLITAN TRANSPORTATION AUTHORITY
FY 1993-94 BUDGET**

**THREE YEAR COMPARISON OF REVENUES
REVENUES BY SOURCE
(IN \$ MILLIONS)**

REVENUE CATEGORY	FY 1992 Actual	FY 1993 Budget	FY 1993 Estimate	FY 1994 Proposed	\$ Change	Percent Change
State						
TDA	\$189.6	\$181.5	\$185.1	\$185.1	0.0	0.0%
STA	15.3	17.5	10.0	17.9	7.9	79.0%
SAFE	7.9	6.7	7.4	7.0	-0.4	-5.4%
Prop 108/116	407.4	249.8	81.0	254.2	173.2	213.8%
TCI	14.0	16.7	2.4	12.8	10.4	433.3%
PVEA	0.1	1.0	0.5	1.0	0.5	100.0%
BCP	0.0	0.0	2.7	2.7	0.0	0.0%
FCR	210.1	221.4	17.5	54.2	36.7	209.3%
TSM	26.0	29.5	3.9	9.9	6.0	153.2%
Other, Art. 19	53.0	92.6	115.4	30.4	-85.0	-73.7%
Total State Revenue	923.5	816.7	425.9	575.2	149.3	35.0%
Federal						
FTA Section 3	122.7	168.2	173.3	352.1	178.8	103.2%
FTA Section 9	94.0	94.3	94.3	73.0	-21.3	-22.6%
Transit Enhancements	0.0	0.0	0.0	19.5	19.5	100.0%
ISTEA/CMAQ	0.0	52.8	68.5	55.8	-12.7	-18.5%
R/STP	0.0	57.2	53.2	83.3	30.1	56.7%
FHWA	82.0	82.0	349.9	184.2	-165.7	-47.4%
Smart Bond/Other	0.0	0.0	6.5	0.0	-6.5	-100.0%
Federal Highway Demo	10.0	25.1	0.0	0.0	0.0	100.0%
Total Federal Revenues	308.7	479.6	745.7	767.9	22.3	3.0
Total Revenues	\$2,227.5	\$2,919.8	\$2,837.9	\$2,975.0	\$137.1	4.8

TROPOLITAN TRANSPORTATION AUTHORITY
1993-94 BUDGET

ESTIMATED REVENUES AND EXPENDITURES BY FUND

Millions)	Special Revenue				Debt Service	Capital Projects	Enterprise Fund	Memo Only Totals
	General	Prop A	Prop C	Other				
Revenues								\$687.9
Sales Taxes	\$0.0	\$347.4	\$340.5	\$0.0	\$0.0	\$0.0	\$0.0	\$687.9
Intergovernmental				663.8	3.0	691.9	48.2	1,406.9
Fares/Operating Revenues						8.6	240.8	249.4
Interest		3.0	7.2				0.0	10.2
Other							0.0	0.0
Total Revenues	0.0	350.4	347.7	663.8	3.0	700.5	289.0	2,354.4
Expenditures								
Personnel	7.8	0.4	3.0	0.4		38.6	527.4	577.6
Operations	56.7	10.5	42.7	27.0		38.8	169.1	344.8
Capital Outlay	0.3		1.0			1.2		2.5
Construction			10.7			752.7		763.4
Local Transportation Support		136.6	363.7	536.4		107.3		1,144.2
Debt Service					272.5		13.6	286.1
Real Estate						197.1		197.1
Other	0.2					0.9		1.1
Total Expenditures	65.0	147.5	421.1	563.8	272.5	1,136.6	710.1	3,316.7
Surplus (Deficiency) of revenues over expenditures	(65.0)	202.9	(73.4)	100.0	(269.5)	(436.1)	(421.1)	(962.3)
Other Financing Sources/(Uses)								
Operating Transfers In	70.5	0.0	0.0	0.0	102.0	147.4	421.1	741.0
Operating Transfers Out	0.0	(273.2)	(189.3)	(278.5)	0.0	0.0	0.0	(741.0)
Proceeds from Financing			101.6		94.3	424.7		620.6
Total other financing sources (uses)	70.5	(273.2)	(87.7)	(278.5)	196.3	572.1	421.1	620.6
Surplus (Deficiency) of revenues and other financing sources over expenditures and other financing uses	5.5	(70.3)	(161.1)	(178.5)	(73.2)	136.0	0.0	(341.7)
Estimated Fund Balances, 7/1/93	0.0	82.2	215.9	238.0	114.3	271.7	0.0	922.1
Estimated Fund Balances, 6/30/94	\$5.5	\$11.9	\$54.8	\$59.5	\$41.1	\$407.7	\$0.0	\$580.4

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1) Does not include bus capital expenditures of \$147 million.

**METROPOLITAN TRANSPORTATION AUTHORITY
FY 1993-94 BUDGET**

GENERAL FUND

(**\$ Million**)

Project	FY 1993-94
Bus Electrification	\$45.6
Administration	8.7
Transit Planning	6.5
Congestion Management Program (CMP)	1.9
Constituent Outreach/Project Development	0.7
Signal Support Group	0.7
Merger Activities	0.5
Cash Management	0.3
Other	0.1
Total Projects - General Fund	\$65.0
Operating Transfers In	
Prop A Administration	\$15.7
Prop C Administration	5.1
TDA Administration	4.0
ISTEA/CMAQ (for Bus Electrification)	18.3
TCI (for Bus Electrification)	14.0
FAU Cash (for Bus Electrification)	13.4
Total Operating Transfers In	\$70.5

**METROPOLITAN TRANSPORTATION AUTHORITY
FY 1993-94 BUDGET**

PROP A

(S Million)

<u>Project</u>	<u>FY 1993-94</u>
Local Transportation Support	
Local Return (25%)	\$82.9
Discretionary Bus (95% Of 40%)	36.6
Discretionary Incentive (5% Of 40%)	17.1
Sub-total Local Transportation Support	<u>136.6</u>
Projects	
Prop A Discretionary Interest Projects	6.1
Fare Debitcard	3.3
Debt Issuance	1.2
Construction Enhancement Loan Program	0.1
Prop A Administration	0.1
Sub-total Projects	<u>10.8</u>
Total Expenditures	<u><u>\$147.5</u></u>
Operating Transfers Out	
Rail (35%) to Debt Service and Capital Funds	\$116.1
Discretionary (40%) to Enterprise Fund	90.4
SB 1995 Rail Reserve to Capital Fund	51.0
Administration to General Fund	15.7
Interest to General Fund	0.0
Total Operating Transfers Out	<u><u>\$273.2</u></u>

**METROPOLITAN TRANSPORTATION AUTHORITY
FY 1993-94 BUDGET**

PROP C

(S Million)

<u>Project</u>	<u>FY 1993-94</u>
Local Transportation Support	
Commuter Rail (10%) Call For Projects FY 1992-93 Carryov	\$5.2
Commuter Rail (10%) Call For Projects FY 1993-94 Projects	7.0
Local Return (20%)	67.1
Transit-on-Highway (25%) Call For Projects FY1992-93 Carr	91.5
Transit-on-Highway (25%) Call For Projects FY1992-93 TD	9.9
Transit-on-Highway (25%) Call For Projects FY 1993-94 Proj	105.9
Transit-on-Highway (25%) Call For Projects FY 1993-94 TD	15.0
Discretionary (40%) Call For Projects FY 1992-93 Carryover	45.1
Interest to Municipal Operators	17.0
Sub-total Local Transportation Support	<u>363.7</u>
 Projects	
Freeway Service Patrol	24.4
ADA Compliance	11.4
Imperial Grade Separation	10.7
Transportation Demand Management	5.1
Highway Planning	3.8
Major Incident Response	1.6
Omnitrans (Lines 110 & 496)	0.3
Prop C Administration	0.1
Sub-total Projects	<u>57.4</u>
 Total Expenditures	<u><u>\$421.1</u></u>
 Operating Transfers Out	
Discretionary (40%) to Enterprise Fund	\$135.2
Commuter Rail (10%) to Capital Funds	26.5
Security (5%) to Enterprise Fund	22.5
Administration to General Fund	5.1
Total Operating Transfers Out	<u><u>\$189.3</u></u>

METROPOLITAN TRANSPORTATION AUTHORITY
 FY 1993-94 BUDGET

OTHER SPECIAL REVENUE FUNDS

(S Million)

<u>Project</u>	<u>FY 1993-94</u>
Local Transportation Support	
FHWA (Federal Highways) FY 1993-94 Projects	\$184.2
FCR - Call for Projects FY 1993-94	54.2
TDA	52.2
CMAQ - Call for Projects FY 1993-94 Carryover	51.9
RSTP/FAU - Call for Projects FY 1992-93 Carryover	42.5
RSTP/FAU - Call for Projects 94 Projects	40.8
CMAQ - Call for Projects 94 Projects	37.5
Trans Enhancements - Call for Projects FY 1993-94	19.5
CMAQ Call For Projects FY 1992-93 - TDM Projects	14.6
FCR - Call for Projects FY 1992-93 Carryover	14.0
SMART Bond Refund - Call for Projects FY 1992-93	10.5
TSM - Call for Projects FY 1993-94 Projects	9.9
TSM - Call for Projects FY 1992-93 Carryover	3.1
STA Special Revenue	1.6
Sub-total Local Transportation Support	<u>536.4</u>
Projects	
FAU	10.0
SAFE	9.1
Tow Service Patrol - Budget Change Proposal	5.4
Benefit Assessment Districts	1.4
PVEA	1.4
Other	0.1
Sub-total Projects	<u>27.4</u>
Total Expenditures	<u><u>\$563.8</u></u>
Operating Transfers Out	
TDA to Enterprise Fund	126.7
STA to Enterprise Fund	44.4
R/STP-FAU to Capital Funds	42.5
ISTEA/CMAQ to General Fund	18.3
TCI to General Fund	16.8
FAU Cash to General Fund	13.4
STA to Capital Funds	11.9
TDA to General Fund	\$4.0
SMART bonds to Enterprise Fund	0.5
Total Operating Transfers Out	<u><u>\$278.5</u></u>

METROPOLITAN TRANSPORTATION AUTHORITY
 FY 1993-94 BUDGET

CAPITAL RAIL PROJECTS SUMMARY

(S Million)

Project	FY 1993-94
Rail	
Metro Rail MOS-2	\$262.6
Green Line	219.5
Metro Rail MOS-3 North Hollywood	142.6
Pasadena Line	37.6
LA Car - Design	50.1
Metro Rail MOS-3 Mid-City	45.9
RCC Systemwide	35.4
Red Line East-Planning	34.4
Blue Line Projects	25.6
Metro Rail MOS-1	21.3
Red Line Segment II Transit Enhancements	17.3
Rail Program Development	15.2
System Safety Enhancements	10.8
Rail Program Support	7.6
Hollywood Construction Mitigation Program	4.9
San Fernando Valley Line	4.1
Red Line West-Planning	1.8
Pico San Vicente Transit Center	1.5
Red Line Segment I Transit Enhancements	1.3
Pasadena Line Transit Enhancements	1.1
Technical Research & Development	0.8
Metro Rail MOS-3 Eastern Extension	0.5
North Coast Extension	0.3
Debt Compliance	0.2
Glendale Line	0.2
Rail ADA Compliance	0.1
Total MTA Metro/Light Rail Projects	<u>942.8</u>
MTA Projects in Support of SCRRA	
MTA Support Non-Billable Commuter Rail	120.0
SP/Santa Fe R-O-W	65.0
Commuter Rail Systemwide	5.5
Commuter Rail Systemwide - Operating	2.5
R-O-W Property Management	0.8
Total MTA/SCRRA Project	<u>193.8</u>
Total MTA Projects	<u><u>\$1,136.6</u></u>

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FY 1993-94 BUDGET

THREE YEAR COMPARISON OF EXPENSES
 EXPENSES BY UNIT (IN MILLIONS OF \$'S)

UNIT/SECTION	FY 1992 ACTUAL	FY 1993 BUDGET	FY 1993 ESTIMATE	FY 1994 PROPOSED	FY 1993 ESTIMATE TO FY 1994 PROPOSED	
					AMOUNT	%
EXECUTIVE OFFICE	1.2	1.1	1.5	2.6	1.1	73%
BOARD OFFICIALS						
BOARD SECRETARY	0.5	0.6	0.6	0.6	0.0	0%
GENERAL COUNSEL	1.6	1.9	3.3	2.5	(0.8)	-24%
INSPECTOR GENERAL	0.3	0.5	0.3	0.6	0.3	100%
BOARD OFFICIALS SUBTOTAL	2.4	3.0	4.2	3.7	(0.5)	-12%
EXTERNAL AFFAIRS						
INTER-GOVERNMENTAL AFFAIRS	10.0	9.6	5.2	5.8	0.6	12%
PUBLIC COMMUNICATIONS	6.4	8.0	5.6	5.8	0.2	4%
EXTERNAL AFFAIRS SUBTOTAL	16.4	17.6	10.8	11.6	0.8	7%
OPERATIONS						
TRANSPORTATION	285.4	306.7	296.7	320.0	23.3	8%
EQUIPMENT MAINTENANCE	171.6	178.6	170.8	183.5	12.7	7%
RESEARCH AND BUSINESS DEVELOPMENT FACILITIES	3.1	3.3	3.2	3.3	0.1	3%
CUSTOMER RELATIONS	37.4	43.8	38.9	43.3	4.4	11%
SCHEDULING/OPERATIONS PLANNING	12.0	12.1	12.6	12.6	0.0	0%
OPERATIONS GENERAL	9.0	8.4	9.1	7.8	(1.3)	-14%
OPERATIONS TOTAL	1.8	1.8	1.6	1.8	0.2	12%
PLANNING AND PROGRAMMING	520.3	554.7	532.9	572.3	39.4	7%
MULTI-MODAL	62.9	63.9	52.2	144.2	92.0	176%
CAPITAL PLANNING	2.4	3.2	3.1	3.8	0.7	23%
COUNTY-WIDE ADMINISTRATION	3.0	8.5	8.3	16.9	-8.6	104%
LOCAL TRANSPORTATION SUBSIDIES	1.4	3.3	2.3	0.6	(1.7)	-74%
PLANNING AND PROGRAMMING TOTAL	288.0	696.2	1,095.2	1,059.0	(36.2)	-3%
CONSTRUCTION	357.7	775.1	1,161.1	1,224.5	63.4	5%
SYSTEMWIDE ENGINEERING	459.2	727.5	660.2	686.3	26.1	4%
PROJECT MANAGEMENT	18.0	25.5	29.9	29.1	(0.8)	-3%
CONSTRUCTION TOTAL	477.2	753.0	690.1	715.4	25.3	4%
ADMINISTRATION/SECURITY/FINANCE						
TRANSIT POLICE	16.0	20.8	17.4	23.0	5.6	32%
FINANCE	18.6	25.6	20.1	25.0	4.9	24%
EQUAL OPPORTUNITY	2.7	3.8	5.0	4.9	(0.1)	-2%
ADMINISTRATIVE SERVICES	35.0	64.7	40.7	42.5	1.8	4%
INFORMATION SYSTEMS	17.6	20.4	16.8	14.9	(1.9)	-11%
INTERNAL AUDIT	2.4	4.5	3.9	2.9	(1.0)	-26%
DEBT SERVICE	365.9	183.7	232.0	286.2	54.2	23%
REAL ESTATE ACQUISITION	64.2	274.6	279.7	212.9	(66.8)	-24%
UNALLOCATED OVERHEAD	47.8	49.8	42.2	50.1	7.9	19%
ADMINISTRATION/SECURITY/FINANCE TOTAL	570.2	647.9	657.8	662.4	4.6	1%
COMMUTER RAIL	172.5	152.9	89.6	124.2	34.6	3%
TOTAL EXPENSES	2,117.9	2,905.3	3,148.0	3,316.7	168.7	5%

NOTE: FY 1994 PROPOSED DOES NOT INCLUDE \$147.6 MILLION OF CAPITAL EXPENSES FOR BUS AND RAIL OPERATIONS.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FY 1993-94 BUDGET

THREE YEAR COMPARISON OF EXPENSES
 EXPENSES BY CATEGORY (IN MILLIONS OF \$'S)

EXPENSE CATEGORY	FY 1992 ACTUAL	FY 1993 BUDGET	FY 1993 ESTIMATE	FY 1994 PROPOSED	FY 1993 ESTIMATE TO FY 1994 PROPOSED	
					AMOUNT	%
LABOR						
CONTRACT	293.7	305.4	298.8	333.8	35.0	12%
NON-CONTRACT	100.4	105.7	104.9	103.6	(1.3)	-1%
BENEFITS	121.5	149.2	135.4	137.8	2.4	2%
LABOR TOTAL	515.6	560.3	539.1	575.2	36.1	7%
PROFESSIONAL SERVICES	70.9	86.9	74.9	90.2	15.3	20%
MATERIALS AND SUPPLIES						
DIESEL, METHANOL, CNG FUEL	18.7	25.6	19.9	23.2	3.3	17%
BUS AND RAIL CAR PARTS	33.3	29.0	28.7	34.1	5.4	19%
OTHER	24.3	25.4	25.1	26.1	1.0	4%
MATERIALS AND SUPPLIES TOTAL	76.3	80.0	73.7	83.4	9.7	13%
CASUALTY AND LIABILITY	57.2	56.1	56.3	58.8	2.5	4%
OTHER	36.1	38.7	34.8	37.3	2.5	7%
DEBT SERVICE AND INTEREST	355.7	183.7	232.0	286.2	54.2	23%
REAL ESTATE ACQUISITIONS	34.0	430.9	401.1	200.5	(200.6)	-50%
RAIL CONSTRUCTION	459.7	578.6	534.7	732.4	197.7	37%
LOCAL TRANSPORTATION PROGRAMS	17.6	76.6	43.8	103.0	59.2	135%
LOCAL TRANSPORTATION SUBSIDIES	494.8	813.5	1,157.6	1,149.7	(7.9)	-1%
TOTAL EXPENSES	2,117.9	2,905.3	3,148.0	3,316.7	168.7	5%

NOTE: FY 1994 PROPOSED DOES NOT INCLUDE \$147.6 MILLION OF CAPITAL EXPENSES FOR BUS AND RAIL OPERATIONS.

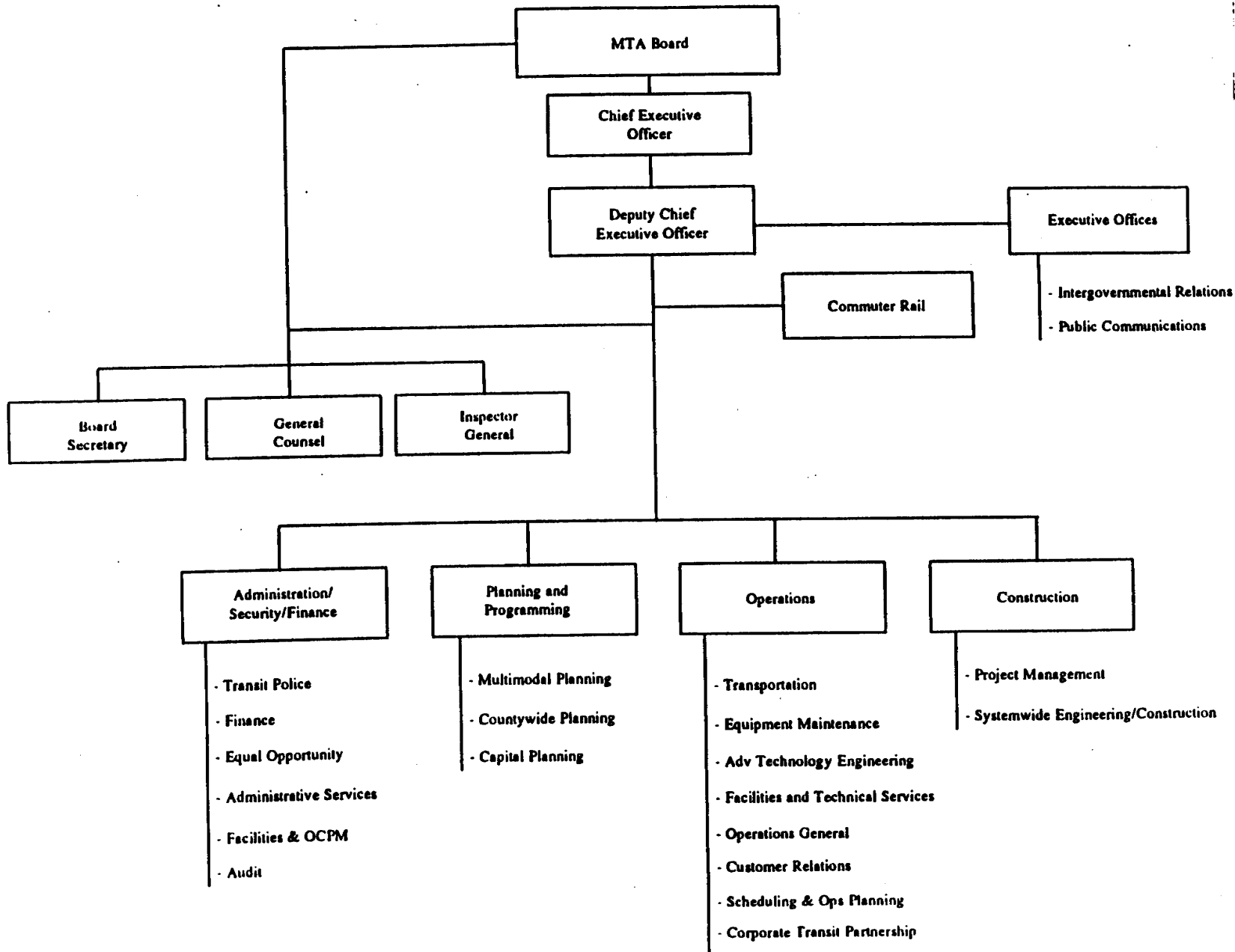
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FY 1993-94 BUDGET

THREE YEAR COMPARISON OF PERSONNEL
 AUTHORIZED POSITIONS BY UNIT

UNIT/SECTION	FY 1992 BUDGET	FY 1993 BUDGET	FY 1993 CURRENT	FY 1994 PROPOSED	FY 1993 CURRENT TO FY 1994 PROPOSED	
					AMOUNT	%
EXECUTIVE OFFICE	11	12	13	13	0	0%
BOARD OFFICIALS						
BOARD SECRETARY	7	7	13	11	(2)	-15%
GENERAL COUNSEL	15	15	16	15	(1)	-6%
INSPECTOR GENERAL	5	5	5	10	5	100%
BOARD OFFICIALS.SUBTOTAL	27	27	34	36	2	6%
EXTERNAL AFFAIRS						
INTER-GOVERNMENTAL AFFAIRS	43	41	79	41	(38)	-48%
PUBLIC COMMUNICATIONS	44	43	61	33	(28)	-46%
EXTERNAL AFFAIRS SUBTOTAL	87	84	140	74	(66)	-47%
OPERATIONS						
TRANSPORTATION	4,577	4,617	4,521	4,625	104	2%
EQUIPMENT MAINTENANCE	1,980	1,965	1,881	1,996	115	6%
RESEARCH AND BUSINESS DEVELOPMENT	34	39	40	40	0	0%
FACILITIES	553	585	526	567	41	8%
CUSTOMER RELATIONS	205	200	188	189	1	1%
SCHEDULING/OPERATIONS PLANNING	129	130	122	122	0	0%
OPERATIONS GENERAL	30	28	26	28	2	8%
OPERATIONS TOTAL	7,508	7,564	7,304	7,567	263	4%
PLANNING AND PROGRAMMING						
MULTI-MODAL	93	90	84	68	(16)	-19%
CAPITAL PLANNING	21	24	26	30	4	15%
COUNTY-WIDE	33	34	41	36	(5)	-12%
ADMINISTRATION	10	12	7	7	0	0
LOCAL TRANSPORTATION SUBSIDIES	0	0	0	0	0	NA
PLANNING AND PROGRAMMING TOTAL	157	160	158	141	(17)	-11%
CONSTRUCTION						
SYSTEMWIDE ENGINEERING	135	139	113	113	0	0
PROJECT MANAGEMENT	40	42	48	56	8	17%
CONSTRUCTION TOTAL	175	181	161	169	8	5%
ADMINISTRATION/SECURITY/FINANCE						
TRANSIT POLICE	323	360	311	439	128	41%
FINANCE	195	164	179	144	(35)	-20%
EQUAL OPPORTUNITY	39	40	43	35	(8)	-19%
ADMINISTRATIVE SERVICES	391	412	461	360	(101)	-22%
INFORMATION SYSTEMS	111	105	110	106	(4)	-4%
INTERNAL AUDIT	39	30	29	21	(8)	-28%
DEBT SERVICE	0	0	0	0	0	N
REAL ESTATE ACQUISITION	0	0	0	0	0	N
UNALLOCATED OVERHEAD	0	0	0	0	0	N
ADMINISTRATION/SECURITY/FINANCE TOTAL	1,098	1,111	1,133	1,105	(28)	-2%
COMMUTER RAIL	14	29	34	49	15	4%
SUBTOTAL AUTHORIZED POSITIONS	9,077	9,168	8,977	9,154	177	-
VACANCIES	0	(170)	0	0	0	-
TOTAL AUTHORIZED POSITIONS	9,077	8,998	8,977	9,154	177	-

III. Organizational Structure

MTA Organization



APPENDIX B

List of MTA Interviewees

List of MTA Interviewees

<u>Name</u>	<u>Department</u>
Terry Matsumoto	Controller
Chip Conway	Budget
Anne Adelman	Budget
Craig Clifton	Budget
Larry Schlegel	Executive Staff
Richard Davis	Office of Management and Budget
Nancy Whelan	Capital Planning
Mark Bozigian	Capital Planning
Tom Rubin	Executive Staff
Mike Smith	Treasury
Drew Phillips	Treasury
Wayne Moore	Project Management Finance
Stanley Foreman	General Accounting

APPENDIX C

**List of Significant Variances
FY93 Estimated Actuals Versus FY94 Budget***



**INTEROFFICE
MEMO**

Los Angeles County
Metropolitan
Transportation
Authority

West Seventh Street
Suite 300
Los Angeles, CA 90017

213.623.1194

DATE: December 22, 1993
TO: Executive Management and Reporting Unit Directors
FROM: Larry Schlegel, Budget Director *Larry*
SUBJECT: Authorized Staffing Levels

The attached list details the MTA's authorized staffing effective January 1, 1994. The allocation of authorized positions was developed by Hy Frankel and presented to the Budget Office and Human Resources on December 9, 1993. The new allocations will be used by the Budget Office and Human Resources to develop and administer the MTA's position control system. These numbers will be the base for each reporting unit's work plan.

The list contains changes from the adopted Fiscal Year 93-94 Budget. First, the configuration of functions within the Agency has been modified. For example, MIS and Facilities & Procurement are placed differently in the current structure when compared to the budget. Second, additional positions have been added by the Board of Directors. Five supervisor and 28 custodian positions were added to Facilities: No. 5620 for Red Line maintenance, and six positions were added to Real Estate: No. 5640 for a total of 39 additional positions. Third, staffing levels have been changed by Hy Frankel within the bottom line number of positions authorized for the MTA.

The Budget Office will be adjusting the labor and fringe benefit accounts for all affected reporting units. If you have any questions regarding your current authorized staffing levels, please call the Budget Office.

Attachment

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AUTHSTAF.MEM

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FISCAL YEAR 93-94
 STAFFING LEVEL BY REPORTING UNIT

UNIT	SECTION	FUNCTION	FY 92-93 FILLED POSITIONS	ADOPTED FY 93-94 BUDGET	JAN 1, 1994 AUTHORIZED POSITIONS
1000	BOARD OFFICE				
	1100	CHIEF EXECUTIVE OFFICER	13	7	13
	1200	BOARD FUNCTIONS			
		1210 SECRETARY'S OFFICE	11	9	
		1220 BOARD RELATIONS	2	2	
		TOTAL BOARD FUNCTIONS	13	11	13
	1300	GENERAL COUNSEL	16	15	16
	1400	INSPECTOR GENERAL	5	10	10
		TOTAL BOARD OFFICIALS	47	43	52
2000	EXTERNAL AFFAIRS				
	2500	INTER-GOVERNMENTAL AFFAIRS	79	41	41
	2600	PUBLIC COMMUNICATIONS	61	33	44
		TOTAL EXTERNAL AFFAIRS	140	74	85
3000	OPERATIONS				
	3100	OPERATIONS GENERAL	21	28	28
	3200	TRANSPORTATION			
		3299 ADMINISTRATION	17	17	
		3297 INSTRUCTION	36	36	
		325X DIVISION OPERATIONS	4,370	4,474	
		3296 OPERATIONS CONTROL	98	98	
		TOTAL TRANSPORTATION	4,521	4,625	4,625
	3300	EQUIPMENT MAINTENANCE			
		3399 ADMINISTRATION	34	34	
		335X MAINTENANCE	1,847	1,962	
		TOTAL EQUIPMENT MAINTENANCE	1,881	1,996	1,996
	3400	RESEARCH & BUSINESS DEVELOPMENT	47	40	40
	3500	FACILITIES			
		3599 ADMINISTRATION	4	4	
		3598 ETB	0	7	
		3597 FACILITIES ENGINEERING	29	29	
		35XX MATERIAL (3501 THRU 3540)	158	158	
		35XX MAINTENANCE (3541 THRU 3580)	328	369	
		TOTAL FACILITIES MAINTENANCE	519	567	567
	3700	CUSTOMER RELATIONS	178	179	179
	3800	CORPORATE TRANSIT PARTNERSHIP	10	10	10
	3900	SCHEDULING & OPERATIONS PLANNING	127	122	122
		TOTAL OPERATIONS	7,304	7,567	7,567
4000	PLANNING & PROGRAMMING				
	4100	ADMINISTRATION	7	7	7
	4200	COUNTYWIDE			
		4210 SYSTEMS PLANNING & INTEGRATION	23	23	
		4220 TECHNICAL SERVICES	18	13	
		4230 DEMAND MANAGEMENT		0	
		TOTAL COUNTYWIDE	41	36	36
	4300	MULTIMODAL			
		4310 AREA TEAMS	55	46	
		4320 JOINT DEVELOPMENT	21	16	
		4330 ECONOMIC DEV/ADVANCED TECH	8	6	
		4340 TRANSIT SUBSIDIES		0	
		TOTAL MULTIMODAL	84	68	63

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FISCAL YEAR 93-94
 STAFFING LEVEL BY REPORTING UNIT

UNIT	SECTION	FUNCTION	FY 92-93 FILLED POSITIONS	ADOPTED FY 93-94 BUDGET	JAN 1, 1994 AUTHORIZED POSITIONS
	4400	CAPITAL PLANNING			
		4410 CAPITAL PLANNING ADMINISTRATION	2	17	
		4420 BENEFIT ASSESSMENT	6	6	
		4430 GRANTS MANAGEMENT & FUNDS ADMIN	18	7	
		4440 CALL FOR PROJECTS		0	
		TOTAL CAPITAL PLANNING	26	30	30
		TOTAL PLANNING & PROGRAMMING	158	141	136
5000		ADMINISTRATION, SECURITY & FINANCE			
	5100	EXECUTIVE OFFICER ADMINISTRATION	10	6	5
	5300	FINANCE			
		5310 CHIEF FINANCIAL OFFICER	2	2	1
		5320 TREASURER	13	5	9
		5330 ACCOUNTING	119	97	104
		5340 BUDGET	18	11	13
		5350 RISK MANAGEMENT - OPERATIONS	45	30	29
		5360 RISK MANAGEMENT - CONSTRUCTION	0	3	3
		TOTAL FINANCE	197	148	159
	5400	AUDIT	29	21	22
	5500	EQUAL OPPORTUNITY			
		5510 ADMINISTRATION	3	2	
		5520 CONTRACT COMPLIANCE	37	30	
		5530 EEO	3	3	
		5540 DBE INTERAGENCY PROGRAMS	0	0	
		TOTAL EQUAL OPPORTUNITY	43	35	35
	5600	FACILITIES & PROCUREMENT			
		5610 ADMINISTRATION	0	3	2
		5620 FACILITIES	164	146	178
		5630 PROCUREMENT	120	92	74
		5640 REAL ESTATE	32	30	36
		TOTAL FACILITIES & PROCUREMENT	316	271	290
	5700	ADMINISTRATIVE SERVICES			
		5710 ADMINISTRATIVE SERVICES DIR	3	3	2
		5720 HUMAN RESOURCES	90	58	67
		5730 MANAGEMENT INFORMATION SYSTEMS	110	106	105
		5740 LABOR RELATIONS	9	9	9
		5750 MANAGEMENT SERVICES	15	10	10
		TOTAL ADMINISTRATIVE SERVICES	227	186	193
	5800	TRANSIT POLICE	311	439	439
		TOTAL ADMINISTRATION, SECURITY & FINANCE	1,133	1,106	1,143
6000		COMMUTER RAIL	34	49	49
8000		CONSTRUCTION	161	174	161
TOTAL MTA			8,977	9,154	9,193
			=====	=====	=====

Southern
California
Regional
Rail Authority

**Budget
Fiscal
Year
1993-94**

Final September, 1993



Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino Associated Governments

Ventura County Transportation Commission

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET**

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PART B: MAINTENANCE OF WAY (MOW) BUDGET FOR 1993-94

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Los Angeles County
Transportation Commission
Orange County
Transportation Authority
Riverside County
Transportation Commission
San Bernardino
Associated Governments
Ventura County
Transportation Commission
Ex-Officio Members:
Southern California
Association of Governments
San Diego Association
of Governments
State of California

September 10, 1993

TO: SCRRA MEMBERS AND ALTERNATES
FROM: EXECUTIVE DIRECTOR
SUBJECT: FY 1993-94 BUDGET MESSAGE

The Joint Exercise of Powers Agreement (JPA) which established the SCRRA requires that the SCRRA adopt a budget no later than June 30 of each year.

Preliminary budgets were presented to the member agencies in April 1993 and comments received have been incorporated into the revised budgets presented here for adoption by the SCRRA.

OPERATING BUDGET (PART A):

Over the next year the present Metrolink service will expand from 115 miles (prior to the San Bernardino and Riverside openings) to 294 miles, from 13 stations to 38 stations, from barely 3 counties to all 5 counties. The number of train-miles of service will triple. The result will be a higher operating budget, but one which at the same time shows clear economies of scale. This can be shown in two ways. The first is to compare the growth based on this year's 8-month budget with next year's 12-month budget as follows:

TABLE 1: COMPARISON OF FY92/93 BUDGET WITH FY93/94 BUDGET

	<u>FY92/93</u>	<u>FY93/94</u>	<u>CHANGE</u>
TRAIN-MILES	211,800	668,600	+216%
ROUTE-MILES	115.3	294.1	+155%
BUDGET(\$000)	\$17,288	\$42,996	+149%

Second, economies of scale can also be seen by comparing changes in the net operating cost (subsidy) for the first two counties with train service.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 OPERATING BUDGET
 BASELINE: PEAK TRAIN MILES
 SUBSIDY ALLOCATION BY COUNTY (\$K)**

20-May-93

PEAK BASELINE

OPERATING SUBSIDY (SPLIT BASED ON TRAIN MILES)	TOTAL FY 93/94	LACMTA SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SAN BERNARDINO - LOS ANGELES *						
TRAIN MILES	226.5	150.8			75.7	
SPLIT		66.6%			33.4%	
SUBSIDY (LESS MOW)	5,478.9	3,646.8			1,832.1	
MOORPARK - LOS ANGELES						
TRAIN MILES	119.6	83.1				36.5
SPLIT		69.5%				30.5%
SUBSIDY (LESS MOW)	6,204.5	4,311.0				1,893.5
SANTA CLARITA - LOS ANGELES *						
TRAIN MILES	118.9	118.9				
SPLIT		100.0%				
SUBSIDY (LESS MOW)	5,255.2	5,255.2				
RIVERSIDE - LOS ANGELES VIA ONTARIO (UP) *						
TRAIN MILES	123.8	74.5		29.4	19.9	
SPLIT		60.2%		23.8%	16.1%	
SUBSIDY (LESS MOW)	5,058.2	3,044.3		1,201.5	812.4	
OCEANSIDE - LOS ANGELES *						
TRAIN MILES	79.7	19.5	60.2			
SPLIT		24.4%	75.6%			
SUBSIDY (LESS MOW)	3,917.9	957.5	2,960.4			
MOW - COMMUTER RAIL SHARE	5,984.6	3,191.7	1,903.0	245.1	568.2	76.6
TOTAL OPERATIONS SUBSIDY	31,899.3	20,406.6	4,863.4	1,446.6	3,212.7	1,970.1

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* BURBANK TURN TRAIN MILES & COSTS ARE ALLOCATED TO LA-SB (1 RT), LA-RIV (1 RT), LA-SC (1/2 RT) & LA-OCN (1/2 RT).

TABLE 2: COMPARISON BY YEAR FOR LACMTA AND VCTC

	<u>FY92/93</u>	<u>FY93/94</u>	<u>CHANGE</u>
LOS ANGELES COUNTY:			
TRAIN-MILES	183,300	446,800	+144%
SUBSIDY(\$000)	\$14,354	\$20,407	+ 42%
VENTURA COUNTY:			
TRAIN-MILES	21,900	36,500	+ 67%
SUBSIDY(\$000)	\$ 1,715	\$ 1,970	+ 15%

Not only does the overall system become more efficient as the service expands, so do the dollars from these counties. The attached chart shows the subsidy allocation by county for all lines for FY93/94.

SCRRA provides a three-year projection of the operating budget so that member agencies can better plan their financing. A projection was first provided in May 1992. The FY93/94 operating budget is comparable with this forecast with the exception of several items. They are as follows:

Maintenance-of-Way Costs: When the estimate for this work was first done last Spring, the Santa Fe Lines and the Saugus Line had not been purchased nor assessed in detail. It is now clear that the railroads lowered their maintenance levels during the extended negotiating periods. The SCRRA is having to do more ongoing and deferred maintenance this next year than we foresaw. The operating budget includes commuter rail operation's share of the maintenance-of-way costs.

Staff Costs: Up until this year, the LACTC charged the SCRRA (and its internal operations as well) salary and benefits costs, but not other overhead costs. The LACMTA is now going to charge salaries and overhead costs to units like the RCC and the SCRRA. The budget reflects a 157% overhead for now; it may drop in the next several months as LACMTA prepares its own next year's budget. There has also been an increase in staff positions compared with the prior budget.

Four new positions have been included in the budget pending board approval. Those positions are: Transportation Inspector, Operations Planner, Fare/Section 15 Accountant, and Cost Accountant (cost split with capital budget).

Utility Costs: Prior to start-up, estimates were made for utility charges. Based on the actual charges to date, projections for utilities are five times higher than initial estimates.

Public Safety: We are recommending a continuing public safety program to educate the public on rail safety. This activity includes student and adult education, trooper-on-the-train, special advertising, and other programs. This safety program has been reviewed by the Operations Committee.

MAINTENANCE-OF-WAY BUDGET (PART B):

The member agencies of the SCRRA have purchased several hundred miles of railroad rights-of-way. Many of these rights-of-way must now be maintained by the SCRRA. To acknowledge the size of this effort and its special funding arrangement a separate budget for this work has been established.

The costs of maintaining the rights-of-way are paid for by the users. The railroads have agreed to contribute what they have historically spent to maintain the rights-of-way to freight standards. Based on federal enabling legislation, Amtrak has contributed to railroad maintenance-of-way based on "avoidable costs"; SCRRA is presently negotiating with Amtrak to increase this level of contribution. The balance of maintenance-of-way costs will be funded through the Metrolink operating budget on those rights-of-way used by Metrolink or by the individual owner counties of non-operating rights-of-way.

This formula should lead to a fairly low cost for Metrolink over time. However, for the first several years this will not be the case since railroads have done less maintenance on these lines during the negotiating period than they should have. This means that some catch-up and deferred maintenance must be done now.

There are several areas more in need of work than typical. The first is along the Los Angeles River and the Union Station area where the track and signals are old, the tonnage high, and the track speeds too low. The SCRRA is rehabilitating this area, but it still needs high maintenance. Another area is the Saugus Line, especially north of Sylmar. It is a steep, curving section with a difficult, wet tunnel segment. Both extra maintenance and capital investment will be needed to bring this line up to good condition. The third area is the line in Orange County. The line has ongoing water problems in the rainy season, high

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 1993-94 MAINTENANCE OF WAY BUDGET
REVENUE ESTIMATES ARE FOR INFORMATION ONLY

MAINTENANCE OF WAY	TOTAL MOW COST FY 1993/94	MOW TO OPERATING BUDGET	MOW BUDGET	PROJECTED FREIGHT/AMTRAK SHARES
OPERATING ROUTES	\$9,606,545	\$5,984,557	\$3,621,988	\$3,621,988
LOS ANGELES COUNTY	4,416,495	3,191,727	1,728,176	1,728,176
ORANGE COUNTY	3,465,259	1,902,974	1,340,965	1,340,965
RIVERSIDE COUNTY	357,723	245,107	0	0
SAN BERNARDINO COUNTY	1,255,326	568,185	552,847	552,847
VENTURA COUNTY	111,742	76,564	0	0
NON - OPERATING ROUTES	\$2,118,672		\$1,237,649	\$881,023
LOS ANGELES COUNTY	2,059,009		1,226,224	832,785
SAN BERNARDINO COUNTY	59,663		11,425	48,238

SCRR-A-7

speeds, and old signals. Capital work being done will help a great deal, but in the meantime there will be more than normal maintenance.

The total cost of maintaining the 241 miles is summarized below:

TABLE 3: MAINTENANCE-OF-WAY BUDGET SUMMARY

	<u>MILES</u>	<u>FY93/94 COST</u>
OPERATING ROUTES:		
RAILROADS		\$3,622,000
METROLINK		<u>\$5,985,000</u> (Operating Budget)
SUBTOTAL	183.0	\$9,607,000
NON-OPERATING ROUTES:		
RAILROADS		\$ 881,000
COUNTIES		<u>\$1,238,000</u>
SUBTOTAL	57.7	\$2,119,000 (MOW Budget)
TOTAL MAINT-OF-WAY:	240.7	\$11,725,000

CAPITAL BUDGET (PART C):

The SB 1402 Capital Program continues in FY93/94 and is about half complete. The program is still under budget overall with the exception of the Santa Clarita Line. The budget on this line was increased because speed improvements between Burbank and Sylmar were added to the SB 1402 Plan. In the Preliminary Budget, the Shared Facilities budget was increased to add equipment, signage, and start-up costs on the future lines. Additional local funding was required to meet these costs. In the Revised Budget, costs have been removed to line budgets to avoid the need for additional local funds in Shared Facilities.

It should also be noted that additional scope items have been added to the program beyond the SB 1402 projects. These include increased funding up to \$23 million for signal and siding improvements requested and paid for by Caltrans north of Moorpark to Goleta, and improvements on the Santa Clarita Line.

As for the schedule of work, there has been one delay. The San Bernardino Line was initially to have been in operation by the end of 1992, but was delayed by lengthy negotiations. The Riverside-Los Angeles (via Ontario) Line, on the other hand, was added to the SB 1402 Program and will start this June. The rest of the first six lines are still on schedule.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
CATEGORY SUMMARY						
SAN BERNARDINO - LOS ANGELES	20,082	8,792	0	0	11,290	0
VENTURA - LOS ANGELES	30,171	22,120	0	0	0	8,051
SANTA CLARITA - LOS ANGELES	6,867	6,867	0	0	0	0
RIVERSIDE - LOS ANGELES (UP)	1,794	1,227	0	567	0	0
SHARED FACILITIES	0	0	0	0	0	0
FULLERTON - LOS ANGELES	22,002	22,002	0	0	0	0
OCEANSIDE - FULLERTON	42,220	0	42,220	0	0	0
SAN BERNARDINO/RIVERSIDE - FULLERTON	36,696	0	12,704	17,682	6,310	0
SPECIAL PROJECT						
LOCOMOTIVE EMISSIONS REDUCTION PROGRAM	176	71	46	24	28	7
ROLLING STOCK						
LOCOMOTIVES	17,635	4,880	7,163	3,629	1,962	0
PASSENGER CARS	42,597	15,760	16,444	7,031	3,362	0
ROLLING STOCK PROCUREMENT & TESTING	710	265	208	197	40	0
TOTALS	220,950	81,984	78,786	29,129	22,992	8,058

SCRRA-9

As for the schedule of work, there has been one delay. The San Bernardino Line was initially to have been in operation by the end of 1992, but was delayed by lengthy negotiations. The Riverside-Los Angeles (via Ontario) Line, on the other hand, was added to the SB 1402 Program and started operation in June. The rest of the first six lines are still on schedule.

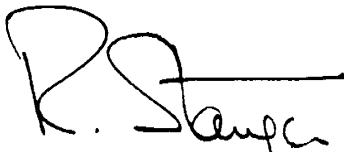
There will be ongoing work along the Los Angeles River, at Union Station, and replacement trackwork north to Burbank within Los Angeles County, and completion of other work now underway. However, most of the work in FY93/94 will take place outside Los Angeles County. Figure 1 shows generally where next year's work will be taking place.

SUMMARY:

Over the next year, Metrolink will implement a major expansion of service which will increase the overall operating costs. However, due to the economies of scale, costs do not increase proportionately. With the exception of certain budget items which have increased above earlier 1992 projections, the FY93/94 budget tracks is what the member agencies were expecting.

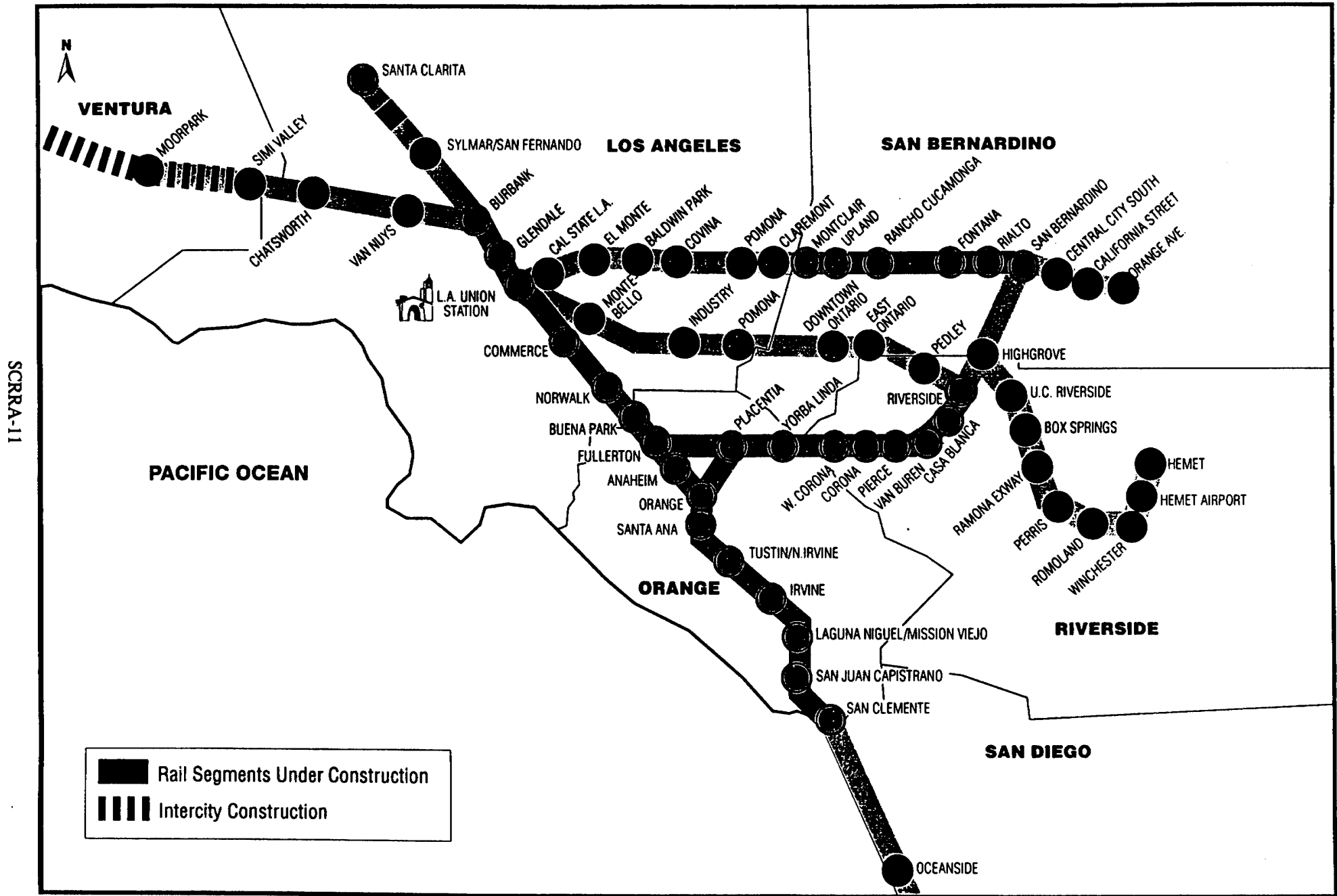
One of these items is maintenance-of-way which has increased because more catch-up and deferred maintenance is needed on lines recently purchased from the railroads. The maintenance-of-way budget reflects this increase, much of the increase will be charged to Metrolink operations.

The capital budget reflects several components. There is continuing work involved with service expansion to Orange County primarily; there is work at Union Station and at the approaches to Union Station; and there are other planned physical improvements on the initial lines.



RICHARD STANGER
Executive Director

SCRRA Rail Segments Under Construction in FY 93-94



Rail Segments Under Construction
 Intercity Construction

SCRRA-11

Southern
California
Regional
Rail Authority

**Operating
Budget
Fiscal Year
1993-94**

Final September, 1993



Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino Associated Governments

Ventura County Transportation Commission

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 OPERATING BUDGET
PART A OF FY 1993-94 SCRRRA BUDGET**

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OPERATING BUDGET FOR FY 1993-94

1.0 SUMMARY OF FY 1992-93 OPERATING BUDGET

The budget for FY 1992-93 was an 8-month budget of \$17.3 million and included a net subsidy of \$15.4 million. In February 1993, the mid-year adjustment to the FY 1992-93 Operating Budget added \$1.6 million to the budget. The major elements of this increase were the addition of midday service, changes in Amtrak costs, funding for station ambassadors, an extensive safety program, and revisions to farebox revenue due to later station openings than originally predicted.

2.0 SERVICE ASSUMPTIONS FOR FY 1993-94 OPERATING BUDGET

Service assumptions for FY 1993-94 are as follows:

<u>ROUTE</u>	<u>DATE</u>	<u>RTs</u>
San Bernardino-LA	07/01/93	3
Montclair-LA	07/01/93	2
San Bernardino-LA (extn from Montclair)	01/03/94	2
Moorpark-LA	07/01/93	4
Santa Clarita-LA	07/01/93	3
Riverside-LA (UP)	07/01/93	3
LA-Burbank Short Turn *	07/01/93	3
Oceanside-LA	12/06/93	3
Mid-day Service		
Montclair-LA	07/01/93	2
Moorpark-LA	07/01/93	1
Santa Clarita-LA	07/01/93	2
Riverside-LA (UP)	07/01/93	1
Ext. Montclair-San Bernardino	01/03/94	2
Additional Mid-day/Sweeper Service		
Montclair-LA	09/06/93	2
Santa Clarita-LA	09/06/93	2
Ext. Montclair-San Bernardino	01/03/94	2

* The Burbank Short Turn trains are actually 6 one way trips, but are reflected in this table as 3 round trips

3.0 REVENUES IN FY 1993-94 OPERATING BUDGET

Farebox Revenues and Lease/Charter revenues are the two sources of revenue in the SCRRA budget. Based on the projected revenues and expenditures for FY 1993-94, farebox recovery is projected to be 28.1%.

3.1 **Farebox Revenues** are estimated by line using the current fare structure and the SB 1402 ridership projections for all lines in this report, and projections by consultants for Riverside County the Riverside-LA via UP Line. The SB 1402 projections have been modified to reflect actual experience on the three start-up lines and the above service assumptions. As new stations and lines start up, it is assumed that the first week of service is free and that the full SB 1402 projected ridership is not reached until the second year of service. On the average, projections for the first year are about 50% of the SB 1402 projections.

3.2 **Lease/Charter Revenues** are estimated at \$40,000 for FY 1993-94 and include \$30,000 for equipment leases and \$10,000 for six chartered trains. These revenues are assumed to escalate at 4% per year.

4.0 EXPENDITURES IN FY 1993-94 OPERATING BUDGET

Expenditures are presented in the following three categories and are described below:

- Train Operations and Services
- General and Administrative
- Insurance

4.1 TRAIN OPERATIONS AND SERVICES

Train Operations and Services includes Amtrak Train Operations, SCCRA Train Services and Total Maintenance of Way. The items included in these categories are described below.

4.1.1 **AMTRAK Train operations** includes six elements. These are based on SCRRRA staff negotiations with Amtrak and are based on the following assumptions:

AMTRAK - Base includes Amtrak's operating costs based on the above service assumptions for FY 1993-94. It includes the following:

- train operations - crews, transportation management, and extra board
- maintenance of equipment which will include 23 locomotives and 94 cars
- general management staff
- material management
- dispatching - San Gabriel Subdivision, Saugus Line, Orange County, and Mission Tower
- General and Administrative costs at 6.38% of Direct Costs and 5.82% of Direct Costs over \$10 million
- Amtrak - Base excludes Amtrak MOW costs which are in the MOW budget.

For following years, these costs are increased for increase in service levels and wage increases consistent with union agreements.

Management Fee is estimated at \$570,000 plus 5.5% of the amount of the Approved Budget over \$10 million. A fee for MOW is included.

Performance Incentives are based on on-time performance and equipment availability and are capped so that the total of Management Fee and Performance Incentives is no more than 10% of the total Approved Budget.

Employee Incentives is a pool of funds for employee incentives earned in the prior year and is composed of the following:

- 10% of the Equipment Availability Performance incentive paid to Amtrak during the previous fiscal year, plus
- 6% of the On-Time Performance incentives earned in the previous fiscal year, plus
- an amount up to \$48,000 determined on the basis of customer correspondence received and/or surveys conducted during the previous fiscal year.

The pool of funds available is reduced by \$250 per incident for each incident which involves a failure to stop or otherwise reasonably accommodate disabled individuals and by \$200 per incident for each incident of conduct unbecoming an employee or of failure to wear proper uniform.

Freight Incentives are paid to each freight railroad that dispatches and maintains a line of railroad over which an SCRRA train operates and are based on on-time performance at 60% of the incentive rate (if any) per train mile as calculated for Amtrak on-time performance incentive on those miles dispatched and maintained by freight railroads.

Contingency is estimated at 10% of the Amtrak Train Operations budget.

4.1.2 SCRRA Train Services includes eight elements which are based on the following assumptions:

Fuel is estimated at 3.3 gallons per train mile and the FY 1992-93 cost of fuel which was purchased by SCRRA of 75 cents per gallon is inflated at 4% to 78 cents per gallon. For following years, fuel use is determined by increases in train miles and escalation in the cost of fuel of 4% per year.

Santa Fe Agreement for FY 1993-94 will include payment for the Fullerton-LA portion of the Oceanside line at \$0.50 per train mile for dispatching. In FY 1994-95 and following years payment will also include these costs on the portions of the Riverside-Los Angeles via Fullerton and San Bernardino-Riverside-Irvine lines

where ATSF is dispatching. The charge of \$0.50 per train mile is escalated per agreement by the railroad construction index which is estimated at 4.8%, based on the average experienced over the last 11 years.

SP Agreement includes dispatching costs on the Moorpark Line at \$94,300 in FY 1992-93 escalated at 4% per year to \$98,100 in FY 1993-94.

UP Agreement is estimated at \$5.75 per train mile on the UP right-of-way from Riverside to Los Angeles.

LAUS Rail Yard Operations and Maintenance is increased for increased levels of train movements and escalated at 4% per year.

LAUS Station Routine Maintenance is estimated at \$300,000 for a 12 month period in FY 1992-93 and escalated at 4% per year.

LAUS Passenger Services is estimated at \$166,400 for FY 1993-94 and escalated at 4% per year.

Contingency (non-Amtrak) is a 10% contingency on the total of all SCRRA Train Services.

4.1.3 Total Maintenance of Way has two elements as follows:

Maintenance of Way Emergency is included in Maintenance of Way Operating Share after FY 1992-93.

Maintenance of Way Operating Share is calculated from the Maintenance of Way (MOW) Budget. Total MOW costs for FY 1993-94 of \$11,725,217 are separated into MOW on operating routes and MOW on non-operating routes. These costs include MOW costs for Amtrak, Herzog and Mass. The net cost after receipt of the equivalent of the estimated freight and Amtrak intercity revenues received by the owner counties for MOW on operating routes is transferred to the Operating Budget, while the net cost on non-operating routes is assumed to be paid by the counties owning these rights-of-way.

4.2 GENERAL AND ADMINISTRATIVE

General and Administrative consists of SCRRA Staff and Services and items included in these categories are described below.

4.2.1 SCRRA Staff consists of Personnel and Direct Costs as follows:

Personnel is the cost of the estimated time each existing and proposed SCRRA staff member will spend on operating and is equivalent to 19.8 full-time staff. This cost incorporates increases in staff as well as increases in staff salaries and is set at \$3,292,300 in FY 1993-94, increased in following years at 20% for increases in staffing and 4% annual inflation of salaries.

FY 1993-94 budget includes \$100,000 for station ambassadors through October 1993.

Direct Costs include travel, meals, automobile costs, reproduction, and other expenses and is set at \$268,500 in FY 1993-94 and assumed to increase 10% per year plus 4% annual inflation.

4.2.2 Services consists of 14 items as described below:

Security - Sheriffs includes the core cost for the L.A. County Sheriffs and assumes that the current contract from 10/27/92 through 10/25/93 is extended and escalated at 4%. In addition, new deputies are added when lines start up as follows: 1 for the Riverside-LA via UP; 1 for the San Bernardino Extension; and 2 for the Oceanside-Los Angeles line. For following years, costs are increased to reflect new start-up lines and escalation of 4% per year.

Security - Guards is the cost for U.S. Guards and includes guard service at Taylor Yard, 5 Layover Facilities, and special events. This cost excludes any station costs.

Utilities includes the estimated cost of utilities including electricity, gas, water, and telephone at Taylor Yard, CCF, and layover facilities, and costs for communication shelters at stations. For following years, costs reflect new line openings and annual inflation of 4%.

Crew Training is estimated at \$50,000 for FY 1993-94 and assumed to escalate at 4% per year.

Revenue Collection for FY 1993-94 is estimated to be \$648,829 and includes the following:

●	TVM Maintenance	\$277,542
●	Tickets by Mail	24,000
●	Revenue Collection	266,849
●	Credit Card Fees	<u>80,438</u>
	TOTAL	\$648,829

For following years, costs reflect new station openings.

Fare Inspection - Supplemental is a contingency reserve to allow for an increase or blitz on fare inspection and is estimated at \$60,000 for FY 1993-94 increased to \$90,000 in FY 1994-95 and assumed to escalate at 4% per year.

Audits (service & financial) is estimated at \$260,000 for FY 1993-94 and assumed to escalate at 4% per year.

Public Safety Program for the operating budget in FY 1993-94 is estimated to be \$518,000 and assumed to escalate 4% per year. The costs include the following:

● Public Information/Education	\$390,000
● Training and Development	78,000
● Rail Incident Management Program	<u>50,000</u>
TOTAL	\$518,000

Financial Control Systems - MIS Allocation A one time cost of \$50,000 is assumed in FY 1993-94 for the MIS allocation to set up SCRRRA financial control systems.

Marketing, Printing, Advertising, Research is estimated to be \$1,000,000 in FY 1993-94 and includes the following:

● Marketing Services	\$250,000
● Advertising	300,000
● Printing Services	150,000
● Fulfillment House/Mailing Services	100,000
● Employer Outreach	50,000
● Promotional Material	75,000
● LAUS Service Center	50,000
● Host Services	<u>25,000</u>
TOTAL	\$1,000,000

These items are assumed to escalate at 4% per year.

Telephone - Customer Information The number of calls are three times greater than expected. For FY 1993-94, the budget amount is set at \$450,000. For following years an increase of \$100,000 is assumed for FY 1994-95 and of \$50,000 for FY 1995-96.

Maintenance of SCRRRA Station Fixtures is set at \$100,000 in FY 1993-94 to cover the cost of miscellaneous cleaning and repairs for all SCRRRA fixtures at stations including the P.A. system, signage, TVMs, and kiosk displays. This amount is assumed to escalate at 4% per year.

Legal and Other includes legal services for various matters including ICC regulations and also includes representation in Washington. These services are set at \$200,000 for FY 1993-94 and assumed to escalate at 4% per year.

G & A Contingency is set at 10% of the total General and Administrative budget.

4.3 INSURANCE

Insurance consists of three items as follows:

4.3.1 **Liability and Property** is estimated to be \$3,640,000 in FY 1993-94 and consists of the following:

●	Operational Liability Premium	\$3,100,000
●	All Risk Property Premium	475,000
●	Auto Insurance Premium (Amtrak and SCRRRA leased vehicles)	<u>65,000</u>

TOTAL \$3,640,000

The premiums are assumed to remain at this level for following years.

4.3.2 **Self-Insurance Reserve** is an estimate to replenish the Self-Insurance Reserve due to the payment of claims. This amount is estimated at \$625,000 in FY 1993-94 and escalated at 4% for following years.

4.3.3 **Claims Administration** is estimated at \$175,000 for FY 1993-94 and assumed to escalate at 4% per year.

5.0 **ALLOCATION OF COMMON COSTS**

Common costs of Metrolink service include all General and Administrative costs, insurance, LAUS Station Routine Maintenance, and LAUS Passenger Services.

These operating costs are allocated to lines based on peak train miles, assuming the service levels below:

<u>LINE</u>	<u>PEAK TRAINS</u>
San Bernardino-LA	5
Ventura-LA	4
Santa Clarita-LA	3
Riverside-LA (UP)	3
Oceanside-LA	3 (starting 12/93)

This allocation method was developed to fully allocate these costs to the core service, allowing additional service to be added at its "incremental" or avoidable cost. This encourages the member counties to add mid-day and shoulder service and minimizes the impact on other counties due to service changes made on any one particular line.

**SCRRA
FORECASTED OPERATING BUDGET
PEAK TRAIN MILE BASELINE
SUMMARY**

20-May-93

		FY 92/93 (8 Month) Budget	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS					
	Number of Revenue Trains	27.0	31.0	41.0	43.0
	Peak Train Miles (TM) (thousands)	211.8	447.4	575.2	627.1
	Share of Peak Train Miles	100.0%	100.0%	100.0%	100.0%
	Total Train Miles	211.8	668.6	918.8	1,186.8
	Average Cost per Train Mile (TM)	81.6	64.3	55.0	46.8
	Farebox Recovery	12.3%	28.1%	41.4%	43.5%
	Inflation	0.0%	104.0%	108.2%	112.5%
REVENUES					
		1,864.8	11,096.6	19,482.1	22,635.1
EXPENDITURES					
		17,287.5	42,995.9	50,563.6	55,588.2
NET SUBSIDY					
		15,422.7	31,899.3	31,081.4	32,953.1
REVENUE					
	Farebox Revenue	1,864.8	11,096.6	19,482.1	22,635.1
	Equipment Lease Revenue	0.0	40.0	41.6	43.3
EXPENDITURES					
		17,287.5	42,995.9	50,563.6	55,588.2
TRAIN OPERATIONS & SERVICES					
		11,038.2	27,435.6	33,041.3	36,232.6
AMTRAK Train Operations					
		8,697.9	17,424.1	22,705.7	24,988.8
1	AMTRAK - Base	7,556.4	14,268.5	18,701.5	20,571.6
	Management Fee	430.7	846.6	1,066.0	1,172.6
	Performance Incentives	325.0	656.4	804.2	884.6
	Employee Incentives	0.0	83.0	92.8	100.5
	Freight Incentives	20.0	142.7	171.1	202.4
	Contingency 10%	365.8	1,426.9	1,870.1	2,057.2
SCRRA Train Services					
		1,686.2	4,026.9	5,335.6	6,743.7
	Fuel	524.2	1,720.8	2,580.1	3,478.6
2	Santa Fe Agreement /Mission Tower Agreement	120.0	11.9	73.6	109.1
3	Southern Pacific Agreement	110.0	98.1	102.0	106.1
	Union Pacific Agreement	44.3	723.2	758.0	779.1
4	LAUS Rail Yard Ops & Maint	364.1	628.4	863.2	1,165.2
5 C	LAUS Station Routine Maintenance	255.0	312.0	324.5	337.5
6 C	LAUS Passenger Services	120.0	166.4	149.3	155.2
	Contingency (non-AMTRAK) 10%	148.6	366.1	485.1	613.1
Maintenance of Way					
		654.1	5,984.6	5,000.0	4,500.0
	Maintenance of Way - Emergency	550.0	0.0	0.0	0.0
7	MOW Operating Share	104.1	5,984.6	5,000.0	4,500.0
GENERAL & ADMINISTRATIVE					
		4,002.9	11,120.3	13,050.3	14,850.3
SCRRA Staff					
		794.7	3,560.8	4,416.0	5,479.2
8 C	Personnel	664.1	3,292.3	4,108.8	5,127.8
9 C	Direct Costs	130.6	268.5	307.2	351.4
Services					
		3,095.7	6,548.6	7,447.9	8,021.1
C	Security - Sheriff	633.9	1,266.6	1,583.2	1,824.6
C	Security - Guards	461.1	815.4	779.4	780.2
C	Utilities	415.4	1,129.8	1,250.0	1,350.0
C	Crew Training	0.0	50.0	52.0	54.1
10 C	Revenue Collection	305.1	648.8	982.2	1,071.1
C	Fare Inspection - Supplemental	0.0	60.0	90.0	93.6
C	Audits (service & financial)	100.0	260.0	270.4	281.2
11 C	Public Safety Program	300.0	518.0	538.7	560.3
C	Financial Control Systems - MIS Allocation		50.0		
12 C	Marketing, Printing, Advertising, Research	600.1	1,000.0	1,040.0	1,081.6
C	Telephone - Customer Information	200.0	450.0	550.0	600.0
13 C	Maintenance of SCRRA Station Fixtures	30.1	100.0	104.0	108.2
14 C	Legal & Other	50.0	200.0	208.0	216.3
	G & A Contingency @ 10%	112.5	1,010.9	1,186.4	1,350.0
INSURANCE					
		2,246.4	4,440.0	4,472.0	4,505.3
C	Liability and Property	2,142.3	3,640.0	3,640.0	3,640.0
15 C	Self - Insurance Reserve	0.0	625.0	650.0	676.0
C	Claims Administration	104.1	175.0	182.0	189.3

* FOOTNOTE INFORMATION IS ATTACHED

SCRRA-21

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**FY 93/94 OPERATING BUDGET
FOOTNOTE INFORMATION**

NOTE	TITLE	DESCRIPTION
1	<u>AMTRAK - Base:</u>	AMTRAK operating costs which include train operations, maintenance of equipment, management costs, dispatching, G&A, & O/H. Excludes MOW.
2	<u>Santa Fe Agreement:</u>	Covers dispatching (\$.50/train mile) & maintenance (\$5.13/train mile) for the Riverside-Fullerton & the San Bernardino/Riverside-Irvine lines. Excludes revenues.
3	<u>Southern Pacific Agmt:</u>	Dispatching costs for the Moorpark line (\$94K/year). Excludes revenues.
4	<u>LAUS Rail Yard Ops & Maint:</u>	SCRRA's share of LAUS rail yard costs based upon train movements.
5	<u>LAUS Station Routine Maintenance:</u>	LAUS maintenance covered by the Catellus agreement
6	<u>LAUS Passenger Services:</u>	The costs associated with the AMTRAK ticket window at LAUS. Includes ticket & travel clerks.
7	<u>MOW Operating Share:</u>	MOW costs which are direct results of Metrolink operations. Includes emergency service net of freight revenues. Amtrak MOW direct costs are also included.
8	<u>Personnel:</u>	Represents 17.4 equivalent heads directly employed by the SCRRA. Also includes \$125K for station ambassadors & grade crossing guards in FY 93/94.
9	<u>Direct Costs:</u>	Non-labor costs associated with staffing. Includes items such as travel, auto expenses, visual communications, computer software/equipment, repro, etc. Equals approximately 8% of personnel costs.
10	<u>Revenue Collection:</u>	Covers costs for TVM maintenance, tickets by mail, revenue collection (Federal Armored) & credit card fees.
11	<u>Public Safety Program:</u>	Safety related programs such as public information & education, safety training & development, & a safety management program.
12	<u>Marketing:</u>	Includes marketing services, advertising, market research, printing services, mailing services, employer outreach, promo materials & LAUPT service center.
13	<u>Maintenance of SCRRA Station Fixtures:</u>	Misc costs to maintain station signage, kiosk displays, and other misc cleaning & repairs to SCRRA items.
14	<u>Legal & Other:</u>	Legal services for various matters (such as ICC regulations) and representation in Washington.
15	<u>Self-Insurance Reserve:</u>	An estimate to replenish the Self-Insurance Reserve due to the payment of claims.
C		Common cost items which are allocated to each route based on the percentage of <u>Peak Train Miles</u> .

SCRRA
FORECASTED OPERATING BUDGET
SAN BERNARDINO - LOS ANGELES
(Includes 2 Burbank Turns)

(\$ = Thousands)	FY 92/93 (8 Month Budget)	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS				
Number of Revenue Trains	7.0	10.0	10.0	11.0
Peak Train Miles (thousands)	73.9	133.8	133.8	133.8
Share of Peak Train Miles	34.9%	29.9%	23.3%	21.3%
Total Train Miles (thousands)	73.9	226.5	269.2	295.0
Average Cost per Train Mile	96.1	57.7	46.1	44.2
Farebox Recovery	13.4%	48.2%	66.0%	68.6%
Inflation	0.0%	104.0%	108.2%	112.5%
REVENUES				
	846.5	5,788.0	7,647.7	8,411.0
EXPENDITURES				
	7,099.1	13,063.2	12,414.5	13,025.1
NET SUBSIDY				
	6,252.6	7,275.3	4,766.8	4,614.0
REVENUE				
	846.5	5,788.0	7,647.7	8,411.0
Farebox Revenue	846.5	5,776.0	7,638.0	8,401.8
Equipment Lease Revenue	0.0	12.0	9.7	9.2
EXPENDITURES				
	7,099.1	13,063.2	12,414.5	13,025.1
TRAIN OPERATIONS & SERVICES				
	4,838.3	8,409.7	8,338.6	8,895.3
AMTRAK Train Operations				
	4,057.7	5,591.7	6,040.7	6,642.4
AMTRAK - Base	3,568.4	4,559.9	5,015.9	5,517.5
Management Fee	203.4	309.3	285.9	314.5
Performance Incentives	153.4	239.8	215.7	237.3
Employee Incentives		26.7	21.6	21.4
Freight Incentives		0.0	0.0	0.0
Contingency 10%	132.5	456.0	501.6	551.7
SCRRA Train Services				
	541.7	1,021.7	1,134.8	1,292.7
Fuel	182.9	583.0	720.7	821.5
Santa Fe Agreement/Mission Tower Agreement	43.5	0.0	0.0	
Southern Pacific Agreement		0.0	0.0	
Union Pacific Agreement		0.0	0.0	
LAUS Rail Yard Ops & Maint	128.2	202.7	200.8	248.6
LAUS Station Routine Maintenance	92.3	93.3	75.5	72.0
LAUS Passenger Services	43.5	49.8	34.7	33.1
Contingency (non-AMTRAK) 10%	51.3	92.9	103.2	117.5
Maintenance of Way				
	236.9	1,796.3	1,163.1	960.1
Maintenance of Way - Emergency	199.2	0.0	0.0	0.0
MOW Operating Share	37.7	1,796.3	1,163.1	960.1
GENERAL & ADMINISTRATIVE				
	1,449.3	3,325.7	3,035.7	3,168.5
SCRRA Staff				
	287.8	1,064.9	1,027.2	1,169.1
Personnel	240.5	984.6	955.8	1,094.1
Direct Costs	47.3	80.3	71.5	75.0
Services				
	1,120.8	1,958.4	1,732.5	1,711.4
Security - Sheriff	229.5	378.8	368.3	389.3
Security - Guards	166.9	243.9	181.3	166.5
Utilities	150.4	337.9	290.8	288.0
Crew Training		15.0	12.1	11.5
Revenue Collection	110.5	194.0	228.5	228.5
Fare Inspection - Supplemental		17.9	20.9	20.0
Audits (service & financial)	36.2	77.8	62.9	60.0
Public Safety Program	108.6	154.9	125.3	119.5
Financial Control Systems - MIS Allocation		15.0	0.0	0.0
Marketing, Printing, Advertising, Research	217.3	299.1	241.9	230.8
Telephone - Customer Information	72.4	134.6	127.9	128.0
Maintenance of SCRRA Station Fixtures	10.9	29.9	24.2	23.1
Legal & Other	18.1	59.8	48.4	46.2
G & A Contingency @ 10%	40.7	302.3	276.0	288.0
INSURANCE				
	813.5	1,327.8	1,040.3	961.3
Liability and Property	775.8	1,088.6	846.7	776.6
Self - Insurance Reserve		186.9	151.2	144.2
Claims Administration	37.7	52.3	42.3	40.4

**SCRRA
FORECASTED OPERATING BUDGET
VENTURA - LOS ANGELES**

(\$ = Thousands)	FY 92/93 (8 Month) Budget	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS				
Number of Revenue Trains	5.0	5.0	5.0	5.0
Peak Train Miles (thousands)	74.4	95.7	95.7	95.7
Share of Peak Train Miles	35.1%	21.4%	16.6%	15.3%
Total Train Miles (thousands)	74.4	119.6	120.5	119.1
Average Cost per Train Mile	82.5	67.8	71.6	75.9
Farebox Recovery	14.1%	20.1%	18.5%	19.2%
Inflation	0.0%	104.0%	108.2%	112.5%
REVENUES				
	748.1	1,481.6	1,488.9	1,636.8
EXPENDITURES				
	6,137.6	8,113.6	8,625.3	9,038.6
NET SUBSIDY				
	5,389.5	6,632.0	7,136.4	7,401.8
REVENUE				
	748.1	1,481.6	1,488.9	1,636.8
Farebox Revenue	748.1	1,473.0	1,482.0	1,630.2
Equipment Lease Revenue		8.6	6.9	6.6
EXPENDITURES				
	6,137.6	8,113.6	8,625.3	9,038.6
TRAIN OPERATIONS & SERVICES				
	3,667.7	4,785.2	5,710.0	6,084.8
AMTRAK Train Operations				
	2,775.7	3,687.1	4,024.4	4,419.5
AMTRAK - Base	2,379.9	2,993.6	3,293.0	3,622.3
Management Fee	135.7	171.2	187.7	206.5
Performance Incentives	102.3	132.7	141.6	155.8
Employee Incentives	0.0	18.5	15.4	15.3
Freight Incentives	13.2	71.8	57.4	57.4
Contingency 10%	144.6	299.4	329.3	362.2
SCRRA Train Services				
	633.5	670.5	853.7	978.6
Fuel	184.1	307.8	451.7	530.6
Santa Fe Agreement/Mission Tower Agreement	47.4	0.0	0.0	0.0
Southern Pacific Agreement	62.9	98.1	102.0	106.1
Union Pacific Agreement	0.0	0.0	0.0	0.0
LAUS Rail Yard Ops & Maint	131.7	101.4	143.6	177.8
LAUS Station Routine Maintenance	100.8	66.7	54.0	51.5
LAUS Passenger Services	47.4	35.6	24.8	23.7
Contingency (non-AMTRAK) 10%	59.2	61.0	77.6	89.0
Maintenance of Way				
	258.5	427.6	831.9	686.7
Maintenance of Way - Emergency	217.4	0.0	0.0	0.0
MOW Operating Share	41.1	427.6	831.9	686.7
GENERAL & ADMINISTRATIVE				
	1,582.0	2,378.7	2,171.3	2,266.3
SCRRA Staff				
	314.1	761.7	734.7	836.2
Personnel	262.5	704.2	683.6	782.5
Direct Costs	51.6	57.4	51.1	53.6
Services				
	1,223.4	1,400.8	1,239.2	1,224.1
Security - Sheriff	250.4	270.9	263.4	278.4
Security - Guards	182.1	174.4	129.7	119.1
Utilities	164.2	241.7	208.0	206.0
Crew Training	0.0	10.7	8.7	8.3
Revenue Collection	120.6	138.8	163.4	163.5
Fare Inspection - Supplemental	0.0	12.8	15.0	14.3
Audits (service & financial)	39.5	55.6	45.0	42.9
Public Safety Program	118.6	110.8	89.6	85.5
Financial Control Systems - MIS Allocation		10.7	0.0	0.0
Marketing, Printing, Advertising, Research	237.2	213.9	173.0	165.1
Telephone - Customer Information	79.1	96.3	91.5	91.6
Maintenance of SCRRA Station Fixtures	11.9	21.4	17.3	16.5
Legal & Other	19.8	42.8	34.6	33.0
G & A Contingency @ 10%	44.5	216.2	197.4	206.0
INSURANCE				
	887.9	949.7	744.0	687.5
Liability and Property	846.8	778.6	605.6	555.5
Self - Insurance Reserve	0.0	133.7	108.1	103.2
Claims Administration	41.1	37.4	30.3	28.9

**SCRRA
FORECASTED OPERATING BUDGET
SANTA CLARITA - LOS ANGELES**

(Includes 1 Burbank Turn in FY 93/94)

	FY 92/93 (8 Month) Budget	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS				
Number of Revenue Trains	11.0	7.5	7.0	8.0
Peak Train Miles (thousands)	56.0	52.3	52.3	52.3
Share of Peak Train Miles	26.4%	11.7%	9.1%	8.3%
Total Train Miles (thousands)	56.0	119.0	123.1	139.0
Average Cost per Train Mile	64.8	62.3	51.1	48.0
Farebox Recovery	8.5%	7.5%	9.0%	9.3%
Inflation	104.0%	104.0%	104.0%	104.0%
REVENUES	270.2	529.7	541.8	595.4
EXPENDITURES	3,626.3	7,413.0	6,290.0	6,669.6
NET SUBSIDY	3,356.1	6,883.3	5,748.2	6,074.2
REVENUE	270.2	529.7	541.8	595.4
Farebox Revenue	270.2	525.0	538.0	591.8
Equipment Lease Revenue		4.7	3.8	3.6
EXPENDITURES	3,626.3	7,413.0	6,290.0	6,669.6
TRAIN OPERATIONS & SERVICES	2,276.5	5,594.0	4,696.8	5,055.4
AMTRAK Train Operations	1,717.5	3,400.4	3,755.3	4,129.9
AMTRAK - Base	1,483.4	2,838.5	3,122.4	3,434.6
Management Fee	84.6	147.1	178.0	195.8
Performance Incentives	63.8	114.1	134.3	147.7
Employee Incentives	0.0	16.8	8.4	8.4
Freight Incentives	6.8	0.0	0.0	0.0
Contingency 10%	79.0	283.9	312.2	343.5
SCRRA Train Services	417.7	565.5	486.9	550.2
Fuel	138.6	306.2	321.0	361.9
Santa Fe Agreement/Mission Tower Agreement	25.9			
Southern Pacific Agreement	47.1			
Union Pacific Agreement	0.0			
LAUS Rail Yard Ops & Maint	92.1	152.0	78.5	97.2
LAUS Station Routine Maintenance	55.1	36.5	29.5	28.1
LAUS Passenger Services	25.9	19.5	13.6	12.9
Contingency (non-AMTRAK) 10%	33.0	51.4	44.3	50.0
Maintenance of Way	141.3	1,628.1	454.6	375.3
Maintenance of Way - Emergency	118.8	0.0	0.0	0.0
MOW Operating Share	22.5	1,628.1	454.6	375.3
GENERAL & ADMINISTRATIVE	864.5	1,299.9	1,186.6	1,238.5
SCRRA Staff	171.6	416.2	401.5	457.0
Personnel	143.4	384.9	373.6	427.7
Direct Costs	28.2	31.4	27.9	29.3
Services	668.6	765.5	677.2	669.0
Security - Sheriff	136.9	148.1	144.0	152.2
Security - Guards	99.6	95.3	70.9	65.1
Utilities	89.7	132.1	113.7	112.6
Crew Training		5.8	4.7	4.5
Revenue Collection	65.9	75.8	89.3	89.3
Fare Inspection - Supplemental	0.0	7.0	8.2	7.8
Audits (service & financial)	21.6	30.4	24.6	23.5
Public Safety Program	64.8	60.6	49.0	46.7
Financial Control Systems - MIS Allocation		5.8	0.0	0.0
Marketing, Printing, Advertising, Research	129.6	116.9	94.6	90.2
Telephone - Customer Information	43.2	52.6	50.0	50.0
Maintenance of SCRRA Station Fixtures	6.5	11.7	9.5	9.0
Legal & Other	10.8	23.4	18.9	18.0
G & A Contingency @ 10%	24.3	118.2	107.9	112.6
INSURANCE	485.2	519.0	406.6	375.7
Liability and Property	462.7	425.5	331.0	303.6
Self - Insurance Reserve	0.0	73.1	59.1	56.4
Claims Administration	22.5	20.5	16.5	15.8

SCRRA
FORECASTED OPERATING BUDGET
LA - RIVERSIDE VIA ONTARIO (UP)
(Includes 2 Burbank Turns)

(\$ = Thousands)	FY 92/93 (8 Month) Budget	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS				
Number of Revenue Trains	4.0	5.0	5.0	5.0
Peak Train Miles (thousands)	7.5	88.7	88.7	88.7
Share of Peak Train Miles	3.5%	19.8%	15.4%	14.1%
Total Train Miles (thousands)	7.5	123.8	124.8	123.3
Average Cost per Train Mile	56.6	61.1	63.2	66.1
Farebox Recovery	0.0%	30.8%	66.4%	70.1%
Inflation	0.0%	104.0%	108.2%	112.5%
REVENUES				
	0.0	2,112.9	4,871.4	5,357.6
EXPENDITURES				
	424.5	7,567.0	7,888.8	8,144.0
NET SUBSIDY				
	424.5	5,454.1	3,017.4	2,786.4
REVENUE				
	0.0	2,112.9	4,871.4	5,357.6
Farebox Revenue	0.0	2,105.0	4,865.0	5,351.5
Equipment Lease Revenue		7.9	6.4	6.1
EXPENDITURES				
	424.5	7,567.0	7,888.8	8,144.0
TRAIN OPERATIONS & SERVICES				
	257.6	4,482.0	5,186.7	5,406.2
AMTRAK Train Operations				
	146.9	2,724.3	2,987.7	3,277.0
AMTRAK - Base	124.7	2,198.4	2,418.2	2,660.1
Management Fee	7.1	124.2	137.8	151.6
Performance Incentives	5.4	96.3	104.0	114.4
Employee Incentives	0.0	14.6	14.3	14.2
Freight Incentives	0.0	71.0	71.5	70.7
Contingency 10%	9.7	219.8	241.8	266.0
SCRRA Train Services				
	93.3	1,361.9	1,428.0	1,492.7
Fuel	18.6	318.7	334.0	343.4
Santa Fe Agreement/Mission Tower Agreement	3.2	0.0	0.0	0.0
Southern Pacific Agreement	0.0	0.0	0.0	0.0
Union Pacific Agreement	44.3	723.2	758.0	779.1
LAUS Rail Yard Ops & Maint	12.1	101.4	133.1	164.8
LAUS Station Routine Maintenance	6.8	61.9	50.0	47.7
LAUS Passenger Services	3.2	33.0	23.0	22.0
Contingency (non-AMTRAK) 10%	5.1	123.8	129.8	135.7
Maintenance of Way				
	17.4	395.8	771.0	636.5
Maintenance of Way - Emergency	14.6	0.0	0.0	0.0
MOW Operating Share	2.8	395.8	771.0	636.5
GENERAL & ADMINISTRATIVE				
	107.1	2,204.7	2,012.4	2,100.5
SCRRA Staff				
	21.2	706.0	681.0	775.0
Personnel	17.7	652.7	633.6	725.3
Direct Costs	3.5	53.2	47.4	49.7
Services				
	82.9	1,298.3	1,148.5	1,134.5
Security - Sheriff	17.1	251.1	244.1	258.1
Security - Guards	12.4	161.7	120.2	110.4
Utilities	11.1	224.0	192.8	190.9
Crew Training		9.9	8.0	7.6
Revenue Collection	8.1	128.6	151.5	151.5
Fare Inspection - Supplemental	0.0	11.9	13.9	13.2
Audits (service & financial)	2.7	51.5	41.7	39.8
Public Safety Program	8.0	102.7	83.1	79.2
Financial Control Systems - MIS Allocation		9.9	0.0	0.0
Marketing, Printing, Advertising, Research	16.0	198.3	160.4	153.0
Telephone - Customer Information	5.3	89.2	84.8	84.9
Maintenance of SCRRA Station Fixtures	0.8	19.8	16.0	15.3
Legal & Other	1.3	39.7	32.1	30.6
G & A Contingency @ 10%	3.0	200.4	182.9	191.0
INSURANCE				
	59.8	880.3	689.6	637.2
Liability and Property	57.0	721.7	561.3	514.9
Self - Insurance Reserve	0.0	123.9	100.2	95.6
Claims Administration	2.8	34.7	28.1	26.8

**SCRRRA
FORECASTED OPERATING BUDGET
OCEANSIDE - LOS ANGELES**

(Includes 1 Burbank Turn)

(\$ = Thousands)	FY 92/93 (8 Month) Budget	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS				
Number of Revenue Trains		3.5	10.0	10.0
Peak Train Miles (thousands)		76.9	134.5	132.9
Share of Peak Train Miles		17.2%	23.4%	21.2%
Total Train Miles (thousands)		79.7	211.0	386.7
Average Cost per Train Mile	#DIV/0!	85.8	40.3	23.7
Farebox Recovery		19.0%	53.6%	53.9%
Inflation		104.0%	108.2%	112.5%
REVENUES	0.0	1,184.5	4,116.8	4,526.9
EXPENDITURES	0.0	6,839.1	8,507.0	9,159.9
NET SUBSIDY	0.0	5,654.6	4,390.2	4,633.0
REVENUE		1,184.5	4,116.8	4,526.9
Farebox Revenue		1,177.6	4,107.0	4,517.7
Equipment Lease Revenue		6.9	9.7	9.2
EXPENDITURES	0.0	6,839.1	8,507.0	9,159.9
TRAIN OPERATIONS & SERVICES	0.0	4,164.5	4,409.8	5,057.9
AMTRAK Train Operations		2,020.6	2,236.8	2,457.9
AMTRAK - Base		1,678.1	1,845.9	2,030.5
Management Fee		94.8	105.2	115.7
Performance Incentives		73.5	79.4	87.3
Employee Incentives		6.4	21.7	21.3
Freight Incentives		0.0	0.0	0.0
Contingency 10%		167.8	184.6	203.1
SCRRRA Train Services	0.0	407.2	1,003.8	1,646.3
Fuel		205.1	564.9	1,076.6
Santa Fe Agreement/Mission Tower Agreement		11.9	35.0	68.7
Southern Pacific Agreement		0.0	0.0	0.0
Union Pacific Agreement		0.0	0.0	0.0
LAUS Rail Yard Ops & Maint		70.9	201.8	246.9
LAUS Station Routine Maintenance		53.6	75.9	71.5
LAUS Passenger Services		28.6	34.9	32.9
Contingency (non-AMTRAK) 10%		37.0	91.3	149.7
Maintenance of Way		1,736.7	1,169.2	953.7
Maintenance of Way - Emergency		0.0	0.0	0.0
MOW Operating Share		1,736.7	1,169.2	953.7
GENERAL & ADMINISTRATIVE	0.0	1,911.4	3,051.6	3,147.2
SCRRRA Staff		612.0	1,032.6	1,161.2
Personnel		565.9	960.8	1,086.7
Direct Costs		46.2	71.8	74.5
Services		1,125.6	1,741.6	1,699.9
Security - Sheriff		217.7	370.2	386.7
Security - Guards		140.2	182.2	165.3
Utilities		194.2	292.3	286.1
Crew Training		8.6	12.2	11.5
Revenue Collection		111.5	229.7	227.0
Fare Inspection - Supplemental		10.3	21.0	19.8
Audits (service & financial)		44.7	63.2	59.6
Public Safety Program		89.0	126.0	118.7
Financial Control Systems - MIS Allocation		8.6	0.0	0.0
Marketing, Printing, Advertising, Research		171.9	243.2	229.2
Telephone - Customer Information		77.3	128.6	127.2
Maintenance of SCRRRA Station Fixtures		17.2	24.3	22.9
Legal & Other		34.4	48.6	45.8
G & A Contingency @ 10%		173.8	277.4	286.1
INSURANCE		763.2	1,045.7	954.8
Liability and Property		625.7	851.1	771.4
Self - Insurance Reserve		107.4	152.0	143.3
Claims Administration		30.1	42.6	40.1

**SCRRA
FORECASTED OPERATING BUDGET
RIVERSIDE - LA VIA FULLERTON (SF)**

(\$ = Thousands)	FY 92/93 (8 Month) Budget	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS				
Number of Revenue Trains			2.0	2.0
Peak Train Miles (thousands)			36.2	63.8
Share of Peak Train Miles			6.3%	10.2%
Total Train Miles (thousands)			36.2	63.8
Average Cost per Train Mile	#DIV/0!	#DIV/0!	96.8	76.8
Farebox Recovery			15.8%	39.2%
Inflation			108.2%	112.5%
REVENUES			520.6	1,781.4
EXPENDITURES			3,504.9	4,902.2
NET SUBSIDY			2,984.3	3,120.8
REVENUE			520.6	1,781.4
Farebox Revenue			518.0	1,777.0
Equipment Lease Revenue			2.6	4.4
<hr/>				
EXPENDITURES	0.0	0.0	3,504.9	4,902.2
TRAIN OPERATIONS & SERVICES	0.0	0.0	2,402.2	2,933.0
AMTRAK Train Operations			1,866.6	2,071.4
AMTRAK - Base			1,532.5	1,685.8
Management Fee			87.4	96.1
Performance Incentives			65.9	72.5
Employee Incentives			5.8	10.2
Freight Incentives			21.7	38.3
Contingency 10%			153.3	168.6
SCRRA Train Services			220.9	403.8
Fuel			96.8	177.6
Santa Fe Agreement/Mission Tower Agreement			19.9	20.8
Southern Pacific Agreement			0.0	0.0
Union Pacific Agreement			0.0	0.0
LAUS Rail Yard Ops & Maint			54.3	118.5
LAUS Station Routine Maintenance			20.4	34.3
LAUS Passenger Services			9.4	15.8
Contingency (non-AMTRAK) 10%			20.1	36.7
Maintenance of Way			314.7	457.8
Maintenance of Way - Emergency			0.0	0.0
MOW Operating Share			314.7	457.8
GENERAL & ADMINISTRATIVE			821.3	1,510.8
SCRRA Staff			277.9	557.4
Personnel			258.6	521.7
Direct Costs			19.3	35.8
Services			468.7	816.1
Security - Sheriff			99.6	185.6
Security - Guards			49.1	79.4
Utilities			78.7	137.3
Crew Training			3.3	5.5
Revenue Collection			61.8	109.0
Fare Inspection - Supplemental			5.7	9.5
Audits (service & financial)			17.0	28.6
Public Safety Program			33.9	57.0
Financial Control Systems - MIS Allocation			0.0	0.0
Marketing, Printing, Advertising, Research			65.5	110.0
Telephone - Customer Information			34.6	61.0
Maintenance of SCRRA Station Fixtures			6.5	11.0
Legal & Other			13.1	22.0
G & A Contingency @ 10%			74.7	137.3
INSURANCE			281.4	458.4
Liability and Property			229.1	370.3
Self - Insurance Reserve			40.9	68.8
Claims Administration			11.5	19.3

**SCRRA
FORECASTED OPERATING BUDGET
SAN BERNARDINO - RIV - IRVINE**

(\$ = Thousands)	FY 92/93 (8 Month) Budget	FY 93/94 Budget	FY 94/95 Forecast	FY 95/96 Forecast
ASSUMPTIONS				
Number of Revenue Trains			2.0	2.0
Peak Train Miles (thousands)			34.0	59.9
Share of Peak Train Miles			5.9%	9.6%
Total Train Miles (thousands)			34.0	59.9
Average Cost per Train Mile	#DIV/0!	#DIV/0!	98.0	77.6
Farebox Recovery			9.4%	7.5%
Inflation			108.2%	112.5%
REVENUES			295.0	325.9
EXPENDITURES			3,333.1	4,648.8
NET SUBSIDY			3,038.1	4,322.9
REVENUE			295.0	325.9
Farebox Revenue			292.5	321.8
Equipment Lease Revenue			2.5	4.1
EXPENDITURES			0.0	0.0
TRAIN OPERATIONS & SERVICES			0.0	0.0
AMTRAK Train Operations			1,794.2	1,990.7
AMTRAK - Base			1,473.6	1,621.0
Management Fee			84.0	92.4
Performance Incentives			63.4	69.7
Employee Incentives			5.5	9.6
Freight Incentives			20.4	35.9
Contingency 10%			147.4	162.1
SCRRA Train Services			207.6	379.4
Fuel			91.0	166.9
Santa Fe Agreement/Mission Tower Agreement			18.7	19.6
Southern Pacific Agreement			0.0	0.0
Union Pacific Agreement			0.0	0.0
LAUS Rail Yard Ops & Maint			51.0	111.3
LAUS Station Routine Maintenance			19.2	32.2
LAUS Passenger Services			8.8	14.8
Contingency (non-AMTRAK) 10%			18.9	34.5
Maintenance of Way			295.5	429.8
Maintenance of Way - Emergency			0.0	0.0
MOW Operating Share			295.5	429.8
GENERAL & ADMINISTRATIVE			771.4	1,418.5
SCRRA Staff			261.0	523.4
Personnel			242.9	489.8
Direct Costs			18.2	33.6
Services			440.2	766.2
Security - Sheriff			93.6	174.3
Security - Guards			46.1	74.5
Utilities			73.9	128.9
Crew Training			3.1	5.2
Revenue Collection			58.1	102.3
Fare Inspection - Supplemental			5.3	8.9
Audits (service & financial)			16.0	26.9
Public Safety Program			31.8	53.5
Financial Control Systems - MIS Allocation			0.0	0.0
Marketing, Printing, Advertising, Research			61.5	103.3
Telephone - Customer Information			32.5	57.3
Maintenance of SCRRA Station Fixtures			6.1	10.3
Legal & Other			12.3	20.7
G & A Contingency @ 10%			70.1	129.0
INSURANCE			264.3	430.3
Liability and Property			215.2	347.7
Self - Insurance Reserve			38.4	64.6
Claims Administration			10.8	18.1

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 OPERATING BUDGET
 BASELINE: PEAK TRAIN MILES
 SUBSIDY ALLOCATION BY COUNTY (\$K)

20-May-93

PEAK BASELINE

OPERATING SUBSIDY (SPLIT BASED ON TRAIN MILES)	TOTAL FY 93/94	LACMTA SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SAN BERNARDINO - LOS ANGELES *						
TRAIN MILES	226.5	150.8			75.7	
SPLIT		66.6%			33.4%	
SUBSIDY (LESS MOW)	5,478.9	3,646.8			1,832.1	
MOORPARK - LOS ANGELES						
TRAIN MILES	119.6	83.1				36.5
SPLIT		69.5%				30.5%
SUBSIDY (LESS MOW)	6,204.5	4,311.0				1,893.5
SANTA CLARITA - LOS ANGELES *						
TRAIN MILES	118.9	118.9				
SPLIT		100.0%				
SUBSIDY (LESS MOW)	5,255.2	5,255.2				
RIVERSIDE - LOS ANGELES VIA ONTARIO (UP) *						
TRAIN MILES	123.8	74.5		29.4	19.9	
SPLIT		60.2%		23.8%	16.1%	
SUBSIDY (LESS MOW)	5,058.2	3,044.3		1,201.5	812.4	
OCEANSIDE - LOS ANGELES *						
TRAIN MILES	79.7	19.5	60.2			
SPLIT		24.4%	75.6%			
SUBSIDY (LESS MOW)	3,917.9	957.5	2,960.4			
MOW - COMMUTER RAIL SHARE	5,984.6	3,191.7	1,903.0	245.1	568.2	76.6
TOTAL OPERATIONS SUBSIDY	31,899.3	20,406.6	4,863.4	1,446.6	3,212.7	1,970.1

* BURBANK TURN TRAIN MILES & COSTS ARE ALLOCATED TO LA-SB (1 RT), LA-RIV (1 RT), LA-SC (1/2 RT) & LA-OCN (1/2 RT).

SCRRRA-30

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 94/95 OPERATING BUDGET
 BASELINE: PEAK TRAIN MILES
 SUBSIDY ALLOCATION BY COUNTY (\$K)

20-May-93

PEAK TRAIN MILE BASELINE

OPERATING SUBSIDY (SPLIT BASED ON TRAIN MILES)	TOTAL FY 94/95	LACMTA SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SAN BERNARDINO - LOS ANGELES *						
TRAIN MILES	269.2	157.3			111.9	
SPLIT		58.4%			41.6%	
SUBSIDY (LESS MOW)	3,603.7	2,105.3			1,498.4	
MOORPARK - LOS ANGELES						
TRAIN MILES	120.5	83.8				36.8
SPLIT		69.5%				30.5%
SUBSIDY (LESS MOW)	6,304.5	4,382.2				1,922.3
SANTA CLARITA - LOS ANGELES						
TRAIN MILES	123.1	123.1				
SPLIT		100.0%				
SUBSIDY (LESS MOW)	5,293.6	5,293.6				
RIVERSIDE - LOS ANGELES VIA ONTARIO (UP) *						
TRAIN MILES	124.7	75.1		29.7	20.0	
SPLIT		60.2%		23.8%	16.0%	
SUBSIDY (LESS MOW)	2,246.3	1,351.6		534.5	360.2	
OCEANSIDE - LOS ANGELES *						
TRAIN MILES	211.0	54.0	157.0			
SPLIT		25.6%	74.4%			
SUBSIDY (LESS MOW)	3,221.1	824.7	2,396.4			
RIVERSIDE - LOS ANGELES VIA FULLERTON (SF)						
TRAIN MILES	36.2	12.1	11.8	12.3		
SPLIT		33.4%	32.6%	33.9%		
SUBSIDY (LESS MOW)	2,669.6	892.7	871.5	905.5		
SAN BERNARDINO - RIVERSIDE - IRVINE						
TRAIN MILES	34.0		17.3	13.3	3.4	
SPLIT			50.8%	39.2%	10.0%	
SUBSIDY (LESS MOW)	2,742.6		1,394.5	1,073.8	274.2	
MOW - COMMUTER RAIL SHARE	5,000.0	2,666.6	1,589.9	204.8	474.7	64.0
TOTAL OPERATIONS SUBSIDY	31,081.4	17,516.8	6,252.2	2,718.6	2,607.5	1,986.3

* BURBANK TURN COSTS & TRAIN MILES ARE INCLUDED IN LA-SB, LA-RIV & LA-OCN

SCRRRA-31

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 95/96 OPERATING BUDGET
 BASELINE: PEAK TRAIN MILES
 SUBSIDY ALLOCATION BY COUNTY (\$K)

20-May-93

PEAK TRAIN MILE BASELINE

OPERATING SUBSIDY (SPLIT BASED ON TRAIN MILES)	TOTAL FY 95/96	LACMTA SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SAN BERNARDINO - LOS ANGELES *						
TRAIN MILES	295.1	172.4			122.7	
SPLIT		58.4%			41.6%	
SUBSIDY (LESS MOW)	3,653.9	2,134.6			1,519.3	
MOORPARK - LOS ANGELES						
TRAIN MILES	119.1	82.8				36.3
SPLIT		69.5%				30.5%
SUBSIDY (LESS MOW)	6,715.1	4,667.6				2,047.5
SANTA CLARITA - LOS ANGELES						
TRAIN MILES	139.0	139.0				
SPLIT		100.0%				
SUBSIDY (LESS MOW)	5,698.9	5,698.9				
RIVERSIDE - LOS ANGELES VIA ONTARIO (UP) *						
TRAIN MILES	123.4	74.2		29.4	19.8	
SPLIT		60.2%		23.8%	16.0%	
SUBSIDY (LESS MOW)	2,149.9	1,293.6		511.5	344.7	
OCEANSIDE - LOS ANGELES *						
TRAIN MILES	386.7	98.8	287.9			
SPLIT		25.5%	74.5%			
SUBSIDY (LESS MOW)	3,679.3	939.9	2,739.4			
RIVERSIDE - LOS ANGELES VIA FULLERTON (SF)						
TRAIN MILES	63.8	21.3	20.8	21.6		
SPLIT		33.4%	32.6%	33.9%		
SUBSIDY (LESS MOW)	2,663.0	890.5	869.3	903.2		
SAN BERNARDINO - RIVERSIDE - IRVINE						
TRAIN MILES	59.9		30.5	23.5	6.0	
SPLIT			50.8%	39.2%	10.0%	
SUBSIDY (LESS MOW)	3,893.0		1,979.5	1,524.3	389.3	
MOW - COMMUTER RAIL SHARE	4,500.0	2,399.9	1,430.9	184.3	427.2	57.6
TOTAL OPERATIONS SUBSIDY	32,953.1	18,025.2	7,019.1	3,123.3	2,680.5	2,105.1

SCRRA-32

Southern
California
Regional
Rail Authority

**Maintenance
of Way
Budget
Fiscal Year
1993-94**

Final September, 1993



Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino Associated Governments

Ventura County Transportation Commission

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 MOW BUDGET
PART B OF FY 1993-94 SCRRRA BUDGET

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MAINTENANCE OF WAY (MOW) BUDGET FOR 1993-94

1.0 INTRODUCTION

Total MOW costs for FY 1993-94 of \$11,725,214 are separated into MOW on operating routes and MOW on non-operating routes. The SCRRA member counties are projected to receive freight and other railroad revenues for maintenance of way amounting to \$3,621,988 for operating routes and \$881,023 for non-operating routes in FY 1993-94. These revenues represent the freight and Amtrak share of MOW expense. The counties have asked SCRRA to carry out the MOW on their behalf. It is assumed that the counties will contribute revenues equivalent to the amounts they receive from the railroads. This will partially offset the projected MOW costs. The net cost on operating routes is transferred to the Operating Budget, while the net cost on non-operating routes is assumed to be paid by the counties owning these rights-of-way. MOW is further separated into Normalized Operating Maintenance and Capital Maintenance as described below.

2.0 NORMALIZED OPERATING MAINTENANCE

The total cost for normalized operating maintenance for FY 1993-94 is projected to be \$10,345,331 and includes the following:

● Maintenance of track by Herzog	\$4,480,480
● Maintenance of signals by Mass Elec.	\$3,375,558
● Storm damage/derailment	\$1,000,000
● Maintenance of track/signals by Amtrak	\$1,305,500
● Vegetation control/re-seeding	\$ 154,736
● Ultrasonic Rail Inspection	\$ 29,057

The \$1,000,000 for storm damage/derailment represents a contingency reserve for FY 1993-94 to be used as needed.

3.0 CAPITAL MAINTENANCE

Capital maintenance for FY 1993-94 is projected to be \$1,379,883 and includes replacement and upgrade of capital facilities within the following program categories:

● Roadway Program	\$ 150,733
● Rail Program	\$ 0
● Tie Program	\$ 150,000
● Ballast Program	\$ 227,400
● Bridges, Tunnels and Culverts	\$ 203,000
● Signal Program	\$ 142,000
● Warning Device Program	\$ 0
● Grade Crossing Program	\$ 76,250
● Radio/Microwave Program	\$ 280,500
● Turnouts	\$ 30,000
● Field Welding	\$ 120,000

As all lines are either undergoing major construction or have recently been extensively upgraded, capital maintenance will be minimized in FY 1993-94. In addition, for those lines that are undergoing major construction, some capital maintenance will already be included in the capital program.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 1993-94 MAINTENANCE OF WAY BUDGET
REVENUE ESTIMATES ARE FOR INFORMATION ONLY

MAINTENANCE OF WAY	TOTAL MOW COST FY 1993/94	MOW TO OPERATING BUDGET	MOW BUDGET	PROJECTED FREIGHT/AMTRAK SHARES
OPERATING ROUTES	\$9,606,545	\$5,984,557	\$3,621,988	\$3,621,988
LOS ANGELES COUNTY	4,416,495	3,191,727	1,728,176	1,728,176
ORANGE COUNTY	3,465,259	1,902,974	1,340,965	1,340,965
RIVERSIDE COUNTY	357,723	245,107	0	0
SAN BERNARDINO COUNTY	1,255,326	568,185	552,847	552,847
VENTURA COUNTY	111,742	76,564	0	0
NON - OPERATING ROUTES	\$2,118,672		\$1,237,649	\$881,023
LOS ANGELES COUNTY	2,059,009		1,226,224	832,785
SAN BERNARDINO COUNTY	59,663		11,425	48,238

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 1993-94 M of W BUDGET
REVENUE ESTIMATES ARE FOR INFORMATION ONLY

DESCRIPTION	OWNED BY	SHARE	TOTAL COST	TOTAL FY 1993/94	FREIGHT / AMTRAK SHARES	BALANCE TO OPERATING BUDGET	BALANCE TO MOW BUDGET
OPERATING ROUTES				\$9,606,545	\$3,621,988	\$5,984,557	\$0
LOS ANGELES COUNTY				4,919,903	1,728,176	3,191,727	0
RT2 - Santa Clarita to Commuter Rail Interlocker	LA	100.000%	2,094,693	2,094,693	681,107	1,413,586	
RT5 - Los Angeles to Riverside via UPRR	LA	100.000%	32,000	32,000	0	32,000	
RT7 - San Gabriel Sub Division (L.A. - Claremont)	LA	100.000%	1,175,500	1,175,500	203,882	971,618	
RT9 - Los Angeles to Moorpark	LA	100.000%	35,000	35,000	0	35,000	
RT10 - River Division (Metro)(1)	ALL SHARE	40.297%	835,181	1,179,740	843,187	336,553	
RTX - Storm Damage / Derailment (2)	ALL SHARE	40.297%	1,000,000	402,970	0	402,970	
ORANGE COUNTY				3,243,939	1,340,965	1,902,974	0
RT8 - Fullerton to Orange County / SDCL	OC	100.000%	2,548,659	2,548,659	1,219,936	1,328,723	
RT11 - Olive Subdivision	OC	100.000%	213,582	213,582	121,029	92,553	
RT10 - River Division (Metro)(1)	ALL SHARE	26.248%	835,181	219,218	0	219,218	
RTX - Storm Damage / Derailment (2)	ALL SHARE	26.248%	1,000,000	262,480	0	262,480	
RIVERSIDE COUNTY				245,107	0	245,107	
RT10 - River Division (Metro)(1)	ALL SHARE	13.356%	835,181	111,547	0	111,547	
RTX - Storm Damage / Derailment (2)	ALL SHARE	13.356%	1,000,000	133,560	0	133,560	
SAN BERNARDINO COUNTY				1,121,032	552,847	568,185	
RT10 - River Division (Metro)(1)	ALL SHARE	15.927%	835,181	133,019	0	133,019	
RT12 - Claremont - SB (Pasadena)	SB	100.000%	828,743	828,743	552,847	275,896	
RTX - Storm Damage / Derailment (2)	ALL SHARE	15.927%	1,000,000	159,270	0	159,270	
VENTURA COUNTY				76,564	0	76,564	
RT10 - River Division (Metro)(1)	ALL SHARE	4.172%	835,181	34,844	0	34,844	
RTX - Storm Damage / Derailment (2)	ALL SHARE	4.172%	1,000,000	41,720	0	41,720	
ALL SHARE				\$1,835,181	\$0	\$1,835,181	\$0
RT10 - River Division (Metro)(1)	ALL SHARE	100.000%	835,181	835,181	0	835,181	
RTX - Storm Damage / Derailment (2)	ALL SHARE	100.000%	1,000,000	1,000,000	0	1,000,000	
ALL SHARE ALLOCATION		100.000%		\$1,835,181	\$0	\$1,835,181	\$0
Los Angeles	ALL SHARE	40.297%	1,835,181	739,523	0	739,523	
Orange County	ALL SHARE	26.248%	1,835,181	481,698	0	481,698	
San Bernardino	ALL SHARE	15.927%	1,835,181	292,289	0	292,289	
Riverside	ALL SHARE	13.356%	1,835,181	245,107	0	245,107	
Ventura	ALL SHARE	4.172%	1,835,181	76,564	0	76,564	
NON - OPERATING ROUTES				\$2,118,672	\$881,023	\$0	\$1,237,649
LOS ANGELES COUNTY				2,059,009	832,785	0	1,226,224
RT3 - Claremont to Los Angeles - Pasadena Sub	LA	100.000%	2,059,009	2,059,009	832,785		1,226,224
SAN BERNARDINO COUNTY				59,663	48,238	0	11,425
RT4 - Claremont to Bench - Old Baldwin Park	SB	100.000%	59,663	59,663	48,238		11,425

DESCRIPTION	ADJUSTED COST
TOTAL MAINTENANCE OF WAY	\$11,725,217
Operating Routes MOW	9,606,545
Non-Operating Routes MOW	2,118,672

Note: 1) Cost in excess of revenues are distributed to counties on all share to determine transfer to operations.
2) Storm damage/derailment contingency reserve established for all lines to be used as needed.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 1993-94 MAINTENANCE of WAY BUDGET
 REVENUE ESTIMATES ARE FOR INFORMATION ONLY**

DESCRIPTION	OWNED BY	ROUTE MILES	COST PER RM	TOTAL COST	ATSF	SP	AMTRAK	FREIGHT / AMTRAK SHARES	BALANCE TO OPERATING BUDGET	BALANCE TO MOW BUDGET
TOTAL MAINTENANCE OF WAY		240.66	\$48,721	\$11,725,217	\$2,534,448	\$1,204,294	\$784,269	\$4,503,011	\$5,984,557	\$1,237,649
Operating Routes MOW		182.96	52,506	9,606,545	1,717,538	1,156,056	748,394	3,621,988	5,984,557	0
Non-Operating (Future) Routes MOW		57.70	36,719	2,118,672	816,910	48,238	15,875	881,023	0	1,237,649
OPERATING ROUTES		182.96	\$52,506	\$9,606,545	\$1,717,538	\$1,156,056	\$748,394	\$3,621,988	\$5,984,557	\$0
RT2 - Santa Clarita to Commuter Rail Interlocker	LA	37.66	55,621	2,094,693	0	668,047	13,060	681,107	1,413,586	
RT5 - Los Angeles to Riverside via UPRR	LA	2.00	16,000	32,000	0	0	0	0	32,000	
RT7 - San Gabriel Sub Division (L.A. - Claremont)	LA	33.30	35,300	1,175,500	0	203,882	0	203,882	971,618	
RT8 - Fullerton to Orange County / SDCL	OC	46.40	54,928	2,548,659	981,207	0	238,729	1,219,936	1,328,723	
RT9 - Los Angeles to Moorpark	LA	9.90	3,535	35,000	0	0	0	0	35,000	
RT10 - River Division (Metro)	ALL SHARE	25.70	65,306	1,678,368	71,467	284,127	487,593	843,187	835,181	
RT11 - Olive Subdivision	OC	5.50	38,833	213,582	121,029	0	0	121,029	92,553	
RT12 - Claremont - SB (Pasadena)	SB	22.50	36,833	828,743	543,835	0	9,012	552,847	275,896	
RTX - Storm Damage / Derailment (1)	ALL SHARE	n/a	n/a	1,000,000	n/a	n/a	n/a	0	1,000,000	
NON - OPERATING (FUTURE) ROUTES		57.70	\$36,719	\$2,118,672	\$816,910	\$48,238	\$15,875	\$881,023	\$0	\$1,237,649
RT3 - Claremont to Los Angeles - Pasadena Sub	LA	35.20	58,495	2,059,009	816,910	0	15,875	832,785		1,226,224
RT4 - Claremont to Bench - Old Baldwin Park	SB	22.50	2,652	59,663	0	48,238	0	48,238		11,425

Note: 1) Storm Damage /derailment contingency reserve established for all lines to be used as needed.

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**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 1993-94 M of W BUDGET**

DESCRIPTION	ROUTE MILES	COST PER RM	TOTAL COST
TOTAL MAINTENANCE OF WAY	240.86	\$48,721	\$11,725,217
RT2 - Santa Clarita to Commuter Rail Interlocker	37.66	55,621	2,094,693
RT3 - Claremont to Los Angeles - Pasadena Sub	35.20	58,495	2,059,009
RT4 - Claremont to Bench - Old Baldwin Park	22.50	2,652	59,663
RT5 - Los Angeles to Riverside via UPRR	2.00	16,000	32,000
RT7 - San Gabriel Sub Division (L.A. - Claremont)	33.30	35,300	1,175,500
RT8 - Fullerton to Orange County / SDCL	46.40	54,928	2,548,659
RT9 - Los Angeles to Moorpark	9.90	3,535	35,000
RT10 - River Division (Metro)	25.70	65,306	1,678,368
RT11 - Olive Subdivision	5.50	38,833	213,582
RT12 - Claremont - SB (Pasadena)	22.50	36,833	828,743
RTX - Derailment / Storm Damage Reserve (All Lines)	n/a	n/a	1,000,000

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FY 1993-94 ANNUAL M of W BUDGET

SUMMARY WORKSHEET

ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	240.66	Route Miles	\$0	\$11,725,214	\$48,721
Normalized Operating Maintenance - SCRRA	220.66	Track Miles	\$0	\$10,345,331	\$46,884
Capital Maintenance (MOW Program)	172.96	Track Miles	\$0	\$1,379,883	\$7,978
NORMALIZED OPERATING MAINTENANCE - SCRRA	220.66			\$10,345,331	\$46,884
700 Routine (Spot) Maintenance Track - (SCRRA-H)	175.56		163,000	4,480,480	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	175.56		121,904	3,375,558	
702 Derailments / Storm Damage			1,000,000	1,000,000	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)	53.20		70,536	1,305,500	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding			8,190	154,736	
903 Ultrasonic Rail Inspection			504	29,057	
CAPITAL MAINTENANCE (MOW PROGRAM)	172.96			\$1,379,883	
Roadway Program				\$150,733	
902 ROW Litter Control / Cleanup			2,507	54,323	
904 Rail Surface Grinding			1,890	11,340	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			85,070	85,070	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$150,000	
1030 Replace Crossties			75	150,000	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$227,400	
1050 Ballast Program			15,160	227,400	
Bridges, Tunnels & Culverts				\$203,000	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			99,000	99,000	
1114 Culverts Program			104,000	104,000	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$142,000	
1270 Track Signals			142,000	142,000	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$76,250	
1350 Surface (S.T.)			26,250	26,250	
1351 Complete (S.T.)			50,000	50,000	
Radio / Microwave Program				\$280,500	
1710 System Radio Program			280,500	280,500	
1711 Microwave Repairs			0	0	
Turnouts				\$30,000	
1040 Install Turnouts			30,000	30,000	
Field Welding				\$120,000	
1070 Field Welding			120,000	120,000	
Engineering Department Wages & Benefits			\$0	\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT2 - SANTA CLARITA TO COMMUTER RAIL INTERLOCKER
37.66 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	37.66	Route Miles	\$0	\$2,094,693	\$55,621
Normalized Operating Maintenance - SCRRA	37.66	Track Miles	\$0	\$1,805,693	\$47,947
Capital Maintenance (MOW Program)	37.66	Track Miles	\$0	\$289,000	\$7,674
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NORMALIZED OPERATING MAINTENANCE - SCRRA	37.66	TM		\$1,805,693	\$47,947
700 Routine (Spot) Maintenance Track - (SCRRA-H)	37.66	TM	28,000	1,054,480	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	37.66	TM	18,000	677,880	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)	2.00	TM	7,800	15,600	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding	37.66	TM	1,365	51,406	
903 Ultrasonic Rail Inspection	75.32	TM	84	6,327	
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CAPITAL MAINTENANCE (MOW PROGRAM)	37.66	TM		\$289,000	
Roadway Program				\$50,000	
902 ROW Litter Control / Cleanup	37.66	TM	266	10,000	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance	1.00	LOT	40,000	40,000	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Crossties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$52,000	
1270 Track Signals	1.00	LOT	52,000	52,000	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$97,000	
1710 System Radio Program	1.00	LOT	97,000	97,000	
1711 Microwave Repairs			0	0	
Turnouts				\$30,000	
1040 Install Turnouts	1.00	LOT	30,000	30,000	
Field Welding				\$60,000	
1070 Field Welding	1.00	LOT	60,000	60,000	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT3 - CLAREMONT TO LOS ANGELES - PASADENA SUB
35.20 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	35.20	Route Miles	\$0	\$2,059,009	\$58,495
Normalized Operating Maintenance - SCRRA	35.20	Track Miles	\$0	\$1,269,946	\$36,078
Capital Maintenance (MOW Program)	35.20	Track Miles	\$0	\$789,063	\$22,417
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NORMALIZED OPERATING MAINTENANCE - SCRRA	35.20	TM		\$1,269,946	\$36,078
700 Routine (Spot) Maintenance Track - (SCRRA-H)	35.20	TM	25,000	880,000	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	35.20	TM	9,545	335,984	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)			0	0	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding	35.20	TM	1,365	48,048	
903 Ultrasonic Rail Inspection	70.40	TM	84	5,914	
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CAPITAL MAINTENANCE (MOW PROGRAM)	35.20	TM		\$789,063	
Roadway Program				\$23,413	
902 ROW Litter Control / Cleanup	35.20	TM	341	12,003	
904 Rail Surface Grinding	6.00	TM	1,890	11,340	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance	1.00	LOT	70	70	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$150,000	
1030 Replace Cross-ties	2000	EA	75	150,000	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$227,400	
1050 Ballast Program	15.00	TM	15,160	227,400	
Bridges, Tunnels & Culverts				\$203,000	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs	1.00	LOT	99,000	99,000	
1114 Culverts Program	1.00	LOT	104,000	104,000	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$90,000	
1270 Track Signals	1.00	LOT	90,000	90,000	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$76,250	
1350 Surface (S.T.)	1.00	EA	26,250	26,250	
1351 Complete (S.T.)	1.00	EA	50,000	50,000	
Radio / Microwave Program				\$19,000	
1710 System Radio Program	1.00	LOT	19,000	19,000	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT4 - CLAREMONT TO BENCH - OLD BALDWIN PARK
22.50 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	22.50	Route Miles	\$0	\$59,663	\$2,652
Normalized Operating Maintenance - SCRRA	2.50	Track Miles	\$0	\$59,663	\$23,865
Capital Maintenance (MOW Program)	0.00	Track Miles	\$0	\$0	\$0
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NORMALIZED OPERATING MAINTENANCE - SCRRA	2.50	TM		\$59,663	\$23,865
700 Routine (Spot) Maintenance Track - (SCRRA-H)	2.50	TM	10,000	25,000	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	2.50	TM	12,500	31,250	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)			0	0	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding	2.50	TM	1,365	3,413	
903 Ultrasonic Rail Inspection			0	0	
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CAPITAL MAINTENANCE (MOW PROGRAM)				\$0	
Roadway Program				\$0	
902 ROW Litter Control / Cleanup			0	0	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Crossties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$0	
1710 System Radio Program			0	0	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT5 - LOS ANGELES TO RIVERSIDE via UPRR
58.5 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	2.00	Route Miles	\$0	\$32,000	\$16,000
Normalized Operating Maintenance - SCRRA	2.00	Track Miles	\$0	\$32,000	\$16,000
Capital Maintenance (MOW Program)	0.00	Track Miles	\$0	\$0	\$0
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NORMALIZED OPERATING MAINTENANCE - SCRRA	2.00			\$32,000	\$16,000
700 Routine (Spot) Maintenance Track - (SCRRA-H)			0	0	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)			0	0	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)	2.00	TM	16,000	32,000	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding			0	0	
903 Ultrasonic Rail Inspection			0	0	
CAPITAL MAINTENANCE (MOW PROGRAM)				\$0	
Roadway Program				\$0	
902 ROW Litter Control / Cleanup			0	0	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Crossties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$0	
1710 System Radio Program			0	0	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT7 - SAN GABRIEL SUB DIVISION (L.A. - CLAREMONT)
33.30 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	33.30	Route Miles	\$0	\$1,175,500	\$35,300
Normalized Operating Maintenance - SCRRA	33.30	Track Miles	\$0	\$1,175,500	\$35,300
Capital Maintenance (MOW Program)	0.00	Track Miles	\$0	\$0	\$0
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NORMALIZED OPERATING MAINTENANCE - SCRRA	33.30			\$1,175,500	\$35,300
700 Routine (Spot) Maintenance Track - (SCRRA-H)			0	0	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)			0	0	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)	33.30	TM	35,300	1,175,500	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding			0	0	
903 Ultrasonic Rail Inspection			0	0	
CAPITAL MAINTENANCE (MOW PROGRAM)				\$0	
Roadway Program				\$0	
902 ROW Litter Control / Cleanup			0	0	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Cross ties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$0	
1710 System Radio Program			0	0	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT8 - FULLERTON TO ORANGE COUNTY / SDCL
46.40 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	46.40	Route Miles	\$0	\$2,548,659	\$54,928
Normalized Operating Maintenance - SCRRA	46.40	Track Miles	\$0	\$2,326,239	\$50,134
Capital Maintenance (MOW Program)	46.40	Track Miles	\$0	\$222,420	\$4,794
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NORMALIZED OPERATING MAINTENANCE - SCRRA	46.40	TM		\$2,326,239	\$50,134
700 Routine (Spot) Maintenance Track - (SCRRA-H)	46.50	TM	25,000	1,162,500	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	46.50	TM	24,859	1,155,944	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)			0	0	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding			0	0	
903 Ultrasonic Rail Inspection	92.80	TM	84	7,795	
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CAPITAL MAINTENANCE (MOW PROGRAM)	46.40	TM		\$222,420	
Roadway Program				\$58,920	
902 ROW Litter Control / Cleanup	46.40	TM	300	13,920	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance	1.00	LOT	45,000	45,000	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Cross ties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$143,500	
1710 System Radio Program	1.00	LOT	143,500	143,500	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$20,000	
1070 Field Welding	1.00	LOT	20,000	20,000	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT9 - LOS ANGELES TO MOORPARK
9.9 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	9.90	Route Miles	\$0	\$35,000	\$3,535
Normalized Operating Maintenance - SCRRA	9.90	Track Miles	\$0	\$35,000	\$3,535
Capital Maintenance (MOW Program)	0.00	Track Miles	\$0	\$0	\$0
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NORMALIZED OPERATING MAINTENANCE - SCRRA	9.90			\$35,000	\$3,535
700 Routine (Spot) Maintenance Track - (SCRRA-H)			0	0	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)			0	0	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)	9.90	TM	3,535	35,000	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding			0	0	
903 Ultrasonic Rail Inspection			0	0	
CAPITAL MAINTENANCE (MOW PROGRAM)				\$0	
Roadway Program				\$0	
902 ROW Litter Control / Cleanup			0	0	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Cross ties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$0	
1710 System Radio Program			0	0	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT10 - RIVER DIVISION
25.70 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	25.70	Route Miles	\$0	\$1,678,368	\$65,306
Normalized Operating Maintenance - SCRRA	25.70	Track Miles	\$0	\$1,607,368	\$62,543
Capital Maintenance (MOW Program)	25.70	Track Miles	\$0	\$71,000	\$2,763
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NORMALIZED OPERATING MAINTENANCE - SCRRA	25.70	TM		\$1,607,368	\$62,543
700 Routine (Spot) Maintenance Track - (SCRRA-H)	25.70	TM	30,000	771,000	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	25.70	TM	30,000	771,000	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)	6.00	TM	7,900	47,400	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding	10.00	TM	1,365	13,650	
903 Ultrasonic Rail Inspection	51.40	TM	84	4,318	
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CAPITAL MAINTENANCE (MOW PROGRAM)	25.70	TM		\$71,000	
Roadway Program				\$10,000	
902 ROW Litter Control / Cleanup	10.00	TM	1,000	10,000	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Cross ties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$21,000	
1710 System Radio Program	1.00	LOT	21,000	21,000	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$40,000	
1070 Field Welding	1.00	LOT	40,000	40,000	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT11 - OLIVE SUBDIVISION
5.50 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	5.50	Route Miles	\$0	\$213,582	\$38,833
Normalized Operating Maintenance - SCRRA	5.50	Track Miles	\$0	\$211,932	\$38,533
Capital Maintenance (MOW Program)	5.50	Track Miles	\$0	\$1,650	\$300
NORMALIZED OPERATING MAINTENANCE - SCRRA	5.50	TM		\$211,932	\$38,533
700 Routine (Spot) Maintenance Track - (SCRRA-H)	5.50	TM	25,000	137,500	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	5.50	TM	12,000	66,000	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)			0	0	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding	5.50	TM	1,365	7,508	
903 Ultrasonic Rail Inspection	11.00	TM	84	924	
CAPITAL MAINTENANCE (MOW PROGRAM)	5.50	TM		\$1,650	
Roadway Program				\$1,650	
902 ROW Litter Control / Cleanup	5.50	TM	300	1,650	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Crossties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$0	
1710 System Radio Program			0	0	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RT12 - CLAREMONT - SB (PASADENA)
22.50 ROUTE MILES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	22.50	Route Miles	\$0	\$828,743	\$36,833
Normalized Operating Maintenance - SCRRA	22.50	Track Miles	\$0	\$821,993	\$36,533
Capital Maintenance (MOW Program)	22.50	Track Miles	\$0	\$6,750	\$300
NORMALIZED OPERATING MAINTENANCE - SCRRA	22.50	TM		\$821,993	\$36,533
700 Routine (Spot) Maintenance Track - (SCRRA-H)	22.50	TM	20,000	450,000	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)	22.50	TM	15,000	337,500	
702 Derailments / Storm Damage			0	0	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)			0	0	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding	22.50	TM	1,365	30,713	
903 Ultrasonic Rail Inspection	45.00	TM	84	3,780	
CAPITAL MAINTENANCE (MOW PROGRAM)	22.50	TM		\$6,750	
Roadway Program				\$6,750	
902 ROW Litter Control / Cleanup	22.50	TM	300	6,750	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Cross ties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$0	
1710 System Radio Program			0	0	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 ANNUAL M of W BUDGET WORKSHEET
RTX - DERAILMENTS / STORM DAMAGE
ALL LINES

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST	COST PER TM
TOTAL MAINTENANCE OF WAY	0.00	Route Miles	\$0	\$1,000,000	\$0
Normalized Operating Maintenance - SCRRA	0.00	Track Miles	\$0	\$1,000,000	\$0
Capital Maintenance (MOW Program)	0.00	Track Miles	\$0	\$0	\$0
NORMALIZED OPERATING MAINTENANCE - SCRRA				\$1,000,000	\$0
700 Routine (Spot) Maintenance Track - (SCRRA-H)			0	0	
701 Routine (Spot) Maintenance Signal - (SCRRA-M)			0	0	
702 Derailments / Storm Damage	1.00	LOT	1,000,000	1,000,000	
805 Routine (Spot) Maintenance Signal & Track - (SCRRA-A)			0	0	
806 Routine (Spot) Maintenance Signal - (ATSF)			0	0	
807 Routine (Spot) Maintenance Signal - (SPTC)			0	0	
808 Routine (Spot) Maintenance Signal - (UPRR)			0	0	
901 Vegetation Control / Reseeding			0	0	
903 Ultrasonic Rail Inspection			0	0	
CAPITAL MAINTENANCE (MOW PROGRAM)				\$0	
Roadway Program				\$0	
902 ROW Litter Control / Cleanup			0	0	
904 Rail Surface Grinding			0	0	
1120 Buildings and Stations			0	0	
1152 Fire Protection			0	0	
1170 Rail Lubricators			0	0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	0	
1172 Drainage Maintenance			0	0	
Rail Program				\$0	
1010 Install New Curve Rail			0	0	
1011 Install New Rail			0	0	
1012 Install Second Hand Rail			0	0	
Tie Program				\$0	
1030 Replace Crossties			0	0	
1031 Replace Switch Ties			0	0	
1032 Replace Bridge Ties			0	0	
Ballast Program				\$0	
1050 Ballast Program			0	0	
Bridges, Tunnels & Culverts				\$0	
1111 Replace Structure with Fill or Culverts			0	0	
1112 Structure Replacement Account Fire or Storms			0	0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	0	
1114 Culverts Program			0	0	
1115 Bridge Painting			0	0	
1150 Tunnel Drainage Improvements			0	0	
1151 Lining			0	0	
Signal Program				\$0	
1270 Track Signals			0	0	
Warning Device Program				\$0	
1310 Upgrade Existing Warning Systems			0	0	
1311 Installation of Additional Crossing Controls			0	0	
1312 Installation of Traffic Pre-emption Controls			0	0	
Grade Crossing Program				\$0	
1350 Surface (S.T.)			0	0	
1351 Complete (S.T.)			0	0	
Radio / Microwave Program				\$0	
1710 System Radio Program			0	0	
1711 Microwave Repairs			0	0	
Turnouts				\$0	
1040 Install Turnouts			0	0	
Field Welding				\$0	
1070 Field Welding			0	0	
Engineering Department Wages & Benefits				\$0	
Total Overhead				\$0	
Total Professional Services				\$0	

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 TRACK / SIGNAL REHABILITATION**

DESCRIPTION	ROUTE MILES	COST PER RM	TOTAL COST
TOTAL MAINTENANCE OF WAY	240.66	\$9,741	\$2,344,325
All Share	25.70	\$2,630	\$67,600
RT10 - River Division (Metro)	25.70	2,630	67,600
Los Angeles County	118.06	\$14,326	\$1,691,280
RT2 - Santa Clarita to Commuter Rail Interlocker	37.66	44,909	1,691,280
RT3 - Claremont to Los Angeles - Pasadena Sub	35.20	0	0
RT5 - Los Angeles to Riverside via UPRR	2.00	0	0
RT7 - San Gabriel Sub Division (L.A. - Claremont)	33.30	0	0
RT9 - Los Angeles to Moorpark	9.90	0	0
Orange County	51.90	\$7,301	\$378,920
RT8 - Fullerton to Orange County / SDCL	46.40	7,563	350,920
RT11 - Olive Subdivision	5.50	5,091	28,000
San Bernardino County	45.00	\$4,589	\$206,525
RT4 - Claremont to Bench - Old Baldwin Park	22.50	0	0
RT12 - Claremont - SB (Pasadena)	22.50	9,179	206,525

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**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
SUMMARY WORKSHEET**

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	297.16	RM	\$2,344,325	\$7,889
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	112.06	TM	\$2,344,325	\$20,920
Road Way Program			\$135,755	
902 ROW Litter Control / Cleanup			\$0	
904 Rail Surface Grinding			\$55,755	
1120 Buildings and Stations			\$0	
1152 Fire Protection			\$0	
1170 Rail Lubricators			\$0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			\$0	
1172 Drainage Maintenance			\$80,000	
Rail Program			\$180,000	
1010 Install New Curve Rail			\$180,000	
1011 Install New Rail			\$0	
1012 Install Second Hand Rail			\$0	
Tie Program			\$154,950	
1030 Replace Crossties			\$154,950	
1031 Replace Switch Ties			\$0	
1032 Replace Bridge Ties			\$0	
Ballast Program			\$333,520	
1050 Ballast Program			\$333,520	
Bridges, Tunnels & Culverts			\$583,100	
1111 Replace Structure with Fill or Culverts			\$0	
1112 Structure Replacement Account Fire or Storms			\$0	
1113 Deck Renewal (S.T.) & Bridge Repairs			\$523,100	
1114 Culverts Program			\$0	
1115 Bridge Painting			\$0	
1150 Tunnel Drainage Improvements			\$60,000	
1151 Lining			\$0	
Signal Program			\$0	
1270 Track Signals			\$0	
Warning Device Program			\$561,000	
1310 Upgrade Existing Warning Systems			\$84,000	
1311 Installation of Additional Crossing Controls			\$477,000	
1312 Installation of Traffic Pre-emption Controls			\$0	
Grade Crossing Program			\$336,000	
1350 Surface (S.T.)			\$136,000	
1351 Complete (S.T.)			\$200,000	
Radio / Microwave Program			\$0	
1710 System Radio Program			\$0	
1711 Microwave Repairs			\$0	
Turnouts			\$60,000	
1040 Install Turnouts			\$60,000	
Field Welding			\$0	
1070 Field Welding			\$0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
RT2 - SANTA CLARITA TO COMMUTER RAIL INTERLOCKER
37.66 TRACK MILES

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	37.66	RM	\$1,691,280	\$44,909
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	37.66	TM	\$1,691,280	\$44,909
Road Way Program			\$13,230	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding	7.00	TM	13,230	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$180,000	
1010 Install New Curve Rail	0.45	TM	180,000	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$154,950	
1030 Replace Crossties	2066	EA	154,950	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$151,600	
1050 Ballast Program	10.00	TM	151,600	
Bridges, Tunnels & Culverts			\$324,500	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs	1.00	LOT	264,500	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements	1.00	LOT	60,000	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$551,000	
1310 Upgrade Existing Warning Systems	1.00	LOT	84,000	
1311 Installation of Additional Crossing Controls	1.00	LOT	477,000	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$306,000	
1350 Surface (S.T.)	4.00	EA	106,000	
1351 Complete (S.T.)	4.00	EA	200,000	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
RT3 - CLAREMONT TO LOS ANGELES - PASADENA SUB
35.2 TRACK MILES

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	35.20	RM	\$0	\$0
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	0.00	TM	\$0	\$0
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$0	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
 RT4 - CLAREMONT TO BENCH - OLD BALDWIN PARK
 22.5 TRACK MILES**

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	22.50	RM	\$0	\$0
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	0.00	TM	\$0	\$0
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossies			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$0	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
RTS - LOS ANGELES TO RIVERSIDE via UPRR
58.5 TRACK MILES

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	58.50	RM	\$0	\$0
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	0.00	TM	\$0	\$0
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$0	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
 RT7 - SAN GABRIEL SUB DIVISION (L.A. - CLAREMONT)
 33.3 TRACK MILES**

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	33.30	RM	\$0	\$0
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	0.00	TM	\$0	\$0
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$0	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
RT8 - FULLERTON TO ORANGE COUNTY / SDCL
46.4 TRACK MILES

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	46.40	RM	\$350,920	\$7,563
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	46.40	TM	\$350,920	\$7,563
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$181,920	
1050 Ballast Program	12.00	TM	181,920	
Bridges, Tunnels & Culverts			\$139,000	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs	1.00	LOT	139,000	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$30,000	
1350 Surface (S.T.)	1.00	LOT	30,000	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
RT9 - LOS ANGELES TO MOORPARK
9.9 TRACK MILES

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	9.90	RM	\$0	\$0
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	0.00	TM	\$0	\$0
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$0	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs			0	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
 RT10 - RIVER DIVISION
 25.7 TRACK MILES**

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	25.70	RM	\$67,600	\$2,630
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	0.00	TM	\$67,600	\$0
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$7,600	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs	1.00	LOT	7,600	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$60,000	
1040 Install Turnouts	1.00	LOT	60,000	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
 RT11 - OLIVE SUBDIVISION
 5.5 TRACK MILES**

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	5.50	RM	\$28,000	\$5,091
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	5.50	TM	\$28,000	\$5,091
Road Way Program			\$0	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding			0	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance			0	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$28,000	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs	1.00	LOT	28,000	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET OF TRACK / SIGNAL REHABILITATION
RT12 - CLAREMONT - SB (PASADENA)
22.5 TRACK MILES

DESCRIPTION	QTY	UNIT	TOTAL COST	COST PER TM
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	22.50	RM	\$206,525	\$9,179
DEFERRED MAINTENANCE INCLUDED IN CAPITAL PROGRAM	22.50	TM	\$206,525	\$9,179
Road Way Program			\$122,525	
902 ROW Litter Control / Cleanup			0	
904 Rail Surface Grinding	22.50	TM	42,525	
1120 Buildings and Stations			0	
1152 Fire Protection			0	
1170 Rail Lubricators			0	
1171 Roadway Maintenance (Fences, Ditches, Riprap)			0	
1172 Drainage Maintenance	1.00	LOT	80,000	
Rail Program			\$0	
1010 Install New Curve Rail			0	
1011 Install New Rail			0	
1012 Install Second Hand Rail			0	
Tie Program			\$0	
1030 Replace Crossties			0	
1031 Replace Switch Ties			0	
1032 Replace Bridge Ties			0	
Ballast Program			\$0	
1050 Ballast Program			0	
Bridges, Tunnels & Culverts			\$84,000	
1111 Replace Structure with Fill or Culverts			0	
1112 Structure Replacement Account Fire or Storms			0	
1113 Deck Renewal (S.T.) & Bridge Repairs	1.00	LOT	84,000	
1114 Culverts Program			0	
1115 Bridge Painting			0	
1150 Tunnel Drainage Improvements			0	
1151 Lining			0	
Signal Program			\$0	
1270 Track Signals			0	
Warning Device Program			\$0	
1310 Upgrade Existing Warning Systems			0	
1311 Installation of Additional Crossing Controls			0	
1312 Installation of Traffic Pre-emption Controls			0	
Grade Crossing Program			\$0	
1350 Surface (S.T.)			0	
1351 Complete (S.T.)			0	
Radio / Microwave Program			\$0	
1710 System Radio Program			0	
1711 Microwave Repairs			0	
Turnouts			\$0	
1040 Install Turnouts			0	
Field Welding			\$0	
1070 Field Welding			0	
Engineering Department Wages & Benefits			\$0	
Total Overhead			\$0	
Total Professional Services			\$0	

Southern
California
Regional
Rail Authority

**Capital
Budget
Fiscal Year
1993-94**

Final September, 1993



Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino Associated Governments

Ventura County Transportation Commission

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 CAPITAL BUDGET
PART C OF FY 1993-94 SCRRA BUDGET

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 CAPITAL BUDGET
PART C OF FY 1993-94 SCRRA BUDGET

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CAPITAL BUDGET FOR FY 1993-94

1.0 INTRODUCTION

During FY 1992-93 design, construction, and acquisition of rolling stock proceeded on all lines and operation of commuter rail service was initiated on three lines. The accomplishments of FY 1992-93, planned projects for FY 1993-94 and FY 1994-95, and any proposed amendments to the SB 1402 scope or budget are discussed below.

It should be noted that station costs (with the exception of TVMs and signage) are not included in SCRRA Capital Budgets. They are considered off-budget, with costs of construction to be collected directly from the counties and, in some cases, from the State under Propositions 108 and 116 rail bond proceeds or TCI funds. The Appendix to the Capital Budget includes Financial Plans and Cash Flow Expenditure Plans for the SCRRA capital projects which incorporate those station costs which include state funds.

2.0 LOS ANGELES-SAN BERNARDINO

Operation between Pomona and Los Angeles was initiated October 26, 1992. Service was extended to Claremont in December 1992 and to Montclair in February 1993. Service will be extended to San Bernardino in June 1993. All track and signal projects between Los Angeles and Montclair and the first phase of the layover facility will be completed by the end of FY 1992-93. In addition, siding track work between Montclair and San Bernardino will be well underway by the end of FY 1992-93. During FY 1993-94 and continuing into FY 1994-95, track and signal projects between Montclair and San Bernardino will be completed as will the second phase of the San Bernardino layover facility.

All rolling stock for this line has been acquired and only the retention remains for payment in FY 1993-94. This line funded 9 locomotives and 26 cars.

This project is currently within the SB 1402 budget and is projected to remain within budget. A total of \$25.2 million is budgeted for this line in FY 1993-94. This represents 14% of the line's total SB 1402 budget.

3.0 LOS ANGELES-VENTURA

Operation between Moorpark and Los Angeles was initiated October 26, 1992. Centralized Train Control (CTC) from Dayton Tower to Burbank Junction and all track and signal projects between Burbank Junction and Moorpark, except for siding upgrade/extension at Chatsworth and CTC Raymer to Moorpark, will be completed in FY 1992-93. In FY 1993-94, work will include construction of the double track on the Downey Bridge, the underpass at Taylor Yard, and rail relay between Fletcher Boulevard (just north of Taylor

Yard) and Burbank Junction. Intercity track and signal improvements between Moorpark and Goleta will also begin in FY 1993-94.

All rolling stock for this line has been acquired and only the retention remains for payment in FY 1993-94. This line funded 5 locomotives and 16 cars.

This project is currently within the SB 1402 budget and is projected to remain within budget. A total of \$33.2 million is budgeted for this line in FY 1993-94. This represents 30% of the line's total SB 1402 budget.

There are some proposed intercity projects which will have received additional funding from the State. Discussions are currently underway for revisions to the planned intercity work between Moorpark and Goleta. This work will be totally funded by the State, but carried out under supervision of SCRRRA. Future commuter/intercity projects which may be added to the capital budget include CTC supervisory control between Burbank Junction and Mission Tower, and communications improvements which do not have cost estimates at this time, and rehabilitation of Tunnels 26, 27 and 28 which is estimated at \$7.2 million.

4.0 LOS ANGELES-SANTA CLARITA

Operation between Santa Clarita and Los Angeles was initiated October 26, 1992. In 1992-93, all track and signal work between Burbank Junction and Saugus will be completed except for siding upgrades at Saugus and Sun Valley (Sylmar). These projects will be completed in FY 1993-94. The track/bridge rehabilitation between Burbank Junction and Saugus was a new project amended to the scope of the 1402 budget. To fund the additional costs due to track rehabilitation, an additional \$6.1 million in funding will be required. To fund the proposed improvements to Tunnel 25, 8 grade crossings, and rehabilitation of the Newhall Bridge within the original project limits, an additional \$7.5 million has been approved by the MTA.

All rolling stock for the Los Angeles-Santa Clarita line has been acquired and only the retention remains for payment in FY 1993-94. This line funded 3 locomotives and 12 cars.

This project is currently within the 1402 budget, but scope changes would require additional funding to be approved by the MTA. A total of \$9.0 million is budgeted for this line in FY 1993-94. This represents 17% of the line's total amended budget.

5.0 SHARED FACILITIES

The maintenance facility at Taylor Yard provided service islands at start-up in October 1992 and will be fully operational by mid-April 1993. All work on Taylor Yard will be completed in FY 1992-93.

Equipment and start up for all lines will be completed in FY 1992-93 except San Bernardino-Montclair, Oceanside-Los Angeles, and Riverside-Orange County. Equipment and start up for San Bernardino-Montclair and Oceanside-Los Angeles will be completed in FY 1993-94 and for the Riverside-Orange County service will be completed by the end of 1994. The SB1402 Budget included only the equipment and start-up costs for the first three lines. When these costs for the remaining lines was added in the Preliminary Budget, additional local funding was required.

The Shared Facilities budget has been reduced to the original level of funding by re-allocating costs of selected Ticket Vending Machines, Validators and Signage. Costs are allocated to the station budgets for San Bernardino-Riverside-Fullerton and Oceanside-Fullerton, and to the construction contingencies for Ventura-LA and Fullerton-LAUPT.

Thus all funding for Shared Facilities has been exhausted, and there is no budget projected for FY 1993-94.

6.0 LOS ANGELES-RIVERSIDE (UP)

This line is proposed for start-up of service in June 1993. By the end of FY 1992-93 all work on the UP line will be completed with the exception of tie and signal work on the East Bank between Soto and Mission Tower into the Mission Tower/Terminal Tower interlocking. This work will proceed in FY 1993-94.

All rolling stock for this line has been acquired and only the retention remains for payment in FY 1993-94. This line funded 2 locomotives and 14 cars.

This project is currently within the SB 1402 budget and is projected to remain within budget. A total of \$4.48 million is budgeted for this line in FY 1993-94. This represents the remaining 7% of the line's total SB 1402 budget.

7.0 LOS ANGELES-FULLERTON

In addition to freight activity, Amtrak intercity service and the Orange County commuter train currently operate on this segment. Oceanside to Los Angeles Metrolink commuter rail service, which will use this segment, is proposed for start-up in December 1993. The segment will also be used by Riverside-Los Angeles (via Fullerton) Metrolink commuter rail service which is proposed for start-up in December 1994. In FY 1992-93, all Union Station improvements were completed. These included reconstruction of the ramps, platform and canopy restoration and SCRRRA's contribution to the Metrolink Bus Plaza. In FY 1993-94 contracts will proceed for track and signal work to consolidate signal systems and reconfigure the tracks between Terminal Tower and Mission Tower and for track upgrade north and south on the West Bank. In FY 1993-94, the Santa

Fe will also complete crossovers at Santa Fe Springs, La Mirada/Buena Park, Basta, and possibly at Hobart. Force account work on the third track at Fullerton will commence in FY 1992-93 and continue through FY 1993-94 into early 1994-95.

Rolling stock for this segment will be acquired in FY 1993-94. This line funded locomotive spare parts and will fund 13 cars.

This project is currently within the SB 1402 budget and is projected to remain within budget. A total of \$30.57 million is budgeted for this line in FY 1993-94. This represents 39% of the line's total SB 1402 budget.

8.0 FULLERTON-OCEANSIDE

Oceanside to Los Angeles Metrolink commuter rail service, which will use this segment, is proposed for start-up in December 1993. Design work on this segment commenced in FY 1992-93. Track, signal and bridge work between Fullerton and San Juan Capistrano will begin early in FY 1993-94 and continue through FY 1994-95.

All rolling stock for this segment will be acquired in FY 1993-94. This line will fund 7 locomotives and 7 cars. The locomotives include an additional locomotive over those originally programmed by using funds made available in the rolling stock budget due to purchase of the California Car.

This project is currently within the SB 1402 budget and is projected to remain within budget. A total of \$62.04 million is budgeted for this line in FY 1993-94. This represents 55% of the line's total SB 1402 budget.

9.0 FULLERTON-RIVERSIDE/SAN BERNARDINO

San Bernardino-Riverside-Orange County and Riverside-Los Angeles (via Fullerton) Metrolink commuter rail services are proposed for start-up in December 1994 and will operate over this segment. Santa Fe force account work on this segment started in November 1992. By February 1994, Santa Fe will have completed sufficient work to allow freight and intercity trains to switch from the Pasadena Subdivision to the San Bernardino Subdivision. Track improvements on the Olive Subdivision will be completed in FY 1993-94. Santa Fe force account work will be completed in FY 1994-95.

All rolling stock for this segment will be acquired in FY 1993-94. This line will fund 5 locomotives and 7 cars. The locomotives include an additional locomotive over those originally programmed by using funds made available in the rolling stock budget due to receipt of the California Car.

This project is currently within the SB 1402 budget and is projected to remain within budget. A total of \$56.29 million is

budgeted for this line in FY 1993-94. This represents 62% of the line's total SB 1402 budget.

10.0 LOCOMOTIVE EMISSION REDUCTION PROGRAM

SCRRA has taken a leadership role nationwide in the development of a "clean diesel" locomotive fleet which will address the mandates in the 1991 Air Quality Management Plan. SCRRA has entered into an agreement with Southwest Research Institute (SwRI) to participate in a consortium formed by SwRI to fund a low emission LNG locomotive research and development program. SCRRA has a contract with General Motors-Electromotive Division (GM-EMD) to use SCRRA's 19th locomotive to retrofit for first generation LNG engine revenue service testing in 1994. If the program is successful, the entire fleet will be converted to LNG.

SCRRA has also contributed to a \$300,000 study on transport, refueling and safety infrastructure required when using LNG as a locomotive fuel.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
LINE SUMMARY						
SAN BERNARDINO - LOS ANGELES	25,209	9,121	0	0	16,088	0
VENTURA - LOS ANGELES	33,208	25,157	0	0	0	8,051
SANTA CLARITA - LOS ANGELES	8,981	8,981	0	0	0	0
RIVERSIDE - LOS ANGELES (UP)	4,477	1,729	0	2,182	566	0
SHARED FACILITIES	0	0	0	0	0	0
FULLERTON - LOS ANGELES	30,575	30,575	0	0	0	0
OCEANSIDE - FULLERTON	62,036	0	62,036	0	0	0
SAN BERNARDINO/RIVERSIDE - FULLERTON	56,288	6,350	16,704	26,924	6,310	0
SPECIAL PROJECT						
LOCOMOTIVE EMISSIONS REDUCTION PROGRAM	176	71	46	24	28	7
TOTALS	220,950	81,984	76,786	29,129	22,992	8,058

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METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
CATEGORY SUMMARY						
SAN BERNARDINO - LOS ANGELES	20,082	8,792	0	0	11,290	0
VENTURA - LOS ANGELES	30,171	22,120	0	0	0	8,051
SANTA CLARITA - LOS ANGELES	6,867	6,867	0	0	0	0
RIVERSIDE - LOS ANGELES (UP)	1,794	1,227	0	567	0	0
SHARED FACILITIES	0	0	0	0	0	0
FULLERTON - LOS ANGELES	22,002	22,002	0	0	0	0
OCEANSIDE - FULLERTON	42,220	0	42,220	0	0	0
SAN BERNARDINO/RIVERSIDE - FULLERTON	36,696	0	12,704	17,682	6,310	0
SPECIAL PROJECT						
LOCOMOTIVE EMISSIONS REDUCTION PROGRAM	176	71	46	24	28	7
ROLLING STOCK						
LOCOMOTIVES	60,942	20,905	23,816	10,857	5,364	0
PASSENGER CARS	17,635	4,880	7,163	3,629	1,962	0
ROLLING STOCK PROCUREMENT & TESTING	42,597	15,760	16,444	7,031	3,362	0
	710	265	208	197	40	0
TOTALS	220,950	81,984	78,786	29,129	22,992	8,058

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
LINE SUMMARY						
SAN BERNARDINO - LOS ANGELES	25,209	9,121	0	0	16,088	0
RIGHT-OF-WAY IMPROVEMENTS	20,082	8,792	0	0	11,290	0
ROLLING STOCK	5,127	329	0	0	4,798	0
VENTURA - LOS ANGELES	33,208	25,157	0	0	0	8,051
RIGHT-OF-WAY IMPROVEMENTS *	30,171	22,120	0	0	0	8,051
ROLLING STOCK	3,037	3,037	0	0	0	0
SANTA CLARITA - LOS ANGELES	8,981	8,981	0	0	0	0
RIGHT-OF-WAY IMPROVEMENTS (BURBANK JCT TO SAUGUS)	6,867	6,867	0	0	0	0
ROLLING STOCK	2,114	2,114	0	0	0	0
RIVERSIDE - LOS ANGELES (UP)	4,477	1,729	0	2,182	566	0
RIGHT-OF-WAY IMPROVEMENTS	1,794	1,227	0	567	0	0
ROLLING STOCK	2,683	502	0	1,615	566	0
SHARED FACILITIES	0	0	0	0	0	0
RIGHT-OF-WAY IMPROVEMENTS	0	0	0	0	0	0
OTHER IMPROVEMENTS	0	0	0	0	0	0
FULLERTON - LOS ANGELES	30,575	30,575	0	0	0	0
RIGHT-OF-WAY IMPROVEMENTS	22,002	22,002	0	0	0	0
ROLLING STOCK	8,573	8,573	0	0	0	0
OCEANSIDE - FULLERTON	62,036	0	62,036	0	0	0
RIGHT-OF-WAY IMPROVEMENTS	42,220	0	42,220	0	0	0
ROLLING STOCK	19,816	0	19,816	0	0	0
SAN BERNARDINO/RIVERSIDE - FULLERTON	56,288	6,350	16,704	26,924	6,310	0
RIGHT-OF-WAY IMPROVEMENTS	36,696	0	12,704	17,682	6,310	0
ROLLING STOCK	19,592	6,350	4,000	9,242	0	0
SPECIAL PROJECTS	176	71	46	24	28	7
LOCOMOTIVE EMISSIONS REDUCTION PROGRAM	176	71	46	24	28	7
TOTALS	220,950	81,964	78,786	29,129	22,992	8,058

* VENTURA - L.A. INCLUDES \$5,111K OF SANTA BARBARA CO. FUNDS UNDER VCTC FOR CTC TO GOLETA.

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 SUMMARY OF FUNDING DRAWDOWNS FOR FY 1993/94 (\$MILLIONS)

9/1/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA/SANTA BARBARA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State(1)	Local	Prop 108	Prop 116	TCI/ Other State					
Right-of Way																									0.000	0.000	0.000	0.000	0.000
Capital	14.633	10.937	33.815	1.667	3.690	0.675	11.695	1.568	0.445	1.046	16.781		5.004	2.634	42.191	5.140	0.007	2.937	5.111		23.800	18.229	109.593	8.375	159.997				
Rolling Stock	9.060	1.341	10.505		1.785	0.440		3.139	2.645		5.552	2.660	12.767	7.049	4.000						26.257	8.829	20.057	5.799	60.942				
TOTAL	23.715	12.278	44.320	1.667	5.475	1.115	11.695	4.707	3.090	1.046	22.333	2.660	17.771	9.683	46.191	5.140	0.007	2.937	5.111	0.000	50.057	27.058	129.650	14.174	220.939				

(1) Includes new intercity funds.

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 93/94 CAPITAL BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
LINE SUMMARY						
SAN BERNARDINO - LOS ANGELES	173,987	138,686	25,209	10,431	174,326	(339)
RIGHT-OF-WAY IMPROVEMENTS	120,487	89,416	20,082	10,431	119,929	558
ROLLING STOCK	53,500	49,270	5,127	0	54,397	(897)
VENTURA - LOS ANGELES	111,297	65,704	33,208	9,922	108,834	2,463
RIGHT-OF-WAY IMPROVEMENTS	79,697	36,455	30,171	9,922	76,548	3,149
ROLLING STOCK	31,600	29,249	3,037	0	32,286	(686)
SANTA CLARITA - LOS ANGELES	37,286	33,333	8,981	9,189	51,503	(14,217)
RIGHT-OF-WAY IMPROVEMENTS (BURBANK JCT TO SAUGUS)	14,986	12,889	6,867	9,189	28,945	(13,959)
ROLLING STOCK	22,300	20,444	2,114	0	22,558	(258)
RIVERSIDE - LOS ANGELES (UP)	64,220	58,967	4,476	0	63,443	777
RIGHT-OF-WAY IMPROVEMENTS	41,820	36,875	1,433	0	38,308	3,512
OTHER IMPROVEMENTS	1,800	1,440	360	0	1,800	0
ROLLING STOCK	20,600	20,652	2,683	0	23,335	(2,735)
SHARED FACILITIES	52,699	52,699	0	0	52,699	0
RIGHT-OF-WAY IMPROVEMENTS	39,899	41,849	0	0	41,849	(1,950)
OTHER IMPROVEMENTS	12,800	10,850	0	0	10,850	1,950
FULLERTON - LOS ANGELES	77,888	28,206	30,575	19,222	78,003	(115)
RIGHT-OF-WAY IMPROVEMENTS	59,188	18,790	22,002	17,604	58,396	792
ROLLING STOCK	18,700	9,416	8,573	1,618	19,607	(907)
OCEANSIDE - FULLERTON	112,801	14,411	62,036	35,866	112,313	488
RIGHT-OF-WAY IMPROVEMENTS	63,401	2,913	42,220	32,945	78,078	(14,677)
ROLLING STOCK	49,400	11,498	19,816	2,921	34,235	15,165
SAN BERNARDINO/RIVERSIDE - FULLERTON	97,609	9,560	56,288	25,378	91,226	6,383
RIGHT-OF-WAY IMPROVEMENTS	63,319	6,480	36,696	20,110	63,286	33
ROLLING STOCK	34,290	3,080	19,592	5,268	27,940	6,350
LOCOMOTIVE EMISSIONS REDUCTION PROGRAM	0	513	176	19,834	20,523	(20,523)
TOTAL EMISSIONS PROGRAM	0	513	176	19,834	20,523	(20,523)
TOTALS	727,787	402,079	220,949	129,842	752,870	(25,083)

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PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)

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METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
SANTA CLARITA - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	6,867	6,867	0	0	0	0
SIDING/2nd MAIN NORTH FROM BURBANK JCT	0	0				
POWER SWITCH TO MAIN LINE AT SAUGUS	371	371				
CTC - BURBANK JCT TO SAUGUS	1,325	1,325				
UPGRADE & EXTEND SIDING AT SYLMAR	0	0				
UPGRADE SIDING AT SAUGUS	0	0				
LAYOVER FACILITY AT SAUGUS	0	0				
TRACK/SIGNAL UPGRADE BURBANK JCT TO SAN FERNANDO	0	0				
TUNNEL 25 CORRECTIONS	3,602	3,602				
COMMUNICATIONS	200	200				
OCIP INSURANCE	237	237				
DESIGN & CM	460	460				
CONSTRUCTION SUPPORT	672	672	0	0	0	0
AGENCY COSTS	625	625				
PROFESSIONAL SERVICES	47	47				
ROLLING STOCK	2,114	2,114	0	0	0	0
LOCOMOTIVES	663	663				
PASSENGER CARS	1,451	1,451				
ROLLING STOCK PROCUREMENT & TESTING	0	0				
TOTALS	8,981	8,981	0	0	0	0

SCRA-78

SAN BERNARDINO-LOS ANGELES METROLINK LINE
 FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

5/10/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/ Other	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State					
Right-of-Way																									0.000	0.000	0.000	0.000	0.000
Capital	1.588	1.856	5.348		3.662	0.675	5.385	1.568																	3.230	2.531	10.733	1.568	20.082
Rolling Stock	0.329				1.659			3.139																	1.988	0.000	0.000	3.139	3.127
TOTAL	1.917	1.856	5.348	0.000	5.321	0.675	5.385	4.707	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.238	2.531	10.733	4.707	23.209				

SCRA-79

JSC C:\FUND93-4SBLA

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 93/94 CAPITAL BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$=THOUSANDS)

SCRR-80

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
SAN BERNARDINO - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	120,487	89,416	20,082	10,431	119,929	558
UPGRADE CTC MISSION TOWER TO EL MONTE	2,384	219	0	0	219	2,165
UPGRADE TRACK MISSION TOWER TO EL MONTE	2,116	818	0	0	818	1,298
TRACK/SIGNAL - EL MONTE TO BASSETT (FLYOVER)	32,920	24,704	0	0	24,704	8,216
UPGRADE TRACK BASSETT TO CLAREMONT CONNECTION	22,584	22,517	0	0	22,517	67
UPGRADE SIGNAL BASSETT TO CLAREMONT CONNECTION	10,354	9,859	0	0	9,859	495
UPGRADE TRACK CLAREMONT CONNECTION TO SAN BERNARDINO	26,375	3,341	2,545	2,640	8,526	17,849
UPGRADE SIGNAL CLAREMONT CONNECTION TO SAN BERNARDINO	672	430	5,831	3,239	9,500	(8,928)
PASADENA (CLAREMONT) CONNECTION	1,732	2,142	0	0	2,142	(410)
SAN BERNARDINO LAYOVER FACILITY (PHASE I, II, FLYOVER)	2,734	300	7,300	2,000	9,600	(6,866)
RIO HONDO BRIDGE - SEISMIC RETROFIT	3,000	2,716	0	0	2,716	284
COMMUNICATIONS	0	3,605	1,500	1,500	6,605	(6,605)
OCIP INSURANCE	0	3,513	1,289	0	4,802	(4,802)
DESIGN & CM	15,716	10,793	800	604	12,197	3,519
CONSTRUCTION SUPPORT	0	4,459	817	448	5,724	(5,724)
AGENCY COSTS	0	2,339	760	417	3,516	(3,516)
PROFESSIONAL SERVICES	0	2,120	57	31	2,208	(2,208)
ROLLING STOCK	53,500	49,270	5,127	0	54,397	(897)
LOCOMOTIVES	18,162	17,893	1,988	0	19,881	(1,719)
PASSENGER CARS	34,786	30,825	3,139	0	33,964	822
ROLLING STOCK PROCUREMENT & TESTING	552	552	0	0	552	0
TOTALS	173,987	138,686	25,209	10,431	174,326	(339)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
VENTURA - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	16,267	16,267	0	0	0	0
CTC DAYTON TOWER TO BURBANK JCT	0	0				0
TRACK IMPROVEMENTS LAUPT TO BURBANK JCT	9,361	9,361				0
SIGNAL IMPROVEMENTS LAUPT TO BURBANK JCT (GLENDALE XOVER)	490	490				0
REVISE CONTROL MACHINE - ROSEVILLE	0	0				0
2nd TRACK/XOVERS - BURBANK JCT TO RAYMER	0	0				0
CTC BURBANK JCT TO RAYMER	0	0				0
CTC RAYMER TO EAST SIMI (STRATHERN)	1,508	1,508				0
UPGRADE CHATSWORTH SIDING	1,276	1,276				0
UPGRADE SIDING AT MOORPARK - TRACK	0	0				0
UPGRADE SIDING AT MOORPARK - SIGNAL (CTC TO STRATHERN)	288	288				0
CONSTRUCT NEW SIDING AT HASSEN	928	928				0
LAYOVER FACILITY AT MOORPARK	0	0				0
LIVE TRACK TIE-INS	0	0				0
COMMUNICATIONS	0	0				0
OCIP INSURANCE	747	747				0
DESIGN & CM	785	785				0
CONSTRUCTION SUPPORT	884	884	0	0	0	0
AGENCY COSTS	823	823				0
PROFESSIONAL SERVICES	61	61				0
RIGHT-OF-WAY IMPROVEMENTS (INTERCITY ONLY)	13,904	5,853	0	0	0	8,051
SIGNAL-CTC MOORPARK TO GOLETA	7,255	2,861				4,394
TRACK - UPGRADE SIDINGS (CAMARILLO, CARPENTERIA, VENTURA, SEACLIFF & GOLETA)	6,037	2,380				3,657
CONSTRUCTION SUPPORT	612	612	0	0	0	0
AGENCY COSTS	570	570				0
PROFESSIONAL SERVICES	42	42				0
ROLLING STOCK	3,037	3,037	0	0	0	0
LOCOMOTIVES	1,105	1,105				0
PASSENGER CARS	1,932	1,932				0
ROLLING STOCK PROCUREMENT & TESTING	0	0				0
TOTALS	33,208	25,157	0	0	0	8,051

SCRR-81

VENTURA-LOS ANGELES METROLINK LINE
 FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

5/20/93

	LOS ANGELES CO				SANTA BARBARA CO				RIVERSIDE CO				ORANGE CO				VENTURA CO/ INTERCITY				TOTALS				Total for Project
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State(1)	Local	Prop 108	Prop 116	TCI/ Other State	
Right-of Way																					\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Capital	7.007	6.976	6.470	1.667			5.111											2.937			7.007	9.913	11.581	1.667	30.168
Rolling Stock	1.105		1.932																		1.105	0.000	1.932	0.000	3.037
TOTAL	8.112	6.976	8.402	1.667	0.000	0.000	5.111	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.937	0.000	0.000	8.112	9.913	13.513	1.667	33.205

(1) New intercity funds added in FY 1993-94 to meet scope changes in intercity projects beyond Moorpark.

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SCRA-82

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 93/94 CAPITAL BUDGET
CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
(\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED	ACTUAL	PROPOSED	FUTURE	EAC	VARIANCE
	SB-1402 BUDGET	THRU 1/93 + FCST: 2/93-6/93	FY 93/94 BUDGET	WORK FORECAST		
VENTURA - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	56,742	36,136	16,267	0	52,403	4,339
CTC DAYTON TOWER TO BURBANK JCT	3,189	4,383	0		4,383	(1,194)
TRACK IMPROVEMENTS LAUPT TO BURBANK JCT	13,669	2,623	9,361		11,984	1,685
SIGNAL IMPROVEMENTS LAUPT TO BURBANK JCT (GLENDALE XOVER)	911	525	490		1,015	(104)
REVISE CONTROL MACHINE - ROSEVILLE	91	87	0		87	4
2nd TRACK/XOVERS - BURBANK JCT TO RAYMER	14,216	11,095	0		11,095	3,121
CTC BURBANK JCT TO RAYMER	2,096	3,556	0		3,556	(1,460)
CTC RAYMER TO EAST SIMI (STRATHERN)	5,194	905	1,508		2,413	2,781
UPGRADE CHATSWORTH SIDING	1,276	0	1,276		1,276	0
UPGRADE SIDING AT MOORPARK - TRACK	2,005	257	0		257	1,748
UPGRADE SIDING AT MOORPARK - SIGNAL (CTC TO STRATHERN)	1,549	1,404	288		1,692	(143)
CONSTRUCT NEW SIDING AT HASSEN	1,367	398	928		1,326	41
LAYOVER FACILITY AT MOORPARK	2,734	686	0		686	2,048
LIVE TRACK TIE-INS	0	2,431	0		2,431	(2,431)
COMMUNICATIONS	0	1,109	0		1,109	(1,109)
OCIP INSURANCE	0	802	747		1,549	(1,549)
DESIGN & CM	8,445	3,249	785		4,034	4,411
CONSTRUCTION SUPPORT	0	2,626	884	0	3,510	(3,510)
AGENCY COSTS	0	1,400	823		2,223	(2,223)
PROFESSIONAL SERVICES	0	1,226	61		1,287	(1,287)
RIGHT-OF-WAY IMPROVEMENTS (INTERCITY ONLY)	22,955	319	13,904	9,922	24,145	(1,190)
SIGNAL-CTC MOORPARK TO GOLETA	10,882	0	7,255	3,627	10,882 *	0
TRACK - UPGRADE SIDINGS (CAMARILLO, CARPENTERIA, VENTURA, SEACLIFF & GOLETA)	12,073	0	6,037	6,037	12,074 *	(1)
CONSTRUCTION SUPPORT	0	319	612	258	1,189	(1,189)
AGENCY COSTS	0	199	570	240	1,009	(1,009)
PROFESSIONAL SERVICES	0	120	42	18	180	(180)
ROLLING STOCK	31,600	29,249	3,037	0	32,286	(686)
LOCOMOTIVES	10,090	9,940	1,105		11,045	(955)
PASSENGER CARS	21,170	18,969	1,932		20,901	269
ROLLING STOCK PROCUREMENT & TESTING	340	340	0		340	0
TOTALS	111,297	65,704	33,206	9,922	106,834	2,463

SCRR-83

* Includes added scope not originally included in SB 1402 Budget. Assumes additional state funding.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)**

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
SANTA CLARITA/HUMPHRIES - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	11,838	11,838	0	0	0	0
SIDING/2nd MAIN NORTH FROM BURBANK JCT	0	0				
POWER SWITCH TO MAIN LINE AT SAUGUS	371	371				
CTC - BURBANK JCT TO SAUGUS	1,325	1,325				
UPGRADE & EXTEND SIDING AT SYLMAR	2,908	2,908				
UPGRADE SIDING AT SAUGUS	2,063	2,063				
LAYOVER FACILITY AT SAUGUS	0	0				
TRACK/SIGNAL UPGRADE BURBANK JCT TO SAN FERNANDO	0	0				
TUNNEL 25 CORRECTIONS	3,602	3,602				
COMMUNICATIONS	200	200				
OCIP INSURANCE	237	237				
DESIGN & CM	460	460				
CONSTRUCTION SUPPORT	672	672	0	0	0	0
AGENCY COSTS	625	625				
PROFESSIONAL SERVICES	47	47				
RIGHT-OF-WAY IMPROVEMENTS (SAUGUS TO HUMPHRIES)	7,363	7,363	0	0	0	0
RELOCATE LAYOVER FACILITY TO HUMPHRIES	1,200	1,200				
CTC SAUGUS TO HUMPHRIES	2,600	2,600				
GRADE CROSSINGS IMPROVEMENTS	1,200	1,200				
TRACK/BRIDGE REHAB	938	938				
LINE CHANGES	1,275	1,275				
EQUIPMENT/START-UP	150	150				
ROLLING STOCK	2,114	2,114	0	0	0	0
LOCOMOTIVES	663	663				
PASSENGER CARS	1,451	1,451				
ROLLING STOCK PROCUREMENT & TESTING	0	0				
TOTALS	21,315	21,315	0	0	0	0

SCRRA-84

LA-SANTA CLARITA METROLINK LINE

9/1/93

FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State					
Right-of-Way																									0.000	0.000	0.000	0.000	0.000
Capital	5.989	0.878																							5.989	0.878	0.000	0.000	6.867
Rolling Stock	1.058	1.057																							1.058	1.057	0.000	0.000	2.114
TOTAL	7.047	1.934	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.047	1.934	0.000	0.000	8.981				

SCRA-85
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JOL FIN FUI RE IAL AL RIT
 FY 93/94 CAPITAL BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$=THOUSANDS)

SCRA-86

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
SANTA CLARITA - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	14,986	12,989	6,667	9,189	26,945	(13,959)
SIDING/2nd MAIN NORTH FROM BURBANK JCT	2,825	1,714	0	0	1,714	1,111
POWER SWITCH TO MAIN LINE AT SAUGUS	638	369	371	0	740	(102)
CTC - BURBANK JCT TO SAUGUS	3,554	1,442	1,325	0	2,767	787
UPGRADE & EXTEND SIDING AT SYLMAR	1,640	0	0	2,908	2,908	(1,268)
UPGRADE SIDING AT SAUGUS	1,640	0	0	2,063	2,063	(423)
LAYOVER FACILITY AT SAUGUS	2,734	1,261	0	0	1,261	1,473
TRACK/SIGNAL UPGRADE BURBANK JCT TO SAN FERNANDO	0	5,810	0	0	5,810 *	(5,810)
TUNNEL 25 CORRECTIONS	0	0	2,325	3,875	6,200 *	(6,200)
CROSSING/BRIDGE REHABILITATION	0	0	1,277	0	1,277 *	(1,277)
COMMUNICATIONS	0	468	200	0	668	(668)
OCIP INSURANCE	0	163	237	0	400	(400)
DESIGN & CM	1,955	1,036	460	0	1,496	459
CONSTRUCTION SUPPORT	0	626	672	343	1,641	(1,641)
AGENCY COSTS	0	335	625	319	1,279	(1,279)
PROFESSIONAL SERVICES	0	291	47	24	362	(362)
ROLLING STOCK	22,300	20,444	2,114	0	22,558	(258)
LOCOMOTIVES	6,054	5,964	663	0	6,627	(573)
PASSENGER CARS	15,991	14,225	1,451	0	15,676	315
ROLLING STOCK PROCUREMENT & TESTING	255	255	0	0	255	0
TOTALS	37,286	33,333	8,981	9,189	51,503	(14,217)

* Includes added scope not originally included in SB 1402 Budget

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
RIVERSIDE - LOS ANGELES (UP)						
RIGHT-OF-WAY IMPROVEMENTS	1,434	981	0	453	0	0
UP FORCE ACCOUNT - TRACK/SIGNAL/BRIDGES	0	0		0	0	
RIVERSIDE LAYOVER FACILITY	0	0		0	0	
MISSION TOWER TO SOTO ST - TRACK/SIGNAL/BRIDGE	1,203	823		380	0	
OCIP INSURANCE	80	55		25	0	
DESIGN & CM	96	66		30	0	
CONSTRUCTION SUPPORT	55	38	0	17	0	0
AGENCY COSTS	51	35		16	0	
PROFESSIONAL SERVICES	4	3		1	0	
OTHER IMPROVEMENTS	360	246	0	114	0	0
EQUIPMENT	240	164		76	0	
ACTIVATION	120	82		38	0	
ROLLING STOCK	2,683	502	0	1,615	566	0
LOCOMOTIVES	481	90		290	101	
PASSENGER CARS	2,011	376		1,211	424	
ROLLING STOCK PROCUREMENT & TESTING	191	36		115	40	
TOTALS	4,477	1,729	0	2,182	566	0

SCRRRA-87

RIVERSIDE-LOS ANGELES (VIA UP) METROLINK LINE
 FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

5/10/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State					
Right-of-Way																													
Capital		1.227							0.421	0.146											0.000	0.000	0.000	0.000					0.000
Rolling Stock	0.218	0.284			0.126	0.440			0.615			1.000									0.999	0.724	0.000	1.000					2.683
TOTAL	0.218	1.511	0.000	0.000	0.126	0.440	0.000	0.000	1.036	0.146	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.380	2.097	0.000	1.000				4.477	

Note: Local match to Proposition 108 already met in prior years and also included in expenditures on stations which are not in SCRRRA Budget.

JSCC:FUND93-4RIV

SCRRRA-88

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 93/94 CAPITAL BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
RIVERSIDE - LOS ANGELES (UP)						
RIGHT-OF-WAY IMPROVEMENTS	41,820	36,875	1,433	0	36,308	3,512
UP FORCE ACCOUNT - TRACK/SIGNAL/BRIDGES	33,000	33,192	0		33,192	(192)
RIVERSIDE LAYOVER FACILITY	3,360	741	0		741	2,619
MISSION TOWER TO SOTO ST - TRACK/SIGNAL/BRIDGE	2,280	1,077	1,203		2,280	0
OCIP INSURANCE	376	0	80		80	296
DESIGN & CM	1,440	494	96		590	850
CONSTRUCTION SUPPORT	1,364	1,371	54	0	1,425	(61)
AGENCY COSTS	502	708	50		758	(256)
PROFESSIONAL SERVICES	862	663	4		667	195
OTHER IMPROVEMENTS	1,800	1,440	360	0	1,800	0
EQUIPMENT	1,200	960	240		1,200	0
ACTIVATION	600	480	120		600	0
ROLLING STOCK	20,600	20,652	2,683	0	23,335	(2,735)
LOCOMOTIVES	0	4,021	481		4,502	(4,502)
PASSENGER CARS	20,412	16,277	2,011		18,288	2,124
ROLLING STOCK PROCUREMENT & TESTING	188	354	191		545	(357)
TOTALS	64,220	58,967	4,476	0	63,443	777

SCRR-89

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)**

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
SHARED FACILITIES						
RIGHT-OF-WAY IMPROVEMENTS	0	0	0	0	0	0
MAINTENANCE FACILITY AT TAYLOR YARD	0	0	0	0	0	0
OCIP INSURANCE	0	0	0	0	0	0
DESIGN & CM	0	0	0	0	0	0
CONSTRUCTION SUPPORT	0	0	0	0	0	0
AGENCY COSTS	0	0	0	0	0	0
PROFESSIONAL SERVICES	0	0	0	0	0	0
OTHER IMPROVEMENTS	0	0	0	0	0	0
PASSENGER INFORMATION (STATION SIGNAGE EXCEPT LAUPT)	0	0	0	0	0	0
FARE COLLECTION SYSTEM	0	0	0	0	0	0
START-UP COSTS	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0

SCRA-90

SHARED FACILITIES (REVISED ALL-SHARE FORMULA)

5/20/93

FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State					
Right-of Way																									0.000	0.000	0.000	0.000	0.000
Capital																									0.000	0.000	0.000	0.000	0.000
Rolling Stock																									0.000	0.000	0.000	0.000	0.000
TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

JSC CAFUND93-4SHAR

SCRA-91

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 93/94 CAPITAL BUDGET
CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
(\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED	ACTUAL	PROPOSED	FUTURE	EAC	VARIANCE
	SB-1402 BUDGET	THRU 1/93 + FCST: 2/93-6/93	FY 93/94 BUDGET	WORK FORECAST		
SHARED FACILITIES						
RIGHT-OF-WAY IMPROVEMENTS	39,899	41,849	0	0	41,849	(1,950)
MAINTENANCE FACILITY AT TAYLOR YARD	34,708	35,230	0	0	35,230	(522)
OCIP INSURANCE	0	2,172	0	0	2,172	(2,172)
DESIGN & CM	5,191	3,115	0	0	3,115	2,076
CONSTRUCTION SUPPORT	0	1,332	0	0	1,332	(1,332)
AGENCY COSTS	0	685	0	0	685	(685)
PROFESSIONAL SERVICES	0	647	0	0	647	(647)
OTHER IMPROVEMENTS	12,800	10,850	0	0	10,850	1,950
PASSENGER INFORMATION (STATION SIGNAGE EXCEPT LAUPT)	2,151	1,200	0	0	1,200	951
FARE COLLECTION SYSTEM	5,378	3,940	0	0	3,940	1,438
START-UP COSTS	5,271	5,710	0	0	5,710	(439)
TOTALS	52,699	52,699	0	0	52,699	0

SCRR-92

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)**

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
FULLERTON - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	22,002	22,002	0	0	0	0
NEW TERMINAL TOWER INTERLOCKING LAYOUT	2,370	2,370				
3 TRACK LEAD TERMINAL TOWER-MISSION TOWER	788	788				
2 TRACK LEAD MISSION TOWER-WEST BANK SOUTH	398	398				
CONSOLIDATED SIGNAL SYSTEM	4,454	4,454				
2 ADDITIONAL LAUPT STATION TRACKS	398	398				
2 TRACK LEAD MISSION TOWER-WEST BANK NORTH	788	788				
RECONFIGURE TRACKS MISSION TOWER-BROADWAY	1,050	1,050				
UPGRADE BROADWAY-DAYTON TOWER	370	370				
LAUPT STATION AND TRACK IMPROVEMENTS	439	439				
UPGRADE 2nd TRACK MISSION TOWER-REDONDO JCT	3,370	3,370				
REV SIGNAL 2nd TRACK MISSION TOWER-REDONDO JCT	420	420				
INCREASE SUPERELEVATION REDONDO JCT CURVE	100	100				
REHABILITATE TRACK REDONDO JCT-HOBART	1,227	1,227				
CROSSOVERS AT SANTA FE SPRINGS	590	590				
CROSSOVERS AT LA MIRADA/BUENA PARK	433	433				
CROSSOVER AT BAST	314	314				
3rd TRACK AT FULLERTON	2,200	2,200				
CROSSOVER AT HOBART TOWER	0	0				
OCIP INSURANCE	844	844				
DESIGN & CM	458	458				
CONSTRUCTION SUPPORT	991	991	0	0	0	0
AGENCY COSTS	922	922				
PROFESSIONAL SERVICES	69	69				
ROLLING STOCK	8,573	8,573	0	0	0	0
LOCOMOTIVES	600	600				
PASSENGER CARS	7,800	7,800				
ROLLING STOCK PROCUREMENT & TESTING	173	173				
TOTALS	30,575	30,575	0	0	0	0

SCRR-93

FULLERTON-LA/PT METROLINK LINE
 FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

5/10/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	
Right-of Way																					0.000	0.000	0.000	0.000	0.000
Capital			21.997																		0.000	0.000	21.997	0.000	21.997
Rolling Stock			8.573																		0.000	0.000	8.573	0.000	8.573
TOTAL	0.000	0.000	30.570	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	30.570	0.000	30.570

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SCRRA-04

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 93/94 CAPITAL BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
FULLERTON - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	59,188	18,790	22,002	17,604	58,396	792
NEW TERMINAL TOWER INTERLOCKING LAYOUT	2,866	0	2,370	790	3,160	(294)
3 TRACK LEAD TERMINAL TOWER-MISSION TOWER	952	0	788	263	1,051	(99)
2 TRACK LEAD MISSION TOWER-WEST BANK SOUTH	481	0	398	133	531	(50)
CONSOLIDATED SIGNAL SYSTEM	10,502	0	4,454	6,864	11,318	(816)
2 ADDITIONAL LAUPT STATION TRACKS	481	0	398	133	531	(50)
2 TRACK LEAD MISSION TOWER-WEST BANK NORTH	952	0	788	262	1,050	(98)
RECONFIGURE TRACKS MISSION TOWER-BROADWAY	952	0	1,050	0	1,050	(98)
UPGRADE BROADWAY-DAYTON TOWER	671	0	370	370	740	(69)
LAUPT STATION AND TRACK IMPROVEMENTS	17,188	16,505	439	0	16,944	244
UPGRADE 2nd TRACK MISSION TOWER-REDONDO JCT	3,056	0	3,370	0	3,370	(314)
REV SIGNAL 2nd TRACK MISSION TOWER-REDONDO JCT	382	0	420	0	420	(38)
INCREASE SUPERELEVATION REDONDO JCT CURVE	191	0	100	210	310	(119)
REHABILITATE TRACK REDONDO JCT-HOBART	3,342	0	1,227	2,453	3,680	(338)
CROSSOVERS AT SANTA FE SPRINGS	1,432	21	590	589	1,200	232
CROSSOVERS AT LA MIRADA/BUENA PARK	1,050	15	433	432	880	170
CROSSOVER AT BASTA	764	12	314	314	640	124
3rd TRACK AT FULLERTON	5,347	81	2,200	2,200	4,481	866
CROSSOVER AT HOBART TOWER	859	0	0	950	950	(91)
OCIP INSURANCE	0	0	844	0	844	(844)
DESIGN & CM	7,720	1,011	458	458	1,927	5,793
CONSTRUCTION SUPPORT	0	1,145	991	1,183	3,319	(3,319)
AGENCY COSTS	0	645	922	1,101	2,668	(2,668)
PROFESSIONAL SERVICES	0	500	69	82	651	(651)
ROLLING STOCK	18,700	9,416	8,573	1,618	19,607	(907)
LOCOMOTIVES	1,200	600	600	0	1,200	0
PASSENGER CARS	17,174	8,444	7,800	1,618	17,862	(688)
ROLLING STOCK PROCUREMENT & TESTING	326	372	173	0	545	(219)
TOTALS	77,888	28,206	30,575	19,222	78,003	(115)

SCRR-95

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 93/94 CAPITAL BUDGET
(\$=THOUSANDS)

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
OCEANSIDE - FULLERTON						
RIGHT-OF-WAY IMPROVEMENTS	42,220	0	42,220	0	0	0
AREA A: FULLERTON TO ORANGE SECOND TRACK & BRIDGES	8,133		8,133			
AREA B: ORANGE TO SANTA ANA TRACK UPGRADE & BRIDGE	6,354		6,354			
AREA C: SANTIAGO CREEK BRIDGE	1,120		1,120			
AREA D: SANTA ANA TO GALIVAN DOUBLE TRACK & BRIDGE	17,353		17,353			
AREA E: SAN JUAN CAPISTRANO DOUBLE TRACK & BRIDGE	2,147		2,147			
FALLBROOK MAINTENANCE FACILITY	0		0			
MAINTENANCE of WAY FACILITY	2,340		2,340			
OCIP INSURANCE	2,209		2,209			
DESIGN & CM	969		969			
CONSTRUCTION SUPPORT	1,595	0	1,595	0	0	0
AGENCY COSTS	1,484		1,484			
PROFESSIONAL SERVICES	111		111			
ROLLING STOCK	19,816	0	19,816	0	0	0
LOCOMOTIVES	5,718		5,718			
PASSENGER CARS	13,925		13,925			
ROLLING STOCK PROCUREMENT & TESTING	173		173			
TOTALS	62,036	0	62,036	0	0	0

SCRR-96

5/20/93

OCEANSIDE--FULLERTON METROLINK LINE
 FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State					
Right-of Way																									0.000	0.000	0.000	0.000	0.000
Capital													3.198	2.134	31.747	5.140									3.198	2.134	31.747	5.140	42.219
Rolling Stock													12.767	7.049	0.000										12.767	7.049	0.000	0.000	19.816
TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.965	9.183	31.747	5.140	0.000	0.000	0.000	0.000	15.965	9.183	31.747	5.140	62.035				

SCRRRA-97 JSC CAFUND93-4OCFU

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 93/94 CAPITAL BUDGET
CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
(\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
OCEANSIDE - FULLERTON						
RIGHT-OF-WAY IMPROVEMENTS	63,401	2,913	42,220	32,945	78,078	(14,677)
AREA A: FULLERTON TO ORANGE SECOND TRACK & BRIDGES	8,900	0	8,133	4,067	12,200	(3,300)
AREA B: ORANGE TO SANTA ANA TRACK UPGRADE & BRIDGE	10,320	0	6,354	4,236	10,590	(270)
AREA C: SANTIAGO CREEK BRIDGE	1,360	0	1,120	280	1,400	(40)
AREA D: SANTA ANA TO GALIVAN DOUBLE TRACK & BRIDGE	18,011	0	17,353	8,677	26,030	(8,019)
AREA E: SAN JUAN CAPISTRANO DOUBLE TRACK & BRIDGE	13,790	0	2,147	10,734	12,881	909
FALLBROOK MAINTENANCE FACILITY	4,000	0	0	2,000	2,000	2,000
MAINTENANCE of WAY FACILITY	0	0	2,340	0	2,340	(2,340)
OCIP INSURANCE	0	0	2,209	0	2,209	(2,209)
DESIGN & CM	7,020	2,085	969	968	4,022	2,998
CONSTRUCTION SUPPORT	0	828	1,595	1,983	4,406	(4,406)
AGENCY COSTS	0	517	1,484	1,846	3,847	(3,847)
PROFESSIONAL SERVICES	0	311	111	137	559	(559)
ROLLING STOCK	49,400	11,498	19,816	2,921	34,235	15,165
LOCOMOTIVES	20,583	8,418	5,718	0	14,136	6,447
PASSENGER CARS	28,491	2,708	13,925	2,921	19,554	8,937
ROLLING STOCK PROCUREMENT & TESTING	326	372	173	0	545	(219)
TOTALS	112,801	14,411	62,036	35,866	112,313	488

SCRR-98

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)

METROLINK LINES	TOTAL FY 93/94 PLAN	MTA	OCTA	RCTC	SANBAG	VCTC
<u>SAN BERNARDINO/RIVERSIDE - FULLERTON</u>						
RIGHT-OF-WAY IMPROVEMENTS	36,696	0	12,704	17,682	6,310	0
CROSSOVERS AT PLACENTIA	1,392		482	671	239	
2nd TRACK LAMBERT TO ESPERANZA	6,356		2,200	3,063	1,093	
2nd TRACK PRADO TO CASA BLANCO	15,482		5,360	7,460	2,662	
CROSSOVER AT RIVERSIDE JUNCTION	510		177	246	88	
CROSSOVER AT ATWOOD	656		227	316	113	
2nd TRACK YORBA LINDA TO PRADO	2,300		796	1,108	396	
CROSSOVERS AT MONROE	468		162	226	80	
2nd TRACK MADISON TO WEST RIVERSIDE	2,023		700	975	348	
2nd TRACK WEST RIVERSIDE TO EAST RIVERSIDE	1,084		375	522	186	
2nd TRACK EAST RIVERSIDE TO HIGHGROVE	1,929		668	929	332	
STATION TRACK AT RIVERSIDE	393		136	189	68	
OLIVE SUBDIVISION - TRACK/SIGNAL	2,260		782	1,089	389	
OCIP INSURANCE	79		27	38	14	
DESIGN & CM	181		63	87	31	
CONSTRUCTION SUPPORT	1,583	0	548	763	272	0
AGENCY COSTS	1,473		510	710	253	
PROFESSIONAL SERVICES	110		38	53	19	
ROLLING STOCK	19,592	6,350	4,000	9,242	0	0
LOCOMOTIVES	7,080	2,295	1,445	3,340		
PASSENGER CARS	12,339	3,999	2,519	5,821		
ROLLING STOCK PROCUREMENT & TESTING	173	56	35	82		
TOTALS	56,288	6,350	16,704	26,924	6,310	0

SCRR-A-99

SAN BERNARDINO-RIVERSIDE-FULLERTON METROLINK LINE
 FUNDING DRAWDOWNS FOR FY 1993/94 (\$MILLIONS)

5/20/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State					
Right-of Way																									0.000	0.000	0.000	0.000	0.000
Capital							6.310			0.900	16.781		1.760	0.500	10.444										1.760	1.400	33.535	0.000	36.695
Rolling Stock	6.330								2.030		5.532	1.660			4.000										8.380	0.000	9.532	1.660	19.592
TOTAL	6.330	0.000	0.000	0.000	0.000	0.000	6.310	0.000	2.030	0.900	22.333	1.660	1.760	0.500	14.444	0.000	0.000	0.000	0.000	0.000	10.140	1.400	43.087	1.660	56.287				

Note: Local match to Proposition 108 included in prior years and also in expenditures on stations which are not in the SCRRA Budget.

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SCRRA-100

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 93/94 CAPITAL BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
SAN BERNARDINO/RIVERSIDE - FULLERTON						
RIGHT-OF-WAY IMPROVEMENTS	63,319	6,480	36,896	20,110	63,286	33
CROSSOVERS AT PLACENTIA	1,816	120	1,392	0	1,512	304
2nd TRACK LAMBERT TO ESPERANZA	7,404	744	6,356	0	7,100	304
2nd TRACK PRADO TO CASA BLANCO	23,232	2,286	15,482	5,161	22,929	303
CROSSOVER AT RIVERSIDE JUNCTION	874	60	510	0	570	304
CROSSOVER AT ATWOOD	1,274	96	656	219	971	303
2nd TRACK YORBA LINDA TO PRADO	8,374	840	2,300	4,930	8,070	304
CROSSOVERS AT MONROE	1,354	114	468	468	1,050	304
2nd TRACK MADISON TO WEST RIVERSIDE	4,824	474	2,023	2,023	4,520	304
2nd TRACK WEST RIVERSIDE TO EAST RIVERSIDE	2,724	252	1,084	1,084	2,420	304
2nd TRACK EAST RIVERSIDE TO HIGHGROVE	6,764	672	1,929	3,858	6,459	305
STATION TRACK AT RIVERSIDE	2,110	0	393	1,178	1,571	539
OLIVE SUBDIVISION - TRACK/SIGNAL	2,388	0	2,260	0	2,260	128
OCIP INSURANCE	0	0	79	0	79	(79)
DESIGN & CM	181	0	181	0	181	0
CONSTRUCTION SUPPORT	0	822	1,583	1,189	3,594	(3,594)
AGENCY COSTS	0	513	1,473	1,107	3,093	(3,093)
PROFESSIONAL SERVICES	0	309	110	82	501	(501)
ROLLING STOCK	34,290	3,080	19,592	5,268	27,940	6,350
LOCOMOTIVES	9,440	0	7,080	2,360	9,440	0
PASSENGER CARS	24,305	2,708	12,339	2,908	17,955	6,350
ROLLING STOCK PROCUREMENT & TESTING	545	372	173	0	545	0
TOTALS	97,609	9,560	56,288	25,378	91,226	6,383

SCRA-101

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY 93/94 CAPITAL BUDGET
 (\$=THOUSANDS)**

METROLINK LINES	TOTAL FY 93/94 PLAN	LACMTA	OCTA	RCTC	SANBAG	VCTC
<u>LOCOMOTIVE EMISSIONS REDUCTION PROGRAM</u>						
TOTAL	176	71	46	24	28	7
LNG PROGRAM	141	57	37	19	22	6
GOVERNMENTAL SERVICES	30	12	8	4	5	1
TRAVEL	5	2	1	1	1	0
TOTALS	176	71	46	24	28	7

SCRRRA-102

SCRRRA LOCOMOTIVE EMISSIONS REDUCTION PROGRAM (REVISED ALL-SHARE FORMULA)
 FUNDING DRAWDOWN FOR FY 1993/94 (\$MILLIONS)

5/19/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project
	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	Local	Prop 108	Prop 116	TCI/ Other State	
Right-of Way																					0.000	0.000	0.000	0.000	0.000
Capital	0.071				0.028				0.024				0.046				0.007				0.176	0.000	0.000	0.000	0.176
Rolling Stock																					0.000	0.000	0.000	0.000	0.000
TOTAL	0.071	0.000	0.000	0.000	0.028	0.000	0.000	0.000	0.024	0.000	0.000	0.000	0.046	0.000	0.000	0.000	0.007	0.000	0.000	0.000	0.176	0.000	0.000	0.000	0.176

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SCRRRA-103

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 93/94 CAPITAL BUDGET
CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
(\$=THOUSANDS)

METROLINK LINES	BUDGET	EXPENDITURES			ESTIMATE AT COMPLETION	
	ADJUSTED SB-1402 BUDGET	ACTUAL THRU 1/93 + FCST: 2/93-6/93	PROPOSED FY 93/94 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
LOCOMOTIVE EMISSIONS REDUCTION PROGRAM						
EMISSIONS PROGRAM	0	513	176	19,834	20,523	(20,523)
LNG PROGRAM	0	250	141	1,334	1,725	(1,725)
LNG INFRASTRUCTURE STUDY	0	50	0	0	50	(50)
GM SHORT TERM DIESEL EMISSIONS PROJECT	0	200	0	0	200	(200)
GOVERNMENTAL SERVICES	0	13	30	0	43	(43)
TRAVEL	0	0	5	0	5	(5)
DEMONSTRATION PROJECT	0	0	0	2,000	2,000	(2,000)
DEPLOYMENT	0	0	0	16,500	16,500	(16,500)
TOTALS	0	513	176	19,834	20,523	(20,523)

SCRR-104

APPENDICES

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY 1993-94 BUDGET
APPENDICES
PART D OF FY 1993-94 SCRRA BUDGET

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APPENDIX A

The following tables provide the Financial Plans, Cash Flow Expenditure Plans, and Allocation Plans for the SCRRA capital projects.

It should be noted that these tables include those station costs which include state funds. Station costs, however, are not included in the SCRRA Budget, but are included in the tables in this Appendix to provide a complete picture of the state and local funding requirements.

**FINANCIAL PLAN: RAILROAD RIGHTS-OF-WAY AND COMMUTER RAIL CAPITAL FACILITIES/EQUIPMENT (\$MILLIONS)
LACMTA/SANBAG/RCTC/OCTA/VCTC**

	LOS ANGELES COUNTY					SAN BERNARDINO COUNTY				RIVERSIDE COUNTY				ORANGE COUNTY				VENTURA COUNTY				SAN DIEGO COUNTY			TOTALS				TOTAL FOR PROJECT
	Local	Prop 108	Prop 116	LA City	TCU Other	Local	Prop 108	Prop 116	TCU Other	Local	Prop 108 (2)	Prop 116	TCU Other	Local	Prop 108	Prop 116	TCU Other	Local	Prop 156 (2)	Prop 116	TCU Other	Local	Prop 108	Prop 116	TCU Other				
Right-of-Way																													
SPRR (1)	247.10	135.30	0.00	18.30		7.70	5.20			1.70	0.00			17.60	0.00			0.80		16.80				293.20	140.30	16.80	0.00	430.50	
ATSP	127.91	27.20	31.45			38.60	9.90	5.92		49.40	6.00			73.11	40.00							37.68	17.42	35.41	326.70	100.52	72.78	0.00	500.00
SUBTOTAL	375.01	162.50	31.45	18.30	0.00	46.30	15.10	5.92	0.00	51.10	6.00	0.00	0.00	90.71	40.00	0.00	0.00	0.80	0.00	16.80	0.00	37.68	17.42	35.41	619.90	241.02	89.58	0.00	930.50
Capital																													
LA-SB	27.50	27.50	42.00		1.30	26.10	18.40	42.50	7.50																53.60	45.90	84.30	8.80	192.60
LA-Ven (2), (3)	20.85	17.80	33.00		4.14													0.83	11.07						20.85	18.63	44.08	4.14	87.69
LA-San Clarita	32.90	18.60																							32.90	18.60	0.00	0.00	51.50
Shared Facilities	10.50	10.50				4.80	4.80	1.30				6.30				13.20				1.30					15.30	15.30	22.10	0.00	52.70
Full-LAUPT	3.00		75.00																						3.00	0.00	75.00	0.00	78.00
Occ-Full														34.61	21.26	68.80	7.03								34.61	21.26	68.80	7.03	131.71
SB-Riv-Full	8.71							11.50		25.17	12.90	40.70	6.16	1.76	0.50	27.00									35.64	13.40	79.20	6.16	134.39
Riv-Hemet										27.20	25.10		2.00												27.20	25.10	0.00	2.00	54.30
LA-Riv (UP)	26.60	26.60				9.20	9.20			12.11	4.30		7.00												47.91	40.10	0.00	7.00	95.01
LERP (4)	0.61				1.00	0.24				0.20				0.40				0.06							1.52	0.00	0.00	1.00	2.52
SUBTOTAL	130.67	101.00	130.00	0.00	6.44	40.34	32.40	55.10	7.50	64.68	42.30	47.00	15.16	36.77	21.76	109.00	7.03	0.06	0.83	12.38	0.00	0.00	0.00	0.00	272.53	198.29	373.48	36.13	880.42
TOTAL	505.68	263.50	181.45	18.30	6.44	86.64	47.50	61.02	7.50	115.78	48.30	47.00	15.16	127.48	61.76	109.00	7.03	0.86	0.83	29.18	0.00	37.68	17.42	35.41	892.43	439.31	463.06	36.13	1830.93

- (1) LACTC Prop 108 funds include 108 funds for Taylor Yard amended in the STIP from Orange (\$3.7 mill), Riverside (\$1.7 mill), and San Bernardino (\$2.5 mill) Counties.
- (2) Ventura County Prop 156 funds (\$0.83 million) are from the Intercity Program and require no local match.
- (3) Moorpark-Goleta Intercity work removed to separate FTA and funding plan.
- (4) This is current funding level for Locomotive Emissions Reduction Program. Additional state and federal funds being sought for balance of program.
- (5) An additional \$0.1 million in Prop 108 funds available but not programmed at this time.

CHART G2

ALLOCATION PLAN

5/24/93

**SAN BERNARDINO-LOS ANGELES COMMUTER RAIL PROJECT: FULL ITEMIZATION OF EXPENDITURES
PLANNING ESTIMATES ONLY**

SCOPE	FTA Estimate of Scope	Estimate at Completion	116 Allocations			108 Allocations						TCI Allocations		Sec 130
			Current	Prior	Future	Current 108	Current Local	Prior 108	Prior Local	Future 108 (1)	Future Local	TCI	Local	
Capital														
Upgrade CTC Mission Tower-EI Monte	\$0.18	\$0.219		\$0.219										
Upgrade Trk Mission Tower-EI Monte	\$0.55	\$0.818		\$0.818										
EI Monte-Bassett Flyover	\$23.95	\$24.704		\$21.599										
Upgrade Trk Bassett-LaVerne	\$25.13	\$22.517		\$11.342				\$1.553	\$1.553					
Signals/CTC Bassett-LaVerne	\$10.29	\$9.859		\$6.763				\$10.182	\$0.994					
Upgrade Trk LaVerne-San Bernardino	\$19.39	\$8.526		\$2.502				\$1.548	\$0.250					\$1.300
Upgrade Signals LaVerne-San Bernardino	\$15.71	\$9.500		\$4.643				\$6.024	\$0.000					
Pasadena Connection	\$1.90	\$2.142		\$2.142				\$1.499	\$3.358					
San Bernardino Layover Facility/Flyover (1)	\$3.00	\$9.600		\$3.000					\$6.600					
Seismic Retrofit Rio Honda	\$5.00	\$2.716		\$2.716										
Stations	\$0.00	\$18.180												
Communications	\$3.54	\$6.605		\$6.605		1.13665	1.13665	\$1.9992	\$3.2544	\$5.3265	\$5.3268			
Soils Testing	\$1.16	\$0.000		\$0.000										
Insurance (OCIP)	\$4.51	\$4.802		\$4.802										
Design & Construction Management	\$8.64	\$12.197		\$3.577				\$4.310	\$4.310					
Construction Support	\$4.95	\$5.723						\$0.609	\$5.114					
SUBTOTAL CAPITAL	\$127.30	\$138.108	\$0.000	\$70.728	\$0.000	1.13665	1.13665	\$27.722	\$25.432	\$5.3265	\$5.3268	\$0.000	\$0.000	\$1.300
Rolling Stock														
Locomotives	\$13.45	\$19.881												
Cabs & Trailers	\$39.50	\$33.964		\$13.000				\$6.720	\$13.161					
Specs-Cabs & Trailers	\$0.57	\$0.552		\$0.552				\$5.058	\$0.9063			\$7.500	\$7.500	
SUBTOTAL ROLLING STOCK	\$53.52	\$54.397	\$0.000	\$13.552	\$0.000	0.00000	0.00000	\$11.778	\$14.067	\$0.000	\$0.000	\$7.500	\$7.500	
TOTAL SAN BERNARDINO-LA	\$180.82	\$192.505	\$0.000	\$84.280	\$0.000	1.13665	1.13665	\$39.4992	\$39.499	\$5.3265	\$5.3268	\$7.500	\$7.500	\$1.300

(1) Project cost likely to be increased. Increase will be funded with local funds.

TOTAL ALLOCATIONS AND LOCAL FUNDS:

\$192.51

Local Match to Prop 108:

\$45.96

Total 116 available: \$84.28
Total 116 used: \$84.28

Total 108 available:
Total 108 used:

\$48.00 (1) Including \$4.7 mill to be adjusted back to San Bernardino from Ventura.
\$45.96 and \$3.8 mill included in PPNO#0004R in STIP but previously unallocated.

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VENTURA-LOS ANGELES METROLINK LINE

FINANCIAL PLAN (\$MILLIONS)

8/5/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project
	Local (1)	Prop 108	Prop 116	TCl/Other (1)	Local	Prop 108	Prop 116	TCl/Other State	Local	Prop 108	Prop 116	TCl/Other State	Local	Prop 108	Prop 116	TCl/Other State	Local	Prop 156 (2)	Prop 116	TCl/Other State	Local	Prop 108	Prop 116	TCl/Other State	
Right-of Way																					\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Capital	\$15,518	\$12,082	\$20,659	\$3,972													\$0,830	\$2,339			\$15,518	\$12,912	\$22,998	\$3,972	\$55,400
Rolling Stock	\$5,327	\$5,718	\$12,341															\$8,900			\$5,327	\$5,718	\$21,241	\$0,000	\$32,286
TOTAL	\$20,845	\$17,800	\$33,000	\$3,972	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,830	\$11,239	\$0,000	\$20,845	\$18,630	\$44,239	\$3,972	\$87,686	

PROJECT CASH FLOW EXPENDITURE PLAN (\$ MILLIONS)

SOURCE	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	TOTAL												
	1991	1992	1993	1st yr.	2nd yr.	3rd yr.	4th yr.	1994	1st yr.	2nd yr.	3rd yr.	4th yr.	1995	1st yr.	2nd yr.	1996	1997	1998	1999	2000	TOTAL			
Right-of Way																							0.0	
Local																							0.0	
Proposition 108																							0.0	
Proposition 116																							0.0	
TCl/IP&D																							0.0	
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Capital																							15,518	
Local		3.75	3.65	0.91	0.91	0.91	0.91	8.12	1.77	1.77	2.35	2.24	0.00										15,518	
Proposition 108		0.00	10.32	2.58	2.58	2.58	2.58	2.59	0.65	0.65	0.65	0.65	0.00										12,912	
Proposition 116		12.47	9.79	0.95	0.95	0.95	0.95	6.74	1.69	1.69	1.69	1.69	0.00										22,998	
TCl/IP&D		0.00	2.47	2.47	2.47	2.47	2.47	1.50	0.00	0.00	0.00	0.00	0.00										3,972	
TOTAL	0.00	16.22	20.24	4.44	6.91	4.44	4.44	18.93	4.10	3.60	4.68	4.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	55,400	
Rolling Stock																							5,327	
Local		5.33	0.00					0.00															5,327	
Proposition 108		0.00	2.68	0.67	0.67	0.67	0.67	3.04	0.76	0.76	0.76	0.76											5,718	
Proposition 116		19.44	1.80	0.45	0.45	0.45	0.45	0.00																21,241
TCl/IP&D		0.00	0.00	0.00	0.00	0.00	0.00	0.00																0,000
TOTAL	0.00	24.77	4.48	1.12	1.12	1.12	1.12	3.04	0.76	0.76	0.76	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32,286	
TOTAL	0.00	9.08	3.65	0.91	0.91	0.91	0.91	8.12	1.77	1.77	2.35	2.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,845	
Local		0.00	0.00	13.00	3.25	3.25	3.25	5.63	1.41	1.41	1.41	1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,630	
Proposition 108		0.00	0.00	13.00	3.25	3.25	3.25	5.63	1.41	1.41	1.41	1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,630	
Proposition 116		0.00	31.91	5.59	1.40	1.40	1.40	6.74	1.69	1.69	1.69	1.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44,239	
TCl/IP&D		0.00	0.00	2.47	0.00	2.47	0.00	1.50	0.00	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,972	
TOTAL	0.00	40.98	24.72	5.56	8.03	5.56	5.56	21.99	4.86	6.36	5.44	5.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,686	

(1) Includes \$1.5 million for CTC Moorpark-Goleta

(2) Ventura County Proposition 156 funds are from the Intercity Program and require no match.

SCRA-111

CHART C
 VENTURA-LOS ANGELES: FULL ITEMIZATION OF EXPENDITURES (PLANNING ESTIMATES ONLY) (\$millions)

7/23/93

SCOPE	C/ Split	FTA Estimate of Scope	Estim. at Completn	116 Allocations						108 Commuter Allocations						Curr. Intrcity 109	Future Intrcity 159	Add'l Sta B 119	TCI/ TP&D/ PVEA	TP&D Local Match
				Current		Prior		Future		Curr. 108	Curr. Local	Prior 108	Prior Local	Future 108	Future Local					
				Comm	Intrcity	Comm	Intrcity	Comm	Intrcity											
Capital																				
Rev Sig/CTC LAUPT-Bur Jct	50/50	\$4.383	\$4.383				2.257					1.063	1.063							
Trk Improvements LAUPT-Bur Jct	50/50	\$10.724	\$10.724				5.518					3.838	1.368							
Glendale Crossover	50/50	\$1.014	\$1.014				0.530					0.190	0.294							
Dispatcher's Control Machine	50/50	\$0.087	\$0.087			0.023	0.045					0.018	0.001							
2nd Trk/Xovers Bur Jct-Raymer	50/50	\$11.095	\$11.095				8.129													
CTC Bur Jct-Raymer	50/50	\$3.556	\$3.556				2.405					0.500	0.651					2.472	0.494	
CTC Raymer-Moorpark	50/50	\$2.412	\$2.412				0.876					1.500	0.636							
Upgrade Chatsworth Siding	50/50	\$1.276	\$1.276									0.638	0.638							
Upgrade Siding at Moorpark-Track	50/50	\$0.257	\$0.257			0.257														
Upgrade Siding at Moorpark-Signal	50/50	\$1.691	\$1.691			0.523	1.168													
Relocate/Upgrade Simi V. Siding (Hasson)	50/50	\$1.325	\$1.325									0.269	0.226		0.830					
Layover Facility at Moorpark	100/0	\$0.886	\$0.886									0.352	0.334							
TVMs/Signage	100/0	\$1.260	\$1.260										1.260							
CTC Moorpark-Goleta (1)	0/100	\$3.000	\$3.000																	
Live Track Tie-ins	50/50	\$2.431	\$2.431									0.653	1.778					1.500	1.500	
Communications	50/50	\$1.109	\$1.109									0.555	0.555							
Insurance (OCIP)	50/50	\$1.549	\$1.549									0.929	0.620							
Design/Construction Management		\$4.034	\$4.034		1.500							1.577	0.957							
Construction Support		\$3.510	\$3.510										3.510							
SUBTOTAL CAPITAL		\$55.399	\$55.399	0.000	1.500	0.803	20.928	0.000	0.000	0.000	0.000	12.082	13.291	0.000	0.000	0.000	0.830	0.000	3.972	1.994
Rolling Stock																				
Locomotives	100/0	\$11.045	\$11.045									5.718	5.327							
Cabs & Trailers	100/0	\$20.901	\$20.901			20.668							0.233							
Specs - Cabs & Trailers	100/0	\$0.340	\$0.340			0.340														
SUBTOTAL ROLLING STOCK		\$32.286	\$32.286	0.000	0.000	21.008	0.000	0.000	0.000	0.000	0.000	5.718	5.560	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL		\$87.685	\$87.685	\$0.000	\$1.500	\$21.811	\$20.928	\$0.000	\$0.000	\$0.000	\$0.000	\$17.800	\$18.851	\$0.000	\$0.000	\$0.000	\$0.830	\$0.000	\$3.972	\$1.994

(1) Balance of funding for this intercity project included in intercity FTA for Moorpark-Goleta work.

Total 116 available: \$44.239 *
 Total 116 used: \$44.239
 TOTAL ALLOCATIONS AND LOCAL FUNDS: \$ 87.685

Total 108 commuter: \$17.8 Total 156 intercity: \$0.83
 Total 108C used: \$17.8 Total 156I used: \$0.83
 Intercity Funding for Capital: \$ 23.258 or 42.0%

Local Funds: 20.845

* This represents Prop 116 in Ven-LA application for all projects except Moorpark-Goleta

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CHART C

MOORPARK-GOLETA: FULL ITEMIZATION OF EXPENDITURES (PLANNING ESTIMATES ONLY) (\$millions)

7/23/93

SCOPE	C/I Split	FTA Estimate of Scope	Estim. at Complet'n	116 Allocations						108 Commuter Allocations						Curr. Intry 108	Future Intry 108	Add'l Sta B 116	TCI/TP&D/PVEA	TP&D Local Match
				Current		Prior		Future		Curr. 108	Curr. Local	Prior 108	Prior Local	Future 108	Future Local					
				Comm	Intry	Comm	Intry	Comm	Intry											
Capital																				
CTC Mpark-Goleta+8 Sidings/Track (1) (2) 0/100		\$19.955	\$19.955		3.961													9.164	0.167	
Construction Support (3)		\$1.189	\$1.189															1.189		
SUBTOTAL CAPITAL		\$21.144	\$21.144	0.000	3.961	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.353	0.167	0.000	

(1) An additional \$3.0 million (\$1.5 million TCI + \$1.5 million local MTA funds) included in FTA for Ventura-LA.

Total 116 available:	\$14.314 *	Total 108:	\$6.663
Total 116 used:	\$14.314	Total 108 used:	\$6.663
TOTAL ALLOCATIONS: \$ 21.144			

* Includes \$3.961 mill in Prop 116 in Ven-LA application, and \$10.353 mill in Santa Barbara application.

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SCRA-113

CHART X

LA-SANTA CLARITA METROLINK LINE

9/1/93

FINANCIAL PLAN (\$MILLIONS)

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project	
	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State		
Right-of-Way																										
Capital	18.22	10.72																				\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Rolling Stock	14.68	7.88																				\$14.68	\$7.88	\$0.0	\$0.0	\$22.56
TOTAL	\$32.90	\$18.60	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$32.90	\$18.60	\$0.0	\$0.0	\$51.50	

PROJECT CASH FLOW EXPENDITURE PLAN (\$ MILLIONS)

SOURCE	1990	1991	1992	1993				1994	1995				1996	1997				1998	1999	TOTAL							
	1991	1992	1993	1st gr.	2nd gr.	3rd gr.	4th gr.	1994	1st gr.	2nd gr.	3rd gr.	4th gr.	1995	1st gr.	2nd gr.	1996	1997	1998	1999								
Right-of-Way																											
Local																											
Proposition 108																											0.0
Proposition 116																											0.0
TCI/IP&D																											0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Capital																											
Local																											
Proposition 108		3.0	3.5	0.9	0.9	0.9	0.9	11.8	3.2	3.2	3.0	2.5	0.0														18.22
Proposition 116		3.0	3.5	0.9	0.9	0.9	0.9	4.3	1.5	1.5	1.3																10.72
TCI/IP&D		0.0	0.0	0.0	0.0	0.0	0.0																				0.00
TOTAL	0.0	5.9	7.0	1.7	1.7	1.7	1.7	16.1	4.6	4.6	4.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.95	
Rolling Stock																											
Local																											
Proposition 108		11.3	1.9	0.5	0.5	0.5	0.5	1.5	0.4	0.4	0.4	0.4															14.68
Proposition 116		5.9	1.4	0.3	0.3	0.3	0.3	0.6	0.2	0.2	0.2																7.88
TCI/IP&D		0.0	0.0	0.0	0.0	0.0	0.0																				0.00
TOTAL	0.0	17.2	3.2	0.8	0.8	0.8	0.8	2.1	0.6	0.6	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	
TOTAL																											
Local	0.0	14.3	5.4	1.3	1.3	1.3	1.3	13.3	3.5	3.5	3.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.90	
Proposition 108	0.0	8.8	4.8	1.2	1.2	1.2	1.2	4.9	1.7	1.7	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.60	
Proposition 116	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	
TCI/IP&D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	
TOTAL	0.0	23.1	10.2	2.5	2.5	2.5	2.5	18.2	5.2	5.2	4.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.50	

SCRA-114

**SANTA CLARITA-LOS ANGELES COMMUTER RAIL PROJECT: FULL ITEMIZATION OF EXPENDITURES
PLANNING ESTIMATES ONLY**

	FTA Estimate of Scope	Estimate at Completn	116 Allocations			108 Allocations						TCI Allocs		Total
			Curr.	Prior	Future	Curr. 108	-Curr. Local	Prior 108	Prior Local	Future 108	Future Local	Curr. TCI	Curr. Local	
Capital														
Siding/2nd Main north from Bur Jct	\$2.83	\$1.714						0.857	0.857					1.714
Power Switch to Main Line at Saugus	\$0.64	\$0.739						0.370	0.370					0.739
CTC Burbank Jct - Saugus	\$3.55	\$2.766						1.383	1.383					2.766
* Upgrade & Extend Siding at Sylmar	\$1.64	\$2.908						1.454	0.000		1.454			2.908
* Upgrade Siding at Saugus	\$1.64	\$2.063						1.032	0.000		1.032			2.063
Layover Facility at Saugus	\$2.73	\$1.261						0.631	0.631					1.261
**Track/Signal Upgrade Bur Jct-Saugus	\$0.00	\$5.810						3.243	0.655		1.912			5.810
Tunnel 25 Corrections	\$0.00	\$6.200									6.200			6.200
Crossing/Bridge Rehab	\$0.00	\$1.277									1.277			1.277
Communications	\$0.00	\$0.668						0.334	0.000		0.334			0.668
Insurance (OCIP)	\$0.00	\$0.400						0.200	0.200					0.400
Design & Construction Management	\$1.96	\$1.496						0.748	0.000		0.748			1.496
Construction Support	\$0.00	\$1.640						0.471	0.000		1.169			1.640
SUBTOTAL CAPITAL	\$14.99	\$28.942	0.000	0.000	0.000	0.000	0.000	10.722	4.095	0.000	14.125	0.000	0.000	28.942
Rolling Stock														
Locomotives	\$9.42	\$6.627							6.627					6.627
Cabs & Trailers	\$12.64	\$15.676						7.751	7.751		0.175			15.676
Specs-Cabs & Trailers	\$0.24	\$0.255						0.128	0.128					0.255
SUBTOTAL ROLLING STOCK	\$22.30	\$22.558	0.000	0.000	0.000	0.000	0.000	7.878	14.505	0.000	0.175	0.000	0.000	22.558
TOTAL SANTA CLARITA-LA	\$37.29	\$51.500	0.000	0.000	0.000	0.000	0.000	18.600	18.600	0.000	14.300	0.000	0.000	51.500

SCRR-115

* Work not done. Projects could be deferred until line extended past Santa Clarita.

** Scope added to the SB1402 in FY 1992.

Total 108 available: \$18.60
 Total 108 used: \$18.60
 Total local: \$32.90
 Total funding: \$51.50

Additional local over 1402: \$14.30

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**ADDITIONAL SCOPE FOR SANTA CLARITA-LOS ANGELES AND EXTENSION TO HUMPHRIES
PLANNING ESTIMATES ONLY, FUNDING PENDING LACMTA APPROVAL**

SCOPE	FTA Estimate of Scope	Estimate at Completn	116 Allocations			108 Allocations						TCI Allocs		Total
			Curr.	Prior	Future	Curr. 108	Curr. Local	Prior 108	Prior Local	Future 108	Future Local	Curr. TCI	Curr. Local	
Capital														
Tunnel 25 Corrections	\$0.00	\$6.200									6.200			6.200
Crossing/Bridge Rehab	\$0.00	\$1.277									1.277			1.277
Extension to Humphries	\$0.00	\$11.200									11.200			11.200
Construction Support	\$0.00	\$0.698									0.698			0.698
SUBTOTAL CAPITAL	\$0.00	\$19.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	19.375	0.000	0.000	19.375
Rolling Stock														
Locomotives	\$0.00	\$0.000												0.000
Cabs & Trailers	\$0.00	\$0.000												0.000
Specs-Cabs & Trailers	\$0.00	\$0.000												0.000
SUBTOTAL ROLLING STOCK	\$0.00	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL SANTA CLARITA-LA	\$0.00	\$19.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	19.375	0.000	0.000	19.375

Total 108 available: \$0.00
 Total 108 used: \$0.00
 Total local: \$19.38
 Total funding: \$19.38

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SCRA-117

**RIVERSIDE-LOS ANGELES (VIA UP) COMMUTER RAIL PROJECT: ITEMIZATION OF EXPENDITURES
PLANNING ESTIMATES ONLY**

SCOPE	FTA Estimate of Scope	Estimate at Completion	108 Allocations				TCI Allocations	
			Current 108	Current Local	Prior 108	Prior Local	State	Local
ROW								
East Bank ROW	\$13.00	\$13.00				\$13.00		
Operating Rights	\$4.00	\$4.00				\$4.00		
SUBTOTAL ROW	\$17.00	\$17.00	\$0.00	\$0.00	\$0.00	\$17.00	\$0.00	\$0.00
Capital								
UP Force Account-Track/Signals/Bridges	\$33.00	\$33.19			\$25.00	\$8.19		
Layover Facility-Riverside	\$3.35	\$0.74			\$0.74	\$0.00		
Mission Tower-Soto Street	\$2.28	\$2.28			\$1.93	\$0.35		
Insurance (OCIP)	\$0.38	\$0.08			\$0.04	\$0.04		
Design & Construction Management	\$1.44	\$0.59			\$0.30	\$0.30		
Construction Support	\$1.36	\$1.43			\$0.71	\$0.71		
TVMs	\$1.20	\$1.20			\$0.60	\$0.60		
Activation	\$0.60	\$0.60			\$0.30	\$0.30		
Contingency (equipment)	\$1.77	\$1.77			\$0.88	\$0.89		
Additional Trackwork at Stations	\$9.00	\$9.00			\$4.50	\$4.50		
Platform Construction	\$1.80	\$1.80			\$0.90	\$0.90		
Contingency (stations)	\$2.00	\$2.00			\$1.00	\$1.00		
SUBTOTAL CAPITAL	\$58.18	\$54.68	\$0.00	\$0.00	\$36.90	\$17.78	\$0.00	\$0.00
Rolling Stock								
Locomotives (2)	\$4.60	\$4.50				\$4.50		
Cabs (4) & Trailers (10)	\$19.01	\$18.29			\$3.20	\$1.09	\$7.00	\$7.00
Specs-Cabs & Trailers	\$0.00	\$0.55				\$0.55		
SUBTOTAL ROLLING STOCK	\$23.61	\$23.34	\$0.00	\$0.00	\$3.20	\$6.14	\$7.00	\$7.00
TOTAL RIVERSIDE-LA	\$98.79	\$95.01	\$0.00	\$0.00	\$40.10	\$40.91	\$7.00	\$7.00

TOTAL 108 AND TCI ALLOCATIONS AND LOCAL FUNDS: \$95.01

Total 116 available: \$0 Total 108 available: \$40.10

Total 116 used: \$0 Total 108 used: \$40.10

CHART F
FINANCIAL PLAN (\$MILLIONS)

SHARED FACILITIES

5/19/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project
	Prop A	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	
Right-of-Way																					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Capital	\$10.50	\$10.50			\$4.80	\$4.80	\$1.30				\$4.30				\$13.20				\$1.30		\$15.30	\$15.30	\$22.10	\$0.00	\$52.70
Rolling Stock																					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL	\$10.50	\$10.50	\$0.00	\$0.00	\$4.80	\$4.80	\$1.30	\$0.00	\$0.00	\$0.00	\$4.30	\$0.00	\$0.00	\$0.00	\$13.20	\$0.00	\$0.00	\$0.00	\$1.30	\$0.00	\$15.30	\$15.30	\$22.10	\$0.00	\$52.70

PROJECT CASH FLOW EXPENDITURE PLAN (\$ MILLIONS)

SOURCE	1990	1991	1992	1993				1994				1995		1996		1997		1998		1999		TOTAL	
	1991	1992	1993	1st gr.	2nd gr.	3rd gr.	4th gr.	1st gr.	2nd gr.	3rd gr.	4th gr.	1995	1st 6mo	2nd 6mo	1996	1997	1998	1999	2000				
Right-of-Way																							0.0
Local																							0.0
Proposition 108																							0.0
Proposition 116																							0.0
TCI/IP&D																							0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Capital																							13.3
Local		14.7	0.6	0.6				0.0															13.3
Proposition 108		14.7	0.6	0.2	0.2	0.2	0.2	0.0															15.3
Proposition 116		0.0	22.1	3.3	3.3	3.3	3.3	0.0															22.1
TCI/IP&D		0.0	0.0																				0.0
TOTAL	0.0	29.3	23.4	4.3	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.7	
Rolling Stock																							0.0
Local		0.0	0.0																				0.0
Proposition 108		0.0	0.0																				0.0
Proposition 116		0.0	0.0																				0.0
TCI/IP&D		0.0	0.0																				0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL	0.0	14.7	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	
Local	0.0	14.7	0.6	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	
Proposition 108	0.0	0.0	22.1	3.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.1	
Proposition 116	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TCI/IP&D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL	0.0	29.3	23.4	4.3	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.7	

SCRR-A-120

CHART H

5/24/93

**SHARED FACILITIES: FULL ITEMIZATION OF EXPENDITURES
PLANNING ESTIMATES ONLY (\$ MILLIONS)**

SCOPE	FTA Estimate of Scope	Estimate at Completion	116 Allocations			108 Allocations			
			Current	Prior	Future	Current 108	Current Local	Prior 108	Prior Local
Capital									
Maintenance Facility at Taylor Yard	\$35.41	\$35.23		16.446				9.392	9.392
Soil Testing (1)	\$0.72	\$0.00		0.000				0.000	0.000
Insurance (OCIP)	\$2.05	\$2.17		0.804				0.684	0.684
Design & Construction Management	\$3.02	\$3.12		0.291				1.412	1.412
Passenger Information (Signage) (2)	\$2.15	\$1.20		0.122				0.539	0.539
Fare Collection System (2)	\$5.38	\$3.94		3.545				0.197	0.197
Start-Up Costs (2)	\$4.30	\$5.71		0.400				2.655	2.655
Rolling Stock Spare Parts (2)	\$0.97	\$0.00						0.000	0.000
Construction Support	\$1.78	\$1.33		0.493				0.420	0.420
SUBTOTAL CAPITAL	\$55.78	\$52.70	\$0.00	22.1000	\$0.00	\$0.00	\$0.00	15.300	15.300
Rolling Stock									
Locomotives	\$0.00	\$0.00							
Cabs & Trailers	\$0.00	\$0.00							
Specs-Cabs & Trailers	\$0.00	\$0.00							
SUBTOTAL ROLLING STOCK	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL SHARED FACILITIES	\$55.78	\$52.70	\$0.00	\$22.10	\$0.00	\$0.00	\$0.00	\$15.30	\$15.30

(1) Included in Maintenance Facility

(2) Some costs allocated to line budgets.

TOTAL ALLOCATIONS AND LOCAL FUNDS:	\$52.70		
Total 116 available:	\$22.1	Total 108 available:	\$15.3
Total 116 used:	\$22.100	Total 108 used:	\$15.300

**FULLERTON – LAUPT RAIL PROJECT: FULL ITEMIZATION OF EXPENDITURES
PLANNING ESTIMATES ONLY**

Note: All funding for this project is Proposition 116 funds.

SCRA-123

SCOPE	FTA Estimate of Scope	Estimate at Complet'n	116 Allocations						Future Local
			Current Commuter	Current Intrcy	Prior Commuter	Prior Intrcy	Future Commuter	Future Intrcy	
Capital									
New Terminal Tower Interlocking Layout	\$2.87	\$3.160			\$1.580	\$1.580			
3-Track Lead Terminal Tower – Mission Tower	\$0.95	\$1.050			\$0.250	\$0.250	\$0.270	\$0.280	
2-Track Lead Mission Tower – West Bank South	\$0.48	\$0.530			\$0.530				
Consolidated Signal System	\$10.50	\$10.898			\$0.845	\$1.654	\$1.600	\$3.800	\$3.000
2 Additional LAUPT Station Tracks	\$0.48	\$0.530			\$0.530				
2-Track Lead Mission Tower – West Bank North	\$0.95	\$1.050			\$1.050				
Reconfigure Tracks Mission Tower – Broadway	\$0.95	\$1.050					\$1.050		
Upgrade Broadway – Dayton Ave Tower	\$0.67	\$0.740			\$0.370	\$0.370			
LAUPT Station and Track Improvements	\$17.19	\$16.944			\$8.472	\$8.472			
TVMs, Validators and Signage	\$0.00	\$0.42			\$0.420				
Upgrade 2nd Track Mission Tower – Redondo Jcn	\$3.06	\$3.370				\$3.370			
Reverse Signal 2nd Track Mission Tower – Redondo Jcn	\$0.38	\$0.420				\$0.420			
Increase Superelevation at Redondo Jcn Curve	\$0.19	\$0.310				\$0.310			
Rehabilitate Track Redondo Jcn – Hobart	\$3.34	\$3.680			\$3.680				
* Crossovers at Santa Fe Springs	\$1.10	\$1.200				\$1.200			
* Crossovers at La Mirada/Buena Park	\$0.81	\$0.880				\$0.880			
* Crossover at Basta	\$0.59	\$0.640				\$0.640			
* 3rd Track at Fullerton (Supplements previously approved TCI and City of Fullerton funding)	\$4.57	\$4.480				\$4.480			
Crossover at Hobart Tower	\$0.86	\$0.950				\$0.950			
OCIP	\$0.00	\$0.844			\$0.422	\$0.422			
Construction Support	\$1.53	\$3.319			\$0.550	\$2.769			
Design & Construction Management	\$7.83	\$1.927			\$1.210	\$0.717			
SUBTOTAL CAPITAL	\$59.30	\$58.393	\$0.000	\$0.000	\$19.909	\$28.484	\$2.920	\$4.080	\$3.000
Rolling Stock									
Locomotives	\$1.20	\$1.200			\$1.200				
Cabs & Trailers	\$17.50	\$17.862			\$17.862				
Specs – Cabs & Trailers	\$0.00	\$0.545			\$0.545				
SUBTOTAL ROLLING STOCK	\$18.70	\$19.607	\$0.000	\$0.000	\$19.607	\$0.000	\$0.000	\$0.000	\$0.000
TOTAL FULLERTON – LA	\$78.00	\$78.000	\$0.000	\$0.000	\$39.516	\$28.484	\$2.920	\$4.080	\$3.000

* 30 % contingency removed from these low case projects.

FUTURE PROPOSITION 116 ALLOCATION: \$7.000
 TOTAL PROPOSITION 116 FUNDING AVAILABLE: \$75.000
 TOTAL PROPOSITION 116 FUNDING TO BE USED: \$75.000

PRIOR PROP 116 ALLOCATION: \$68.000
 Commuter 116: \$42.436
 Local Funds: \$3.000
 Intercity 116: \$32.564

CHART C

Exhibit C

OCEANSIDE-FULLERTON COMMUTER RAIL PROJECT:
ITEMIZATION OF EXPENDITURES, PLANNING ESTIMATES ONLY

5/24/93

SCRA-125

SCOPE	FTA Estimate of Scope	Est at Compln	108 Commuter Allocations						116 Allocations						TCI Allocations (1)				Future Prop 108 I	
			Curr. 108	Curr. Local	Prior 108	Prior Local	Future 108	Future Local	Curr. 116 C	Curr. 116 I	Prior 116 C	Prior 116 I	Future 116 C	Future 116 I	Curr. TCI (1)	Prior TCI (2)	Prior Local	Future TCI (1)		
Capital																				
Maintenance Facility at Taylor Yard	0.000	0.000																		
Area A: Fullerton-Orange	12.200	12.200										6.100	6.100							
Area B: Orange-Santa Ana	10.590	10.590										5.295	5.295							
Area C: Santiago Creek Bridge	1.400	1.400										0.700	0.700							
Area D: Santa Ana-Galivan Siding	26.030	26.030			1.590	1.590						3.606	13.916			4.260	1.066			
Area E: SJ Cap bridge/double track	12.880	12.880						0.527				0.375	0.376	0.102	2.760	0.880			1.895	5.965
Track Contingency	2.829	2.829						0.000							2.829					
New Siding at Las Pulgas	0.000	0.000																		
Fallbrook Maint. Fac. (inc. contgcy)	2.000	2.000												2.000						
Maintenance-of-Way Facility	2.340	2.340												2.340						
Stations (includes contingency)	13.990	13.990			3.120	3.120						1.690		6.060						
TVMs/Signage	2.310	2.310										2.310								
Start-Up	0.270	0.270												0.270						
Insurance (OCIP)	2.209	2.209										1.105	1.105							
Design & Construction Management	4.022	4.022						0.807				2.000	0.194	0.435	0.586					
Construction Support	4.406	4.406			0.349	2.131		1.376				0.280	0.270							
SUBTOTAL CAPITAL	97.476	97.476	0.000	0.000	5.059	6.841	0.000	2.710	0.000	0.000	23.463	27.955	11.207	6.175	0.880	4.260	1.066	1.895	5.965	
Rolling Stock																				
Locomotives	14.136	14.136				14.136														
Cabs & Trailers (Includes Specs)	20.100	20.100			10.240	9.860														
Contingency	0.000	0.000				0.000														
SUBTOTAL ROLLING STOCK	34.236	34.236	0.000	0.000	10.240	23.996	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
TOTAL OCEANSIDE-FULLERTON	131.712	131.712	0.000	0.000	15.299	30.837	0.000	2.710	0.000	0.000	23.463	27.955	11.207	6.175	0.880	4.260	1.066	1.895	5.965	

(1) \$880,000 in 1990-91 TCI to OCTA for intercity rail purposes (no match required)

(2) Includes \$1.895 mil 1992-93 TCI to City of SJC for intercity rail purposes (no match required)

(3) \$0.71 million already allocated 10/89 CTC Resolution MT 90-8. Funds not yet spent.

I = INTERCITY; C = COMMUTER

TOTAL INTERCITY 116: 34.130 TOTAL COMMUTER 116: 34.670

TOTAL PROP 116: 68.800

TOTAL 116, 108, AND TCI ALLOCATIONS AND LOCAL FUNDS: 131.712

Total 116 available: \$68.8 Total 108C available: \$15.299

Total 116 used: 68.800 Total 108C used: 15.299

Total Local Funds: 34.613

Total 108I: 5.965

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SAN BERNARDINO-RIVERSIDE-FULLERTON METROLINK LINE

EXHIBIT 7-1

FINANCIAL PLAN (\$MILLIONS)

CONSTRUCTION ESTIMATES ONLY

5/18/93

	LOS ANGELES CO				SAN BERNARDINO CO				RIVERSIDE CO				ORANGE CO				VENTURA CO				TOTALS				Total for Project				
	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State	Local	Prop 108	Prop 116	TCI/Other State					
Right-of-Way									17.24																\$17.24	\$0.00	\$0.00	\$0.00	\$17.24
Capital							11.50		5.41	11.44	28.86	4.50	1.76	0.50	19.57						7.17	11.94	59.93	4.50	83.54				
Rolling Stock	8.71								2.51	1.46	11.84	1.66			7.43						11.22	1.46	19.27	1.66	33.61				
TOTAL	8.71	0.00	0.00	0.00	0.00	0.00	11.50	0.00	25.17	12.90	40.70	6.16	1.76	0.50	27.00	0.00	0.00	0.00	0.00	0.00	35.64	13.40	79.20	6.16	134.39				

PROJECT CASH FLOW EXPENDITURE PLAN (\$ MILLIONS)

SOURCE	1990 1991	1991 1992	1992 1993	1993 1994	1st gr.	2nd gr.	3rd gr.	4th gr.	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	TOTAL
Right-of-Way															
Local		7.47	9.77	9.77					0.00						17.24
Proposition 108		0.00	0.00						0.00						0.00
Proposition 116		0.00	0.00						0.00						0.00
TCI/TP&D		0.00	0.00						0.00						0.00
TOTAL	0.00	7.47	9.77	9.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.24
Capital															
Local		0.00	2.45		1.73	0.72	4.72	1.07	1.07	1.07	1.30				7.17
Proposition 108		0.00	0.00		2.88	2.88	11.94	2.99	2.99	2.99	2.99				11.94
Proposition 116		0.00	3.76		4.50	4.50	34.06	8.50	8.50	8.50	8.55	16.73	8.36	8.36	59.93
TCI/TP&D		0.00	4.50		0.00	0.00	0.00	8.50	8.50	8.50	8.55	16.73	8.36	8.36	4.50
TOTAL	0.00	0.00	12.71	0.00	0.00	9.11	30.72	12.56	12.56	12.56	13.04	16.73	8.36	8.36	83.54
Rolling Stock															
Local		0.00	0.00				8.86	2.22	2.22	2.22	2.22				11.22
Proposition 108		0.00	1.46			1.46	0.00	2.22	2.22	2.22	2.22	2.36	1.18	1.18	1.46
Proposition 116		0.00	1.62			1.62	14.74	4.78	3.32	3.32	3.32	2.91	1.46	1.45	19.27
TCI/TP&D		0.00	0.00				1.66	1.66	0.00	0.00	0.00	2.91	1.46	1.45	1.66
TOTAL	0.00	0.00	3.08	0.00	0.00	3.08	25.26	8.65	5.54	5.54	5.54	5.27	2.64	2.63	33.61
TOTAL	0.00	7.47	12.22	9.77	0.00	1.73	0.72	13.58	3.29	3.29	3.29	3.72	2.36	1.18	35.84
Local	0.00	0.00	1.46	0.00	0.00	1.46	11.94	2.99	2.99	2.99	2.99	0.00	0.00	0.00	13.40
Proposition 108	0.00	0.00	7.38	0.00	0.00	2.88	48.80	13.28	11.82	11.82	11.87	19.64	9.82	9.82	79.20
Proposition 116	0.00	0.00	4.50	0.00	0.00	4.50	1.66	1.66	0.00	0.00	0.00	0.00	0.00	0.00	6.16
TCI/TP&D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	0.00	7.47	25.56	9.77	0.00	9.11	6.68	75.96	21.21	18.10	18.10	18.37	22.00	11.00	134.39

SCRRA-126

CHART C

ALLOCATION PLAN

Exhibit B

SAN BERNARDINO – RIVERSIDE – FULLERTON COMMUTER RAIL PROJECT:
ITEMIZATION OF EXPENDITURES, PLANNING ESTIMATES ONLY

5/24/93

SCOPE	FTA Estimate of Scope	Estimate at Completn	108 Allocations						116 Allocations				TCI Allocations		
			Curr. 108	Curr. Local	Prior 108	Prior Local	Future -108	Future Local (1)	Current 116	Prior 116	Future 116	**	Prior TCI	RCTC Local	
ROW for Stations															
SUBTOTAL ROW	17.243	17.2430				17.2430							r		
Capital															
* Crossovers at Placentia ***	1.512	1.5120									0.5120	1.0000	o		
* 2nd Track Lambert – Esperanza	7.100	7.1000									4.8000	2.3000	o		
* 2nd Track Prado – Casa Blanca	22.928	22.9280									13.2080	9.7200	r/sb		
* Crossover at Riverside Junction	0.570	0.5700									0.4700	0.1000	r		
* Crossover at Placentia	0.970	0.9700									0.7700	0.2000	o		
* 2nd Track Yorba Linda – Prado	8.070	8.0700									5.5700	2.5000	o		
* Crossovers at Monroe	1.050	1.0500									0.5500	0.5000	r		
* 2nd Track Madison – West Riverside	4.520	4.5200									2.7200	1.8000	r		
* 3rd Track W Riverside – E Riverside	2.420	2.4200									1.4200	1.0000	r		
* 2nd Track East Riverside – Highgrove	6.460	6.4600									4.2181	2.2419	r		
Station Track at Riverside	1.570	1.5700			0.9000	0.6700									
Stations	14.287	14.2870				3.0120	10.5400					0.7350	o/r1		
Riverside Station	6.230	6.2300												4.5000	1.7300
Olive Subdivision (o1)	2.260	2.2600	0.5000	0.5000					1.2600				o1		
Design & Construction Management	0.000	0.0000										0.0000			
Construction Support	3.595	3.5950									2.0950	1.5000	o/r2		
SUBTOTAL CAPITAL	83.542	83.5420	0.5000	0.5000	0.9000	3.6820	10.5400		1.2600	0.0000	36.3331	23.5969		4.5000	1.7300
Rolling Stock															
Locomotives (4)	9.440	9.4400							9.4400						
Cabs & Trailers	18.500	18.5000			1.4600	0.1280				13.6020			o/r3	1.6550	1.6550
Contingency	5.668	5.668								5.668			o/r3		
SUBTOTAL ROLLING STOCK	33.608	33.6080	0.0000	0.0000	1.4600	0.1280	0.0000		9.4400	19.2700	0.0000	0.0000		1.6550	1.6550
TOTAL SB-RIV-FULLERTON	134.393	134.3930	0.5000	0.5000	2.3600	21.0530	10.5400		10.7000	19.2700	36.3331	23.5969		6.1550	3.3850

(o1) Prop 108 funds amended in STIP (notice in March and approval in April 1993) to expand scope to include capital projects.

NOTE 1: Funding plan subject to revision if future TCI or Proposition 108 allocations received.

NOTE 2: \$3.8927 mil or 4.9% of total 116 is for Design

* 30% contingency removed from these adjusted base case and low case projects. Already paid to ATSF.

** o=Orange Co, r=Riverside, sb=San Bernardino Co. *** Includes new turnout at Placentia and Adjusted Base Case adjustment per ATSF Term Sheet.

o/r1: Orange Co share=\$.735 mil; o/r2: County shares proportionate to cost of construction projects; o/r3: OCTA share of Prop 116=\$7.43 mil.

TOTAL 116, 108, AND TCI ALLOCATIONS AND LOCAL FUNDS: 134.3930

Total 116 available:	\$79.2	Total 108 available:	\$13.4	Total Local:	35.6380
Total 116 used:	79.2	Total 108 used:	13.4000	Total TCI:	6.1550

SCBRA.127

3/22/93

SCRRA LOCOMOTIVE EMISSIONS REDUCTION PROGRAM COSTS (\$ 1,000s)

	Estimate at Completion	LA	Orange	Riverside	San Bernardino	Ventura	PVEA	Federal/ State
Revised All—Share Percentage		40.30%	26.25%	13.36%	15.93%	4.17%		
LNG Program (1992—93)	\$250.00	100.75	65.62	33.39	39.82	10.43		
LNG Infrastructure Study (1992—93)	\$50.00	20.15	13.12	6.68	7.96	2.09		
GM Short Term Diesel Emissions Project (1992—93)	\$200.00	80.60	52.50	26.71	31.85	8.34		
Governmental Services (1992—93)	\$12.50	5.04	3.28	1.67	1.99	0.52		
Subtotal FY 1992—93	\$512.50	\$206.53	\$134.52	\$68.45	\$81.63	\$21.38		
LNG Program (1993—94) (1)	\$141.00	\$56.82	\$37.01	\$18.83	\$22.46	\$5.88		
Governmental Services (1993—94)	\$30.00	\$12.09	\$7.87	\$4.01	\$4.78	\$1.25		
Travel (1993—94)	\$5.00	\$2.01	\$1.31	\$0.67	\$0.80	\$0.21		
Subtotal FY 1993—94	\$176.00	\$70.92	\$46.20	\$23.51	\$28.03	\$7.34		
LNG Program (1994—95)	\$834.00	\$336.09	\$218.91	\$111.39	\$132.83	\$34.79		
LNG Program (1995—96)	\$500.00	\$201.49	\$131.24	\$66.78	\$79.64	\$20.86		
Demonstration Project	\$2,000.00						\$1,000.00	(3)
Deployment (2)	\$16,500.00							(3)
TOTAL LNG PROGRAM	\$20,022.50	\$613.54	\$399.63	\$203.35	\$242.49	\$63.52	\$1,000.00	(3)

NOTE: County Costs divided on the basis of all—share formula

(1) This amount reduced by \$25,000 which represents a contribution by San Diego to this program.

(2) Estimate only.

(3) Federal and state funds being sought for the balance on these projects.

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APPENDIX B

The following table provides a summary of SCRRRA administrative costs.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 ADMINISTRATION
 FY 93/94

BFF 05/17/93

OBJECT CODES (ACCOUNT)	TOTAL	CAPITAL	OPERATING
PERSONNEL			
5100 REGULAR SALARIES	\$2,099,597	\$1,825,920	\$873,677
5110 TEMPORARY SUPPORT (OUTSIDE AGENCIES)	\$147,200	\$41,000	\$106,200
5111 TEMPORARY EMPLOYEE SALARIES (CONTRACT/PART TIME)	\$329,947	\$170,984	\$158,963
5220 FRINGE BENEFITS - REGULAR	\$1,422,688	\$962,260	\$460,428
5220 OVERHEAD	\$4,768,501	\$3,143,126	\$1,625,375
5221 FRINGE BENEFITS - TEMP. EMPL.	\$140,227	\$72,668	\$67,559
SUB-TOTAL PERSONNEL	\$9,508,220	\$6,215,958	\$3,292,262
NON-PERSONNEL			
5115 BOARD PER DIEM	\$40,000	\$32,000	\$8,000
5215 TUITION REIMBURSEMENT	\$3,200	\$2,000	\$1,200
5216 EMPLOYEE TRANSPORTATION SUBSIDY	\$22,500	\$15,000	\$7,500
5331 LEGAL SERVICES	\$30,000	\$15,000	\$15,000
5440 EQUIPMENT RENTAL	\$0	\$0	\$0
5441 COMPUTER RENTAL	\$10,000	\$7,500	\$2,500
5445 FACILITIES RENTAL	\$0	\$0	\$0
5500 TRAVEL	\$48,000	\$32,000	\$16,000
5501 TRAVEL - TRAINING/CONFERENCES	\$27,500	\$17,500	\$10,000
5505 BUSINESS MEALS	\$2,000	\$1,700	\$300
5506 COMMUNITY OUTREACH	\$14,000	\$10,000	\$4,000
5510 TRAINING/CONFERENCES	\$4,800	\$3,200	\$1,600
5520 PROFESSIONAL MEMBERSHIPS	\$500	\$250	\$250
5537 COMPUTER SOFTWARE	\$30,000	\$17,500	\$12,500
5538 COMPUTER WIRING	\$6,500	\$4,000	\$2,500
5539 COMPUTER PROGRAMMING	\$25,000	\$15,000	\$10,000
5560 PRINTING/GRAPHICS	\$70,000	\$35,000	\$35,000
5565 ADVERTISING/PUBLIC NOTICES	\$40,000	\$20,000	\$20,000
5575 TELEPHONE (INSTALLS)	\$2,000	\$1,000	\$1,000
5590 AUTOMOBILE EXPENSE (INCLUDING INSURANCE)	\$118,800	\$92,400	\$26,400
5591 MILEAGE/PARKING	\$13,000	\$8,710	\$4,290
5650 OFFICE SUPPLIES	\$3,000	\$1,500	\$1,500
5651 COMPUTER SUPPLIES	\$5,250	\$4,250	\$1,000
5654 RECRUITMENT EXPENSE	\$7,000	\$5,000	\$2,000
5655 EMPLOYEE RELOCATION	\$20,000	\$10,000	\$10,000
5661 FILM SERVICES & SUPPLIES	\$1,950	\$1,300	\$650
5662 VISUAL COMMUNICATIONS	\$75,000	\$25,000	\$50,000
5670 BOOKS/PERIODICALS	\$1,500	\$1,000	\$500
5680 POSTAGE/MESSENGER	\$3,000	\$2,000	\$1,000
5685 REPRODUCTION EXPENSE	\$15,000	\$10,000	\$5,000
5735 OFFICE/EQUIPMENT FIXTURES	\$9,000	\$6,000	\$3,000
5736 MISC. EQUIPMENT/COMPUTER	\$62,500	\$50,000	\$12,500
5835 MISCELLANEOUS (CONTINGENCY) EXPENSE	\$50,186	\$46,875	\$3,311
SUB-TOTAL NON-PERSONNEL	\$761,186	\$492,685	\$268,501
TOTAL ADMINISTRATION	\$10,269,406	\$6,708,643	\$3,560,763