



MEETING AGENDA

Budget and Implementation Committee

Time: 9:30 a.m.

Date: August 24, 2020

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Governing Board meeting will only be conducted via video conferencing and by telephone.

COMMITTEE MEMBERS

Lloyd White, **Chair** / Julio Martinez, City of Beaumont
Randall Bonner, **Vice Chair** / Jeremy Smith, City of Canyon Lake
Larry Smith / Linda Molina, City of Calimesa
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Megan Beaman Jacinto, City of Coachella
Linda Krupa, / Russ Brown, City of Hemet
Scott Matas / Russell Betts, City of Desert Hot Springs

Bob Magee / Natasha Johnson, City of Lake Elsinore
Lisa Middleton / Dennis Woods, City of Palm Springs
Rusty Bailey, / Andy Melendrez, City of Riverside
Ben J. Benoit / Joseph Morabito, City of Wildomar
Karen Spiegel, County of Riverside, District II
Chuck Washington, County of Riverside, District III

STAFF

Anne Mayer, Executive Director
Theresia Trevino, Chief Financial Officer

AREAS OF RESPONSIBILITY

Annual Budget Development and Oversight
Competitive Federal and State Grant Programs
Countywide Communications and Outreach Programs
Countywide Strategic Plan
Legislation
Public Communications and Outreach Programs
Short Range Transit Plans

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
BUDGET AND IMPLEMENTATION COMMITTEE**

www.rctc.org

AGENDA*

**Actions may be taken on any item listed on the agenda*

9:30 a.m.

Monday, August 24, 2020

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Budget and Implementation Committee meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting

<https://us02web.zoom.us/j/82047144344>

Meeting ID: 820 4714 4344

One tap mobile

+16699006833,,82047144344# US (San Jose)

12532158782,,82047144344# US

Meeting ID: 820 4714 4344

For members of the public wishing to submit comment in connection with the Budget and Implementation Committee Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to August 23, 2020 at 5:00 p.m. and your comments will be made part of the official record of the proceedings and read into the record. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Committee meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENTS – *Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration. Each individual speaker is limited to speak three (3) continuous minutes or less.*

4. ADDITIONS/REVISIONS *(The Committee may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*

5. APPROVAL OF MINUTES – JULY 27, 2020

6. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, APRIL-JUNE 2020

Page 1

Overview

This item is for the Committee to:

- 1) Receive and file the Quarterly Public Engagement Metrics Report for April-June 2020; and
- 2) Forward to the Commission for final action.

7. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 9

Overview

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Forward to the Commission for final action.

8. FISCAL YEAR 2020/21 STATE OF GOOD REPAIR PROGRAM ALLOCATIONS

Page 18

Overview

This item is for the Committee to:

- 1) Approve Resolution No. 20-014, *“Resolution of the Riverside County Transportation Commission Approving the FY 2020/21 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$4,211,059 related to Fiscal Year 2020/21 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize staff to allocate increased SCO revenue estimates up to \$421,102, or 10 percent of the current estimate, to eligible Riverside County transit operators;
- 4) Approve an increase of \$258,859 in the FY 2020/21 budget for SGR revenues to reflect updated SCO estimates;
- 5) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form;
- 6) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2020/21 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary; and
- 7) Forward to the Commission for final action.

9. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2020/21, RELATED MEMORANDUM OF UNDERSTANDING, AND RCTC SHORT RANGE TRANSIT PLAN AMENDMENT

Page 23

Overview

This item is for the Committee to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority’s (SCRRA) services;
- 2) Approve the Fiscal Year (FY) 2020/21 SCRRA operating and capital budget, which results in an operating subsidy of \$23,780,000 and capital subsidy of \$7,961,548 for the Commission;
- 3) Amend the FY 2020/21 RCTC Short Range Transit Plan (SRTP) to address changes in the funding sources to meet Metrolink’s annual request;
- 4) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 20-25-091-01, Amendment No. 1 to MOU No. 20-25-091-00, with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and
- 5) Forward to the Commission for final action.

10. COMMISSIONERS / STAFF REPORT

Overview

This item provides the opportunity for the Commissioners and staff to report on attended and upcoming meeting/conferences and issues related to Commission activities.

11. ADJOURNMENT

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., September 28, 2020**, Board Chambers, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

AGENDA ITEM 5

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BUDGET AND IMPLEMENTATION COMMITTEE

Monday, July 27, 2020

MINUTES

1. CALL TO ORDER

The meeting of the Budget and Implementation Committee was called to order by Chair Lloyd White at 9:30 a.m. Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Budget and Implementation Committee meeting will only be conducted via video conferencing and by telephone.

2. ROLL CALL

Members/Alternates Present

Ben J. Benoit
Randall Bonner
Raymond Gregory
Linda Krupa
Bob Magee
Scott Matas
Lisa Middleton
Karen Spiegel
Chuck Washington
Lloyd White

Members Absent

Rusty Bailey
Steven Hernandez
Larry Smith

3. PUBLIC COMMENTS

There were no requests to speak from the public.

4. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

- 5. CONSENT CALENDAR** - *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

M/S/C (Bonner/Gregory) to approve the following Consent Calendar item(s):

5A. APPROVAL OF MINUTES – APRIL 27, 2020

5B. SINGLE SIGNATURE AUTHORITY REPORT

- 1) Receive and file the Single Signature Authority report for the fourth quarter ended June 30, 2020; and
- 2) Forward to the Commission for final action.

5C. FISCAL YEAR 2020/21 ANNUAL LOCAL TRANSPORTATION FUND PLANNING ALLOCATIONS TO WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

- 1) Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$676,500 for Western Riverside Council of Governments (WRCOG) and \$369,000 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's Fiscal Year 2020/21 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions consistent with regional and subregional plans, programs, and requirements; and
- 2) Forward to the Commission for final action.

5D. FISCAL YEARS 2020/21 – 2024/25 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM

- 1) Approve the Fiscal Years 2020/21 – 2024/25 Measure A Five-Year Capital Improvement Plans (CIPs) for Local Streets and Roads (LSR) as submitted by the participating agencies; and
- 2) Forward to the Commission for final action.

6. ANNUAL INVESTMENT POLICY

Theresia Trevino, Chief Financial Officer, provided an update for the revised annual Investment Policy.

Commissioner Raymond Gregory expressed appreciation for Ms. Trevino's presentation and referred to the annual Investment Policy about a change in the event of investing in a zero interest security and asked if there will be a change with Government Code 53601.6 as mentioned, noting it looks like it remains prohibited by the government code.

Theresia Trevino replied her understanding is that the government code does not allow for negative interest rate securities but that there is no prohibition on the zero interest securities. She explained this change specifically came from the Riverside County Treasurers Office as far as their suggestion to delete the prohibition in RCTC's policy

because the government code provides for that. Ms. Trevino stated she will follow up on that language and make any changes, if necessary, prior to the August Commission meeting.

Commissioner Gregory concurred about staff following up and stated that Government Code 53601.6b states a local agency shall not invest any funds pursuant to this article or pursuant to article 2 commencing with Section 53630 in any security that could result in zero interest accrual if held to maturity and he stated it goes on to mention there are some exceptions. Commissioner Gregory stated it seems to be a mistake to take it out because it might signal, especially to out of state contractors, that it is okay when it looks like it remains prohibited by the government code.

Theresa Trevino reiterated that she would look into that.

Commissioner Ben Benoit stated with the questions raised if the Budget and Implementation Committee should postpone this agenda item.

Anne Mayer, Executive Director, suggested to the Committee Members to conditionally approve this agenda item today based on staff doing the research on that specific component. If there is confirmation it conflicts with the government code staff will remove that one recommendation and leave the rest of staff recommendations for Commission approval.

Commissioner Benoit asked Commissioner Gregory if he wanted to make that motion and he will second it.

Commissioner Chuck Washington clarified relative to Anne Mayer's comment, this committee is not approving this agenda item as it has to go to the entire Commission for approval. He stated it is already conditional based on the Commission's approval and suggested with Ms. Trevino's comment the language will adjust as she finds information prior to the August Commission meeting. He suggested to adopt staff's recommendation knowing that it is going to get adjusted if it needs to be adjusted or not.

Chair White confirmed with Commissioner Gregory if that is his motion.

Commissioner Gregory stated he would prefer to move this agenda item forward to be heard by the entire Commission and that staff research the item in question.

M/S/C (Gregory/Benoit) to:

- 1) Adopt Resolution No. 20-012, *"Resolution of the Riverside County Transportation Commission Regarding the Revised Investment Policy"*;**
- 2) Adopt the revised annual Investment Policy; and**
- 3) Forward to the Commission for final action.**

7. STATE AND FEDERAL LEGISLATIVE UPDATE

David Knudsen, Legislative Affairs Manager, provided an update for the state and federal legislative activities.

M/S/C to:

- 1) Receive and file an update on state and federal legislation; and**
- 2) Forward to the Commission for final action.**

8. COACHELLA FESTIVAL SPECIAL EVENTS TRAIN PLATFORM DEVELOPMENT PROJECT UPDATE

Sheldon Peterson, Rail Manager, presented the Coachella Festival Special Events Train Platform Development Project update and its challenges, highlighting the following areas:

- Background:
 - Amtrak successfully ran Coachella Express to Festival in 2008
 - RCTC, LOSSAN, Amtrak, and Union Pacific Railroad - staff begin project coordination in 2016
 - Location identified with city of Indio
 - \$5,942,510 State Rail Assistance awarded
 - \$2,745,731 Proposition 1B funds programmed
 - \$8,688,241 project cost
- Proposed Indio Temporary Platform sketch
- Project Development/Challenges:
 - Consultant developed 30 percent design for temporary platform
 - 10-car ADA platform designed with separate station tracks
 - Railroad operations and ROW approval required
 - Railroad capacity and freight operations concerns
 - Current proposal to operate service is not financially viable
- Recent Actions/Moving Forward:
 - Design beyond 30 percent requires specific agreements
 - LOSSAN and CalSTA recommend to suspend efforts
 - Indio platform design process can be reinstated in the future
 - Staff proposes to apply funding to larger Coachella Valley Rail Study for daily service

Commissioner Gregory expressed appreciation for Mr. Peterson's presentation and for his efforts as this has been an important project for everyone - due to the people that travel back and forth to these festivals and create traffic to the roadways all the way through I-10, SR-91, SR-60 also with the pollution and other ill effects. He expressed concern that the record is clear on what happened and referred to the Desert Sun

newspaper article that quoted John Standiford, Deputy Executive Director and Commissioner Lisa Middleton speaking about the LOSSAN action. He discussed how the attached LOSSAN letter does not reference they decided, rather it is stating the Commission decided to stop the effort at this time and return the funding. Commissioner Gregory referred to the newspaper article which stated the problem was with Union Pacific Railroad, yet spokesman Tim McMann for Union Pacific Railroad (UP) said that UP is okay and wants to see this project move forward and Commissioner Gregory read the quote from Mr. McMann. He expressed concern the record is kind of muddy at least in the eye of the public and he is uncertain what exactly happened to prompt this now. He then asked if the substantial access fee that was mentioned was the deciding factor and why that is not being shared with the public.

Anne Mayer clarified LOSSAN's role and explained when they went forward with this proposal the grant funding received was to go towards the physical improvements on the capital improvement side. LOSSAN was going to operate the trains so LOSSAN had included funding to operate the trains in their annual budget and RCTC would build the platform. The operations related activities were sorted out as LOSSAN coordinated with Amtrak and there were enough funds to operate it, but for at least a couple of years their conversations with UP were going very slowly. She discussed the prospective Indio Platform and how UP had concerns about that because the rail lines along I-10 are the most heavily traveled freight line in California. She discussed how UP asked RCTC not to build a temporary platform at that location in Indio, and to stop at the existing platform in Palm Springs, which created concern as to Valley Music Travel would have to shuttle everyone all the way to the festivals. She expressed what was trying to be accomplished for the purposes of providing rail service to the Coachella special events conflicted with their business requirements related to keeping other passenger trains off the rail line so it did not interfere with UP's freight service. Anne Mayer expressed in addition to minimizing the amount of physical improvements that were being made RCTC was also asked to provide an access fee, wherein the grant funds would need to be used to pay UP an access fee instead of building a platform. She discussed how that business model is being used elsewhere in the state, that if passenger rail wants to use freight rail lines then passenger rail has to pay an access fee. She explained from a staff perspective using that grant money to pay an access fee was not appropriate in this circumstance for a special event train service; noting to pay millions of dollars for rail access for three weekends did not make sense from a staff perspective. In conversations with LOSSAN staff and CalSTA staff it was agreed that the recommendation would be to return the grant funding because they could not justify using public taxpayer dollars for only three weekends of service. She discussed how LOSSAN staff felt a sense of urgency because they were getting ready to approve their budget for the operating dollars, which that notification went out prior to RCTC's July Budget and Implementation Committee and August Commission agendas being posted. She then explained from a UP perspective they did not say no, but the conditions that were placed on it out of their business needs make it from RCTC's perspective not a good investment of public funds.

Commissioner Gregory stated her comments helped and it answered the question about why a decision was made, moved forward and it was not brought to the Commission yet. He stated Ms. Mayer explained it and he accepts it, but he asked why is RCTC not putting in writing the reason why as it makes sense and asked how this affects the future possibility of the San Gorgonio-Coachella Valley daily rail services.

Anne Mayer concurred with Commissioner Gregory's comments and stated staff's goal was to have this conversation with the Commissioners at the Budget and Implementation Committee and the Commission meetings, which is a public setting so staff could provide the information and the Commissioners could ask questions. She discussed how staff responded to the Desert Sun and how the article was not the appropriate place to share information since the Commissioners were not aware of it yet and she apologized that the sequence got out of order. She stated at the Commissioners' direction staff can reach out to the Desert Sun to provide the correct information. With respect to the San Gorgonio-Coachella Valley rail service RCTC is many years into the Tier 1 environmental document for the ultimate project, which is two round trips per day between Los Angeles and Indio. Once the Tier 1 environmental document is complete RCTC will go into a Tier 2 document, which is where what actual improvements will be made so that the project can go forward. She discussed how in the Tier 1 document RCTC will need to triple track between Colton and Indio, which is UP's most highly traveled corridor. If there is a way with the construction of a third track that both freight and passenger rail can be accommodated there may be a possibility that RCTC could come to some sort of agreement with UP, but the cost of that triple tracking likely approaches a billion dollars. Anne Mayer explained this is not something that RCTC will be able to fund and will need the state partners at CalSTA to do so and expects that if RCTC gets through this Tier 1 document there will be several years of conversations between UP, RCTC, the Federal Railroad Administration, and CalSTA to discuss how this can work and have a balance between freight rail needs and passenger rail needs, which is not going to be an easy task for any of the entities.

Commissioner Gregory expressed appreciation for Ms. Mayer's comments and stated it would not be wise necessarily to go back and engage. He suggested as this moves forward in the agenda item there should be a little more discussion to the access fee and how that played into the decision.

Anne Mayer concurred that staff will make those modifications.

M/S/C (Washington/Matas) to:

- 1) Take appropriate actions to suspend planning and development for the Coachella Festival Special Events Train Platform Development Project (Platform Project);**
- 2) Rescind the approval of Agreement No. 19-25-103-00 with the California State Transportation Agency (CalSTA) regarding a State Rail Assistance**

- (SRA) grant to fund the Coachella Festival Special Events Train Platform Development Project for an amount not to exceed \$5,942,510
- 3) Approve Resolution No. 20-013, *"Resolution of the Riverside County Transportation Commission, County of Riverside, California, Rescinding Resolution No. 19-012 and Resolution No. 19-013"*;
 - 4) Rescind the approval of Memorandum of Understanding (MOU) Agreement No. 19-25-102-00 with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and Amtrak for the coordination and development of the Platform Project;
 - 5) Amend the Fiscal Year 2019/20 Coachella Valley-San Geronio Pass Rail Short Range Transit Plan to eliminate the Platform Project SRA grant funds of \$5,942,500 and related expenditures;
 - 6) Approve budget decreases to the FY 2020/21 budget in the amount of \$5,942,500 for revenues and \$5,942,500 for expenditures; and
 - 7) Forward to the Commission for final action.

9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

There were no items pulled from the consent calendar.

10. COMMISSIONERS / EXECUTIVE DIRECTOR REPORT

There were no reports from the Commissioners or the Executive Director.

11. ADJOURNMENT

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:15 a.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Lisa', with a long horizontal stroke extending to the right.

Lisa Mobley
Clerk of the Board

AGENDA ITEM 6

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2020
TO:	Budget and Implementation Committee
FROM	Marla Dye, Senior External Affairs Management Analyst
THROUGH:	Aaron Hake, External Affairs Director
SUBJECT:	Quarterly Public Engagement Metrics Report, April-June 2020

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Receive and file the Quarterly Public Engagement Metrics Report for April-June 2020; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

Staff continues to measure public engagement activities and prepare Quarterly Public Engagement Metrics Reports for the Commission, a practice that began in April 2018. This report covers the second quarter of 2020, from April to June. The quarterly reports are a data-driven approach to monitor the Commission's progress toward public engagement goals, to analyze the effectiveness of its efforts, and to provide transparency into how the Commission is using its resources to engage with the public. This quarter's report includes four sets of data:

- 1) Metrics for RCTC's overall public engagement activities, including website use and access; website top pages visited; email notifications; social media likes, engagement and reach; and public sentiment
- 2) Metrics for RCTC's Interstate 15 Express Lanes Project public engagement activities, including email activity, website sessions, and social media
- 3) Metrics for the State Route 60 Truck Lanes Project includes email activity, website sessions, and social media
- 4) Metrics for the Interstate 15 Railroad Canyon Interchange Project. Note that these numbers remain small, due to only a few months of activity.

Report highlights for this quarter follow and are included in a graphical format. Not surprisingly, the metrics showed declines across platforms and mixed sentiment. The declines are due to a combination of the public's focus on COVID-19 and the Commission's decision to limit its public engagement efforts during this sensitive time. In addition, the Commission concluded its work on the Traffic Relief Plan, which significantly reduced public engagement activity. The quarterly reports will evolve to include metrics from new Commission projects, including the upcoming

I-215 Placentia Interchange, the 91 Corridor Operations Project, and the 15/91 Express Lanes Connector.

RCTC Overall Public Engagement

1) Website

- a. For the quarter, there were 27,363 website sessions, a 17 percent decrease from last quarter's 32,858 sessions. There also were 16,829 unique users, a decrease of 21 percent compared to the previous quarter's 21,233 unique users.
- b. Most visitors (41 percent) accessed the website through organic searches, such as Google. Another 22 percent used a direct search (keying in rctc.org). Others used social media (30 percent), and website referrals (7 percent).
- c. Website access via desktop versus mobile slightly shifted. During the quarter, 43 percent accessed the website using a desktop computer and 57 percent used mobile devices. During the previous quarter, the ratio was 46 to 54 percent.
- d. The homepage continues to be the most frequently visited page, followed this quarter by the Interstate 15 Railroad Canyon Interchange page, the Meetings & Agendas page, and the blog post related to the new 91 westbound lane (91 Corridor Operations Project).

2) Social Media

- a. **Facebook:** At the end of the quarter, the Facebook page had 9,618 likes, a .5 percent increase over last quarter's 9,565 likes. The page had 6,182 forms of engagement, such as likes, comments and shares, a 36 percent decrease from last quarter's 9,619 forms of engagement. Facebook also had 194,791 impressions. This was a large decline – 96 percent – from last quarter's 5.4 million impressions – likely due to a significant decrease in digital advertising and overall social media content, due to RCTC's decision to scale back its presence during the first few months of the COVID-19 pandemic.
- b. **Twitter:** RCTC's Twitter page showed a 1 percent increase in followers, from 1,264 to 1,282. Engagement declined by 98 percent, from 35,523 to 698. Impressions reduced by 95 percent from 715,890 to 34,806. Again, this lower engagement is likely due to COVID-19.
- c. **Instagram:** The Instagram page followers grew 4 percent, from 653 to 680 followers. Engagement declined 49 percent, from 410 forms of engagement to 209. Impressions decreased 62 percent to 4,078, compared to last quarter's 10,639.
- d. Overall, public sentiment was mostly positive, but with lower than typical engagement levels. Engagement was positive related to safety protocols for essential workers on RCTC projects, the launch of I-15 Railroad Canyon social media, and support for funding of the 71/91 Interchange.

- 3) **RCTC's The Point:** RCTC continues to produce content for its online blog, *The Point*, and distributes this information and other news via email to subscribers. RCTC's subscribers grew 4 percent, from 3,920 to 4,075. Thirty-five percent of subscribers opened *The Point*, and 6 percent clicked on links to learn more. This open rate showed an increase from last quarter's 27 percent.

Interstate 15 Express Lanes Construction Public Engagement

- 1) **Emails:** Total email list sign-ups since the project began grew to 2,732. This is a 1 percent increase over the 2,701 sign-ups received through the end of last quarter. There were 9 email inquiries for a total of 171 since the project started. This is a 5 percent increase over the 162 inquiries received through the end of last quarter.
- 2) **Website:** Total website visits since project inception grew to 75,484, an 8 percent climb from the 69,624 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook, Twitter and Instagram accounts all showed gains. The Facebook page grew to 2,705 likes from 2,374 likes last quarter, a 12 percent increase. Twitter increased from 267 followers to 297, a 10 percent increase. Instagram followers increased 3 percent from 485 to 499.

Route 60 Truck Lanes Construction Public Engagement

- 1) **Emails:** Total email list sign-ups since the project began grew slightly to 299. This is a 3 percent increase over the 291 sign-ups received through the end of last quarter. There also have been a total of 187 email inquiries, a 9 percent increase over the 170 inquiries through the end of last quarter.
- 2) **Website:** Total website visits since project inception grew to 14,318, a 10 percent increase from the 12,850 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook, Twitter and Instagram accounts all showed increases. The Facebook page grew to 729 likes from 576 likes last quarter, a 21 percent increase. Twitter increased from 62 followers to 69 followers, a 10 percent increase. Instagram followers increased 13 percent from 152 to 175.

Interstate 15 Railroad Canyon Interchange Public Engagement

- 1) **Emails:** Email sign-ups during the first three months totaled 194. One email was sent to the project team.
- 2) **Texts:** RCTC is using a new text messaging tool to send construction updates. A total of 208 people registered to receive texts through the end of the second quarter.
- 3) **Website:** Visits to the rctc.org/railroadcanyon webpage totaled 4,230 during the quarter.
- 4) **Social Media:** The project's Facebook, Twitter and Instagram accounts launched in late March. Facebook likes totaled 803, Twitter followers totaled 22, and Instagram followers totaled 138 at the end of this quarter.

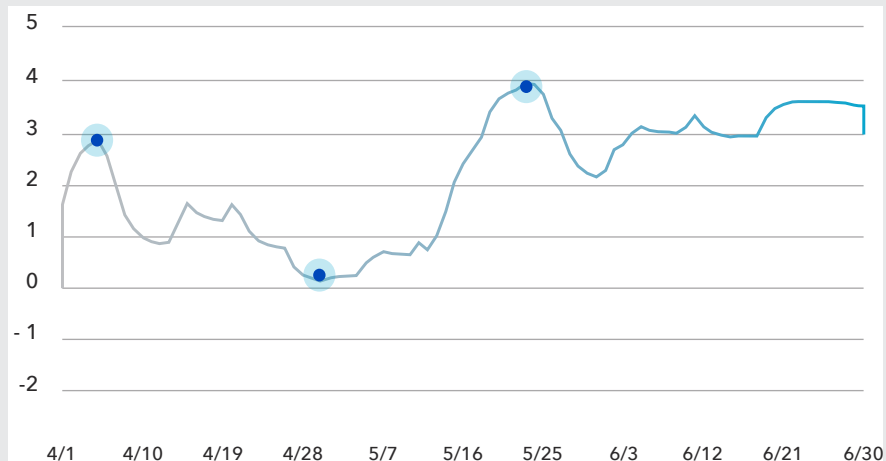
Attachments:

- 1) RCTC Overall Public Engagement Metrics
- 2) Interstate 15 Express Lanes Construction Public Engagement Metrics
- 3) State Route 60 Truck Lanes Construction Public Engagement Metrics
- 4) Interstate 15 Railroad Canyon Interchange Construction Public Engagement Metrics

Public Engagement Metrics: Q2

Apr - Jun 2020

Overall Social Media Sentiment



Eblasts



Subscribers
4,075

Average Open
35%

Average Click
6%

Web

27,363

Number of Sessions

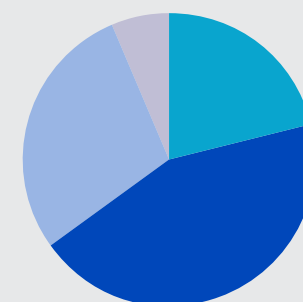
-17%

16,829

Number of Unique Users

-21%

Top Channels



- Direct (22.3%) – 3,846
- Organic (40.6%) – 6,982
- Social (30%) – 5,167
- Referral (6.6%) – 1,130

Differences

COVID-19 affected advertising efforts in 2020.

Social Media



Facebook

Followers
9,618

+0.5%

Engagement
6,182

-36%

Impressions
194,791

-96%



Twitter

Followers
1,282

+1%

Engagement
698

-98%

Impressions
34,806

-95%



Instagram

Followers
680

+4%

Engagement
209

-49%

Impressions
4,078

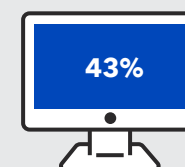
-62%

Top Pages Visited

Homepage is #1 most visited page

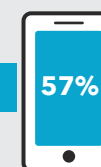
- I-15 Railroad Canyon Project
- Meetings and Agendas
- New 91 Westbound Lane

Desktop vs Mobile Users



Desktop

Mobile

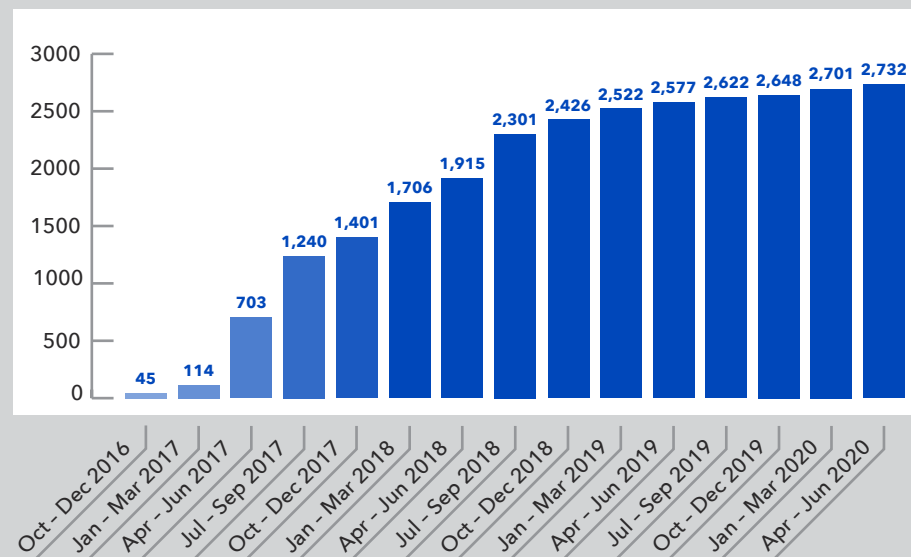




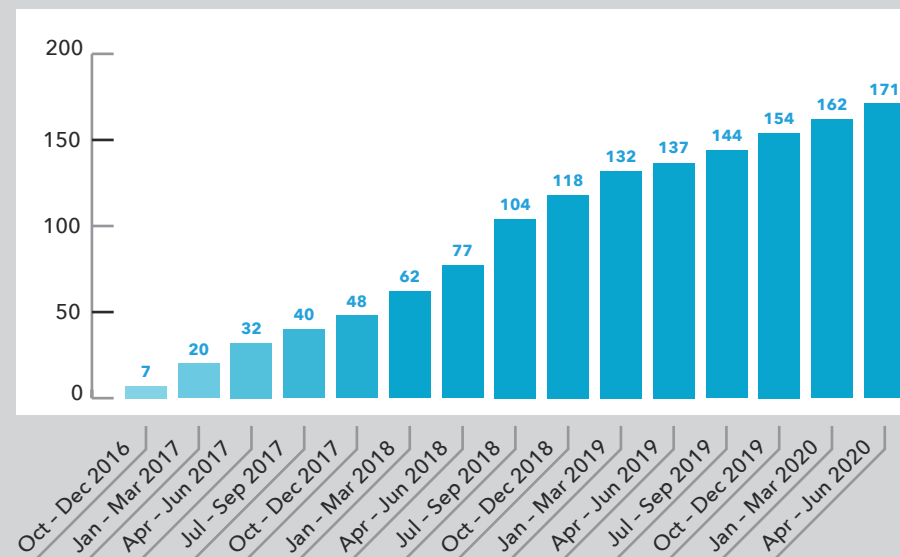
15 Express Lanes Project Outreach Metrics

Oct 2016 - Jun 2020

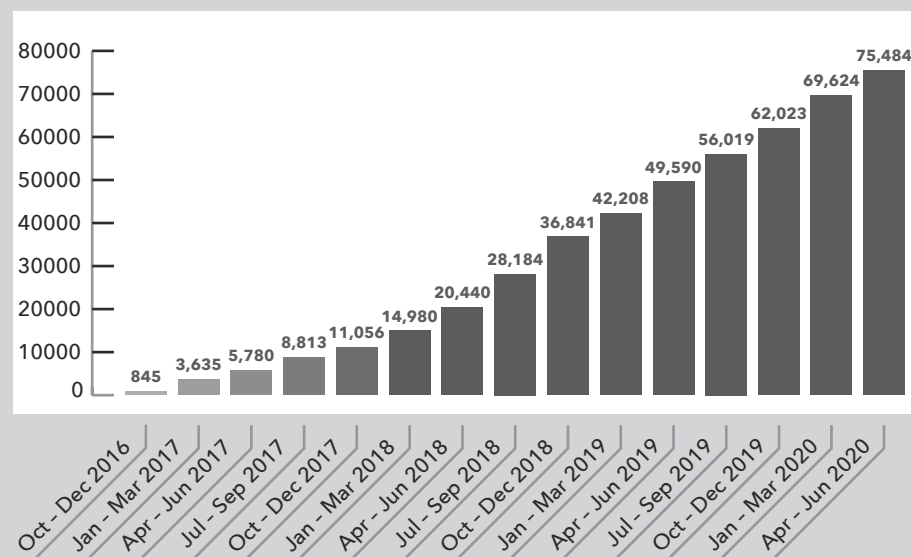
Email List Sign-Ups



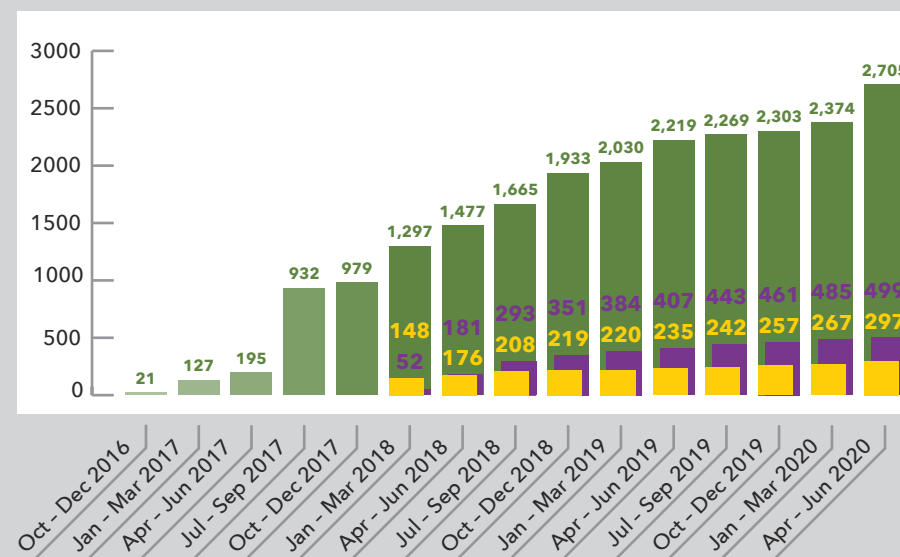
Emails Received



Website Visits



Social Media Likes/Follows

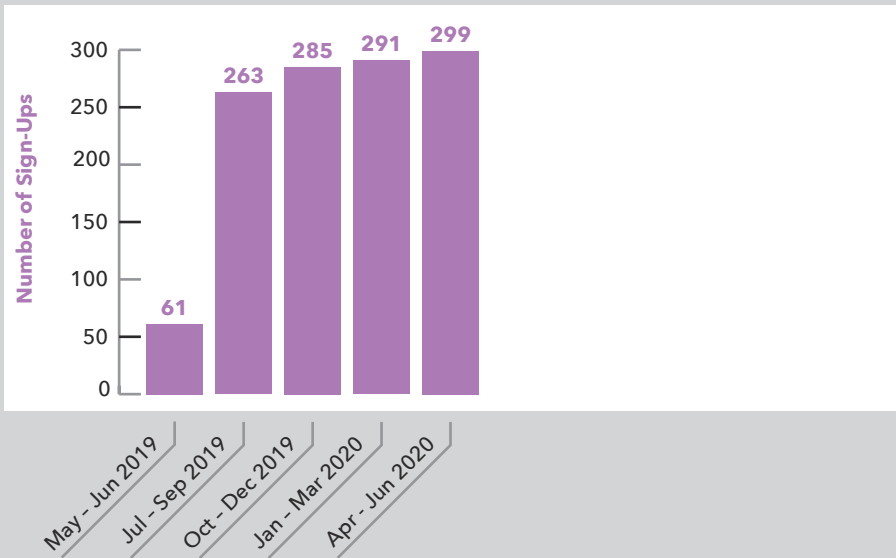


Facebook Page Likes Twitter Followers (Account Opened 02/05/18)
Instagram Followers (Account Opened 02/05/18)

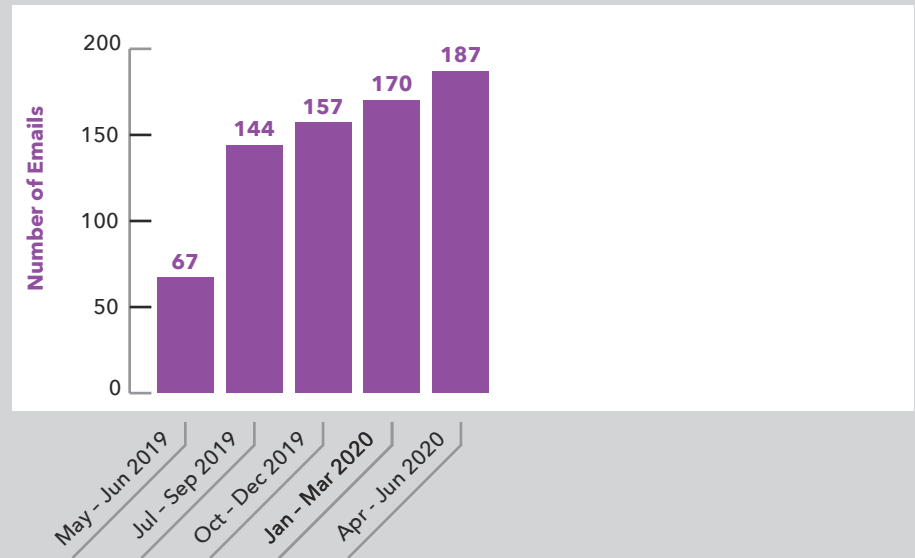


State Route 60 Truck Lanes Project Quarterly "At-a-Glance" Metrics Report

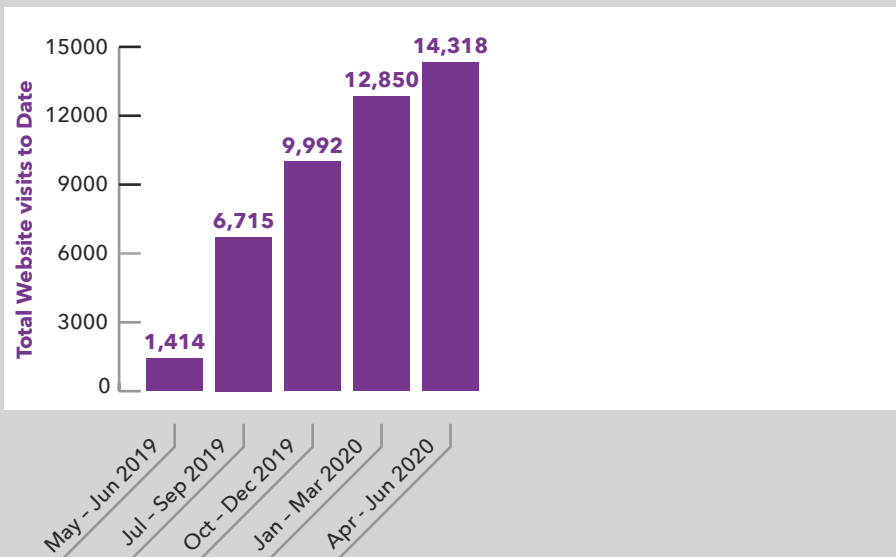
Email & Text Sign-Ups



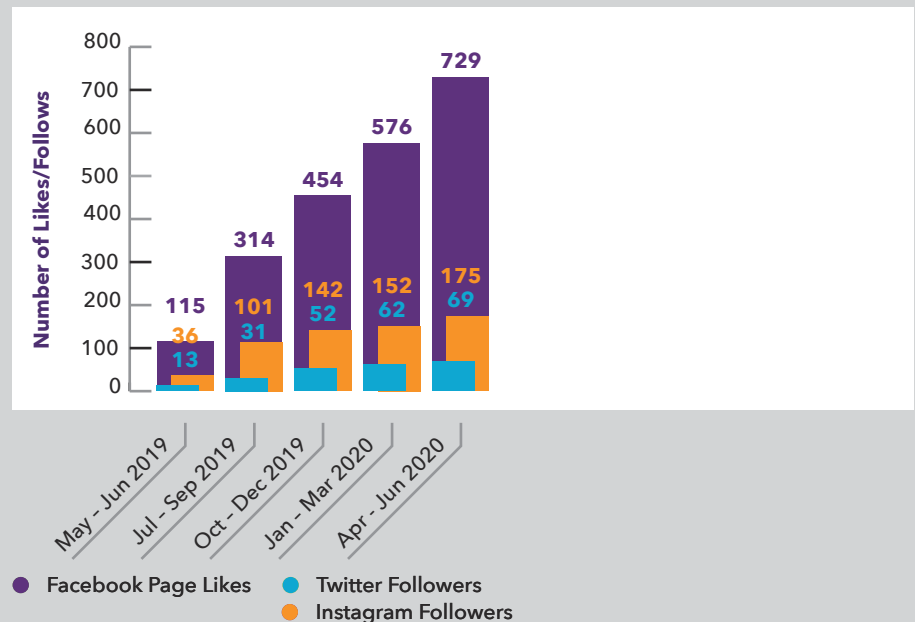
Emails to Project Team



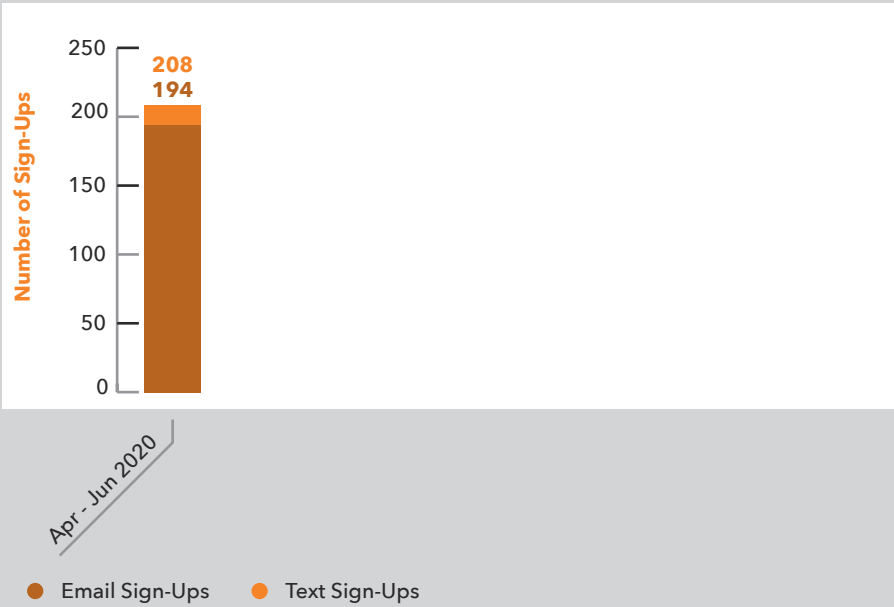
Website Sessions



Social Media Likes/Follows



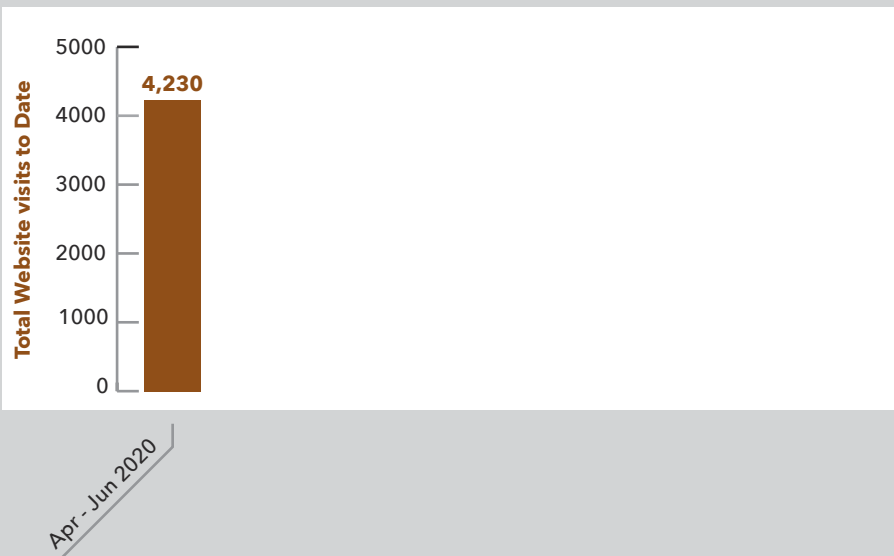
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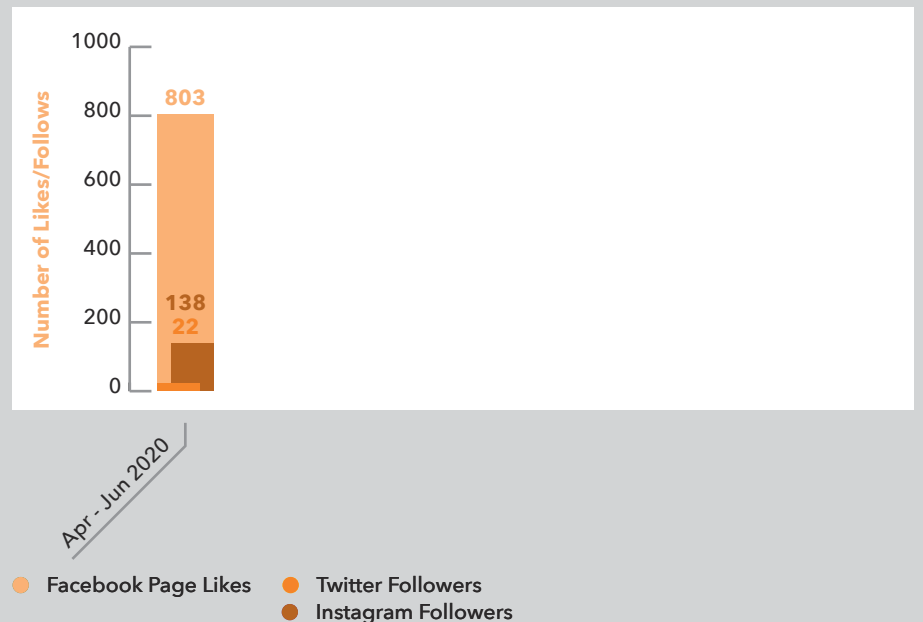
Emails to Project Team



Website Sessions



Social Media Likes/Follows



AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2020
TO:	Budget and Implementation Committee
FROM:	David Knudsen, Legislative Affairs Manager
THROUGH:	Aaron Hake, External Affairs Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

State Update

The Legislature is in the final days of the 2019-2020 legislative session. This second year of the two-year session has been anything but normal. For the last several weeks, the Legislature has been working to pass legislation albeit under COVID-19 safety protocols which limited the number of bill introductions and reduced the number of legislative hearings. As a result, only a certain number of bills, often related to COVID-19, were granted bill hearings. The last day for fiscal committees to meet and report bills was on August 21, 2020, and today marks the last day to amend bills on the floor. August 31, 2020 is the Constitutionally mandated deadline for either house to pass bills. The Governor will have until September 30, 2020 to sign or veto any bills on his desk.

RCTC staff will continue to monitor and participate in the legislative process through the end of the legislative session.

Executive Order N-19-19

On September 20, 2019, Governor Gavin Newsom signed Executive Order N-19-19 (EO N-19-19) requiring that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate climate change impacts while building a sustainable, inclusive economy.

EO N-19-19 directs the California State Transportation Agency (CalSTA) to leverage discretionary state transportation funds to reduce greenhouse gas emissions in the transportation sector and adapt to climate change. Additionally, EO N-19-19 directs CalSTA:

- To align transportation spending with the State's Climate Change Scoping Plan where feasible;
- Direct investments to strategically support smart growth to increase infill housing production;
- Reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit; and
- Ensure that overall transportation costs for low income Californians do not increase as a result of these policies.

To implement EO N-19-19, CalSTA developed ten investment strategies to guide how to prioritize the State's transportation investments.

RCTC and other stakeholder groups were asked to participate in a survey to provide comments to the ten strategies. RCTC provided answers to the five-question survey on August 6, 2020. The ten investment strategies are attached to this report. Following the survey, it is expected that CalSTA will hold a series of workshops and stakeholder meetings to inform and receive feedback on EO N-19-19's implementation. RCTC staff will participate in these workshops to ensure that Riverside County is part of the discussion.

Competitive Grant Funding Update

Staff at the California Transportation Commission (CTC) are reviewing applications for the Local Partnership Program (LPP), Trade Corridor Enhancement Program (TCEP), and Solutions for Congested Corridors Program (SCCP) competitive grant programs. Over the last three months RCTC applied to each of these grant programs seeking funds for the SR-71/91 Interchange Improvement Project. The investment of these funds, along with funding from the State Transportation Improvement Program, will facilitate construction of the \$117 million interchange project.

RCTC's grant applications for the SR-71/91 Interchange Improvement Project include:

- LPP - \$25 million
- TCEP - \$58.1 million
- SCCP - \$58 million

CTC staff recommendations are expected to be announced in November 2020.

In February and May of this year, RCTC submitted federal grant applications for \$25 million from each of the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) competitive grant programs for the SR-71/91 Interchange Improvement Project. Unfortunately, not one California project, including the SR-71/91 Interchange Improvement Project, was awarded an INFRA grant this year. BUILD grant awards will be announced by September 15, 2020.

Federal Update

Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding

RCTC staff has been working with the Federal Transit Administration (FTA) to apply for CARES Act funding for RCTC's vanpool program, known as VanClub. The statewide "stay at home" orders, increase in telework, and social distancing requirements as a result of the COVID-19 pandemic has reduced the use of transit services, including RCTC's vanpool program. RCTC is seeking CARES Act funding to reimburse \$1.4 million in operational expenses associated with the 59 percent reduction in the number of vanpools from March to August.

While vanpooling is considered an official FTA Transit Mode and it is RCTC staffs' assessment that the entire vanpool program, including program capital cost of contracting and program administration, are eligible for CARES Act funding since the vanpool program was approved by the FTA as a transit mode to enter data into the National Transit Database. RCTC staff is working with FTA Region IX staff to secure as much CARES Act funding as possible for VanClub ahead of the August 31, 2020 application deadline.

Coachella Valley–San Geronio Pass Rail Corridor Service (CV Rail)

RCTC, Caltrans, and the Federal Rail Administration (FRA) have been working to complete a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) and Service Development Plan (SDP) for the CV Rail project. Progress on the project has stalled over a new FRA requirement.

Given the significance of the CV Rail project on the local economy and the limited funding available to complete this phase of environmental analysis, RCTC reached out to the Federal Permitting Improvement and Steering Council (Council), a special office within the Executive Office of the President. The Council was established by the Fixing America's Surface Transportation (FAST) Act in 2015 to be an impartial federal partner responsible for overseeing interagency coordination and process improvements for certain eligible infrastructure projects. The Council is composed of representatives at the agency Deputy Secretary-level and is chaired by an Executive Director, appointed by the President. The Council is now working with RCTC to identify the obstacles and determine a path forward with FRA to complete the Tier 1/Program EIS/EIR document.

In August, Caltrans and RCTC will meet again with FRA to seek their approval on the Administrative draft Tier 1/Program EIS/EIR while also working with the Council.

Appropriations

On July 31, 2020 U.S. House of Representatives passed a \$1.3 trillion package of Fiscal Year 2021 appropriations bills. The package consists of six bills of the twelve appropriations bills that fund federal departments. This package included the Transportation, and Housing and Urban

Development (THUD) appropriations bill to fund U.S. Department of Transportation (USDOT) from October 1, 2020 to September 30, 2021. The USDOT would receive \$107.2 billion in total budgetary resources, an increase of \$21.1 billion above FY20 appropriations.

Funding includes:

- \$1 billion for National Infrastructure Investments (TIGER/BUILD)
- \$1 billion for discretionary Highway Infrastructure Programs
- \$510 million for Transit Infrastructure Grants
- \$500 million for Consolidated Rail Infrastructure and Safety Improvements
- \$300 million for the Port Infrastructure Development Program

The bill also includes an additional \$26 billion in emergency funding for resilient transportation programs and supporting economic recovery from the coronavirus pandemic.

As of this staff report, the U.S. Senate has not yet begun consideration of any of the twelve appropriations. Therefore, there will need to be a continuing resolution (CR) to fund federal programs from October 1st until, presumably, sometime following the federal elections.

The House will recess from October 5, 2020 and return after the election on November 13, 2020, for a lame duck session and it is expected that the Senate will have a similar schedule.

Surface Transportation Reauthorization Legislation

Congress has not yet finalized, as of this staff report, the reauthorization of a new surface transportation bill to replace the Fixing America's Surface Transportation (FAST) Act, set to expire on September 30, 2020.

As was previously reported, on July 1, 2020 The House passed the Moving Forward Act, a \$1.5 trillion infrastructure bill that included nearly \$500 billion for the New Vision for the Environment and Surface Transportation in America (INVEST) Act, a five-year reauthorization of federal surface transportation programs. The Senate Environment and Public Works Committee passed its version of the reauthorization of the FAST Act in 2019, with additional Senate Committees' action still pending.

There are still several steps, including passage of a bill in the full Senate, a bill conference between the House and the Senate, and then the signature of the President that have to take place before a final surface transportation reauthorization bill can be enacted into law. If surface transportation programs are not reauthorized by September 30, 2020, Congress will have to enact an extension of current programs for a period of time and we anticipate an extension to be enacted next month.

RCTC staff will continue to participate in the federal process to advocate for transportation infrastructure policies that benefit Riverside County residents and commuters.

COVID-19 Federal Response

Four COVID-19 relief packages have been enacted to date: Coronavirus Preparedness and Response Supplemental Appropriations Act (March 4, 2020), Families First Coronavirus Response Act (March 18, 2020), the \$2 trillion CARES Act (March 27, 2020), and Paycheck Protection Program and Health Care Enhancement Act (April 24, 2020). With these legislative packages, Congress has appropriated nearly \$3 trillion in COVID-19 relief spending. While the House and Senate negotiate the potential of an additional COVID-19 related relief legislative package, in early August, President Trump signed four COVID-19 related Executive Orders aimed at:

- Extending COVID-19 Economic Relief
- Extending Enhanced Unemployment Benefits; and
- Federal Eviction Moratorium
- Suspending Federal Student Loan Payment

RCTC staff will continue to monitor and participate in federal infrastructure and stimulus legislation discussion.

The House and Senate are on recess, likely until September 14, 2020. In the interim, if there is a breakthrough on COVID-19 relief legislation, they will return to vote on such a package. Congress has to pass a Continuing Resolution to fund the government and extend federal surface transportation programs before September 30, 2020, while also possibly addressing remaining COVID-19 relief needs, before adjourning again for the elections in November. Given the number of legislative items with this pending deadline, a fast-paced legislative schedule is expected for the last two weeks of September.

Attachments:

- 1) Legislative Matrix – August 2020
- 2) CalSTA Ten Investment Strategies

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – AUGUST 2020

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 252 (Daly, Frazier)	Removes the sunset date from the NEPA Reciprocity program.	Signed by Governor Newsom. (July 31, 2019)	<i>SUPPORT</i>	3/13/19
AB 1402 (Petrie- Norris)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Assembly-Died- Transportation. (February 3, 2020)	<i>SUPPORT</i>	4/1/19
SB 152 (Beall)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Senate-Died- Appropriations. (February 3, 2020)	<i>SUPPORT</i>	4/1/19
AB 626 (Quirk-Silva)	Seeks to dictate that professionals who provide professional services on one phase of a project be deemed not to have a conflict of interest in subsequent project phases, disregarding the Commission's adopted Procurement Policy.	Died on inactive file (February 3, 2020)	<i>OPPOSE UNLESS AMENDED</i>	4/10/19
AB 456 (Chiu, Bonta, Low)	Removes the January 1, 2020 sunset provision on claims resolution processes.	Approved by the Governor. (October 3, 2019)	<i>OPPOSE</i>	5/8/19
SB 498 (Hurtado)	Takes funds dedicated in the Trade Corridors Improvement Fund and repurposes them for a new short-line railroad project grant program.	Referred to Assembly Transportation Committee. (June 6, 2019)	<i>OPPOSE</i> Staff action based on platform	5/30/19
SB 742 (Allen)	Authorizes existing state funds for Amtrak to be used on intercity passenger bus transportation, regardless of whether the passenger is connecting to or from intercity rail service.	Approved by the Governor. (October 8, 2019)	<i>SUPPORT</i>	6/12/19
AB 1149 (Fong)	Eliminates the ability of petitioners to opt to prepare the record of proceedings and would place that responsibility solely on the lead agency.	Assembly-Died-Natural Resources. (February 3, 2020)	<i>SUPPORT</i>	6/12/19

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
SB 664 (Allen)	Revises existing statute in the Streets and Highways Code and the Vehicle Code to allow for improved operations of toll facilities in California.	Re-referred to Committees on Privacy & Consumer Protection and Judiciary. (September 10, 2019)	<i>SUPPORT</i> <i>Staff action based on platform</i>	6/17/19
SB 277 (Beall)	Changes the SB 1-created Local Partnership Program to be administered at 85% formula, rather than 50% formula as is currently in adopted guidelines.	Vetoed by the Governor. In Senate. Consideration of Governor's veto pending. (August 14, 2019)	<i>SUPPORT</i> <i>Staff action based on platform</i>	7/1/19
AB 2011 (Holden)	Creates West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Assembly Transportation Committee. (February 14, 2020)	<i>OPPOSE</i> <i>Staff action based on platform</i>	3/10/20
SB 1390 (Portantino)	Creates the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Senate Transportation Committee. (March 12, 2020)	<i>OPPOSE</i> <i>Staff action based on platform</i>	3/10/20
SB 1291 (Beall)	This bill suspends the 2020 requirement that a Metropolitan Planning Organization submit a Federal Transportation Improvement Program to the Department of Transportation.	Referred to Assembly Appropriations Committee (August 11, 2020)	<i>SUPPORT</i> <i>Staff action based on platform</i>	7/6/2020
HR 2939 (Napolitano)	Protects state and local general sales tax revenues from being directed to airports.	Introduced. (May 23, 2019)	<i>SUPPORT</i>	7/10/19

Draft 07/21/20

State investments should deploy the following strategies, as applicable:

1. **Reduce public health harms and maximize benefits to disproportionately impacted** disadvantaged communities, low-income communities, and communities of color, in urbanized and rural regions and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing substantial burdens on communities, even if unintentional.
2. **Make safety improvements to reduce fatalities and severe injuries of all users towards zero** on our roadways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, and ultimately implementing a safe systems approach.
3. **Assess physical climate risk** as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate risks.
4. **Promote projects that do not increase passenger vehicle travel**, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.
5. **Build towards an integrated, statewide rail and transit network**, centered around the existing California State Rail Plan that leverages the California Integrated Travel Program to provide seamless, affordable, multimodal interregional travel options to all.
6. **Promote compact infill development while protecting residents and businesses from displacement** by supporting transportation projects that support housing for low income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and reduce auto trips.
7. **Progress developing a zero-emission freight transportation system** that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.
8. **Incorporate safe and accessible bicycle and pedestrian infrastructure** on portions of the State Highway System that intersect active transportation networks, provide accessibility for transit users, or serve as small town or rural main streets, particularly in low income and disadvantaged communities across the state.
9. **Include investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure** or supportive infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.
10. **Protect natural and working lands** from conversion to more intensified uses by supporting local and regional conservation planning that focuses development where it already exists to help retain carbon sequestration benefits.

Necessary Actions to Support Climate Investment Strategies

To ensure investments are made in ways that align with the aforementioned strategies, changes may be necessary to transportation planning, programming, project delivery, maintenance, and operations. Such changes will help advance a slate of projects that meet climate goals, ensure that these projects are prioritized for state funding, and promote project construction and operations that minimize emissions and impacts from climate change. Many of the necessary changes are currently underway, but additional efforts may be needed. This Action Plan identifies those existing and additional actions necessary for implementation of the EO.

DRAFT

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2020
TO:	Budget and Implementation Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Fiscal Year 2020/21 State of Good Repair Program Allocations

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Approve Resolution No. 20-014, *“Resolution of the Riverside County Transportation Commission Approving the FY 2020/21 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$4,211,059 related to Fiscal Year 2020/21 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize staff to allocate increased SCO revenue estimates up to \$421,102, or 10 percent of the current estimate, to eligible Riverside County transit operators;
- 4) Approve an increase of \$258,859 in the FY 2020/21 budget for SGR revenues to reflect updated SCO estimates;
- 5) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form;
- 6) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2020/21 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary; and
- 7) Forward to the Commission for final action.

BACKGROUND INFORMATION:

The SGR program was established through Senate Bill (SB) 1 in April 2017 and is funded from a portion of the new Transportation Improvement Fee on vehicle registrations. SGR provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. Funds are apportioned similar to the State Transit Assistance (STA) program formula, utilizing two categories for funding: population and transit operator revenues. Apportionments by population are discretionary and fall under Public Utilities Code (PUC) 99313 and apportionments for transit operator revenues are non-discretionary and fall under PUC 99314. Apportionments for both PUC 99313 and 99314 are determined by the SCO. The total estimated amount of SGR funds available to Riverside County for FY 2020/21 is \$4,211,059. Of this amount, \$3,612,115 is apportioned by population under

PUC 99313, and will be sub-allocated by the Commission. PUC 99314 provides \$598,944 directly to the transit operators as determined by the SCO.

As the Regional Transportation Planning Agency for Riverside County, the Commission has the following responsibilities:

- Receive and allocate SGR funds to transit operators based on local needs (PUC 99313) and based on formula amounts published by the SCO (PUC 99314);
- Via board resolution, approve the annual list of SGR projects submitted by the public transit operators and ensure funds are expended on SGR-eligible activities;
- Complete an updated authorized agent form; and
- Comply with all relevant federal and state laws, regulations, and policies for funding.

In order to receive funding for FY 2020/21, by September 1, the Commission is required to submit to Caltrans a resolution, which confirms the Commission is an eligible project sponsor and may receive, distribute, concur and approve the list of projects, which are to be funded under the SGR program. Revised SGR funding amounts were released on August 1, 2020. Due to the board meeting schedule, Caltrans approved the Commission's request to submit an approved resolution and project list by September 30.

Staff recommends approval of Resolution No. 20-014, which is included as Attachment 1 to the report. Attachment 2 of this report represents amounts allocated to each transit operator for project allocation. Sub-allocations for PUC 99313 were based on a population distribution by subregion and a distribution of 78 percent to bus and 22 percent to rail in Western Riverside County. Staff reviewed the current distribution methodology and recommends the continued sub-allocation for FY 2020/21 SGR funds.

It is important to note that the funding allocation is an estimate provided by the SCO. Actual funds received are based on the Transportation Improvement Fee collected on vehicle registrations. Most funding sources the Commission oversees have a fund balance, which provides stability in changes to economic conditions and allows projects and programs to move forward even during economic uncertainty. Caltrans requires all SGR funds to be programmed leaving little to no fund balance, which impacts operators to use these funds as expeditiously as Caltrans would prefer.

Staff included the January estimates provided by the SCO for SGR funding allocations concurrently with the annual Short-Range Transit Plan allocation process approved by the Commission in June. Staff did not include the resolution during that process anticipating a revised estimate in August from the SCO and subsequent board authorization. The August estimate provided by the SCO, shows an increase of 6.6 percent over the January estimate. Any increases in funding allocations to the transit operators require staff to return to the Commission for approval. Any decreases in funding allocations is within the approved amount the Commission authorizes and can be amended administratively. Due to the fluctuations in funding and revisions to the quarterly estimates provided by the SCO, staff recommends authorization for an increase

to the allocation for up to 10 percent of the current allocation in the event of an increased SCO estimate and authorize the Executive Director, or designee, to approve administrative amendments to the FY 2020/21 SRTPs for incorporation of the SGR funds, as necessary.

Financial Information					
In Fiscal Year Budget:	Yes No	Year:	FY 2020/21 FY 2020/21	Amount:	\$ 3,952,200 \$ 258,859
Source of Funds:	SB1 State of Good Repair			Budget Adjustment:	No Yes
GL/Project Accounting No.:	00222X 401 4230X 0000 242 62 4230X (SGR revenues by various geographic area/project numbers)				
Fiscal Procedures Approved:	<i>Theresa Iuvone</i>			Date:	08/13/2020

Attachments:

- 1) Resolution No 20-014
- 2) SGR FY 2020/21 Allocations by Operator

RESOLUTION NO. 20-014
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
APPROVING THE FY 2020-21 PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – SGR funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, the Riverside County Transportation Commission distributes SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Riverside County Transportation Commission concurs with and approves the attached project list for the SGR Program funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Riverside County Transportation Commission hereby approves the SB 1 SGR Project List for FY 2020-21; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Riverside County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB 1 SGR funds and to execute the related grant applications, forms and agreements, including the Authorized Agent Form.

APPROVED AND ADOPTED this 9th day of September, 2020.

 Ben J. Benoit, Chair
 Riverside County Transportation Commission

ATTEST:

 Lisa Mobley, Clerk of the Board
 Riverside County Transportation Commission

FY 2020/21 State of Good Repair (SGR) Funding Allocation

State Controller's Office

Transmittal Letter of August 1, 2020 (Estimate)

RCTC

	Western Riverside*		Coachella Valley		Palo Verde Valley	Total
	Bus	Rail	Bus	Rail		
PUC 99313 Discretionary	2,231,845	632,315	699,305	0	48,650	3,612,115

City of Banning	43,570
City of Beaumont	56,000
City of Corona	98,552
City of Riverside	99,011
Riverside Transit Agency	1,934,712

PUC 99314 Non-Discretionary	204,269	274,015	118,845	0	1,815	598,944
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City of Banning	2,152
City of Beaumont	3,290
City of Corona	4,406
City of Riverside	5,099
Riverside Transit Agency	189,322

Total FY 20/21 SGR Funding	2,436,114	906,330	818,150	0	50,465	4,211,059
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Population Source: [California Department of Finance, Demographic Research Unit \(1/1/17\) \(Commission 1/9/19\)](#)

Area	Population	%
Western Riverside	1,941,646	79.57%
Coachella Valley	472,427	19.36%
Palo Verde Valley	26,051	1.07%
Total	2,440,124	100.00%

* For Western Riverside: Bus Services (78%), Rail Services (22%).

Rev. 8/5/20

FY 20/21 SGR PROPOSED PROJECT LISTING					
Agency	PUC 99313	PUC 99314	Total SGR Allocation	Project Number	Proposed Project Description
City of Banning	43,570	2,152	\$45,722	21-01	Bus Replacement
City of Beaumont	56,000	3,290	\$59,290	21-02	Fleet Maintenance and Operations Facility
City of Corona	98,552	4,406	\$102,958	21-1	Bus Parking Stall Canopy
City of Riverside	45,957	5,099	\$51,056	21-1	Bus Replacement
City of Riverside	53,054		\$53,054	21-2	Dispatch Renovation
Palo Verde Valley Transit Agency	48,650	1,815	\$50,465	TBD	Maintenance Infrastructure: SGR Equipment and Facility Upgrades.
RCTC	632,315	274,015	\$906,330	21-1	Rail Stations - Capital Rehabilitation
Riverside Transit Agency	1,934,712	189,322	\$2,124,034	TBD	Facility, Maintenance, Safety and Revenue/Support Vehicle Replacements, Enhancements and Upgrades
SunLine	699,305	118,845	\$818,150	TBD	Bus Rehabilitation
Grand Totals	3,612,115	598,944	\$4,211,059		

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2020
TO:	Budget and Implementation Committee
FROM:	Sheldon Peterson, Rail Manager Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	John Standiford, Deputy Executive Director
SUBJECT:	Approval of Metrolink Operating and Capital Subsidies for Fiscal Year 2020/21, Related Memorandum of Understanding, and RCTC Short Range Transit Plan Amendment

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve the Fiscal Year (FY) 2020/21 SCRRA operating and capital budget, which results in an operating subsidy of \$23,780,000 and capital subsidy of \$7,961,548 for the Commission;
- 3) Amend the FY 2020/21 RCTC Short Range Transit Plan (S RTP) to address changes in the funding sources to meet Metrolink's annual request;
- 4) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 20-25-091-01, Amendment No. 1 to MOU No. 20-25-091-00, with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and
- 5) Forward to the Commission for final action.

BACKGROUND INFORMATION:

Metrolink is the brand name for the services operated by SCRRA. SCRRA is a joint powers authority (JPA) that is comprised of five member agencies. All member agencies must formally commit to fund their proportionate shares of commuter rail operating and capital costs on an annual basis. Each member agency must approve the budget before adoption of a final budget by the SCRRA Board of Directors, typically no later than June 30, 2020. However, due to the disruption that the COVID-19 pandemic has caused the transit industry, SCRRA approved a continuing resolution in June to fund the first three months of FY 2020/21 to maintain the current funding levels for the first quarter of FY 2020/21. On July 24, 2020, SCRRA formally provided a transmittal letter with the proposed FY 2020/21 budget requirements for member agency consideration and adoption and anticipates adopting the final budget by September 30, 2020. As required by the provisions of the JPA, a separate Commission action to adopt the budget is required.

Metrolink's Proposed FY 2020/21 Budget

Metrolink's proposed total operating budget for FY 2020/21 is \$260.5 million and is based on forecasted ridership recovery using "Scenario 2 – Recession (Medium Case)" (Attachment 1). Under this scenario, Metrolink forecasts that ridership will recover by FY 2022/23 in the 3rd quarter. For purposes of service in FY 2020/21, Metrolink anticipates restoring full service from its current 30 percent service reduction in FY 2020/21 in the 3rd quarter, or by Spring 2021, in order to maintain social distancing. This is a decrease of \$2.4 million, or 1 percent, from the FY 2019/20 budget of \$262.9 million.

The table below is a summary of Metrolink's proposed FY 2020/21 operating and capital budget and each member agency's proposed subsidies. The five member agencies that comprise Metrolink are responsible for funding \$217 million, or 83 percent, and the remaining \$43.5 million, or 17 percent, will comprise of farebox and other revenues. Of the \$217 million, \$70.6 million will come from member agencies' Coronavirus Aid, Relief, and Economic Security (CARES) Act allocations. The Commission's total operating obligation is \$17,027,338.

Metrolink's FY 2020/21 Proposed Operating and Capital Summary

	SCRRA Member Agencies					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Total Operating Budget	\$132,107	\$ 56,793	\$ 27,233	\$ 30,272	\$ 14,102	\$260,507
Less Farebox and Other Revenues	\$ (22,185)	\$ (10,861)	\$ (3,453)	\$ (5,205)	\$ (1,797)	\$ (43,501)
Total Member Agency Subsidy	\$109,922	\$ 45,933	\$ 23,780	\$ 25,067	\$ 12,305	\$217,007
Less CARES Act Funding	\$ (35,834)	\$ (17,159)	\$ (6,752)	\$ (8,769)	\$ (2,113)	\$ (70,627)
Net Member Agency Subsidy	\$ 74,089	\$ 28,773	\$ 17,027*	\$ 16,298	\$ 10,193	\$146,380
Total Capital Budget	\$19,124	\$ 12,697	\$ 7,962	\$ 6,789	\$ 6,924	\$53,496

*The Commission will elect to use \$1,735,480 of FY 2019/20 surplus toward the operating subsidy.

As shown above, Metrolink's proposed capital budget for FY 2020/21 is about \$53.5 million, and will only include rehabilitation projects. The capital budget is a decrease of \$12.4, or 19 percent, from FY 2019/20. The Commission's capital obligation for FY 2020/21 is \$7,961,548. Per Metrolink's transmittal letter there is a carryover balance of rehabilitation capital funds of \$11,612,895 and a new capital carryover balance of \$3,280,576 which has been programmed and allocated in previous years.

Metrolink's budget excludes the Commission's expenses for the nine RCTC-owned stations. These expenses were approved in the Commission's adoption of the FY 2020/21 budget and include station operations and maintenance, right of way, and other station capital projects.

Metrolink Service Highlights

The following is a review of Metrolink's FY 2019/20 activities:

- Celebrated its 27th year of operations;
- For the period from June 2019 to February 2020 ridership was growing approximately 3% on lines serving Riverside County; however, due to the stay at home orders in mid-March 2020, ridership was down 22% for FY 2019/20 for Riverside County lines;
- Train schedules were reduced 30 percent beginning on March 26;
- Conducted COVID-19 Customer Survey that found that 81 percent of all riders are likely to return to Metrolink and that most riders self-identify as "Essential Workers;"
- Enhanced vehicle and station cleaning and sanitation efforts were implemented along with social distancing efforts to address safety concerns;
- With reduced demand and service, capital construction efforts intensified to utilize available work windows and equipment availability for rehabilitation efforts;
- Received delivery of additional Tier 4 locomotives with the target of all 40 units to be on site by the end of 2020; and
- Metrolink operated an extremely successful 2019 Festival of Lights special train season, as well as Rams Football trains, Angels Express and Holiday Express Trains.

Looking ahead to FY 2020/21, Metrolink intends to:

- Implement a Recovery Plan Framework to prioritize safety to protect employees and customers against the spread of COVID-19 while also providing a phased approach to recovery based on fluid circumstances;
- Award both an operations contract and a mini-bundled contract for Track and Signal Infrastructure Maintenance Support Services;
- When the timing is appropriate, explore innovative fare options to incentivize telecommuting and other riders to ride the train including Kids Ride Free, Loyalty Program, and enhanced Corporate Partner Program toward health care industry;
- Continue to improve reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures by retrofitting cars; and
- Continue implementing the Positive Train Control program system-wide in coordination with the freight railroads.

Financial Impact

Staff recommends approval of Metrolink's proposed FY 2020/21 budget and an amendment to RCTC's FY 2020/21 SRTP to meet the Commission's operating and capital obligations. The SRTP serves as the Commission's primary mechanism to allocate and justify federal and state funds for transit operations and capital needs.

The Commission's total operating funding requirement for Metrolink services in FY 2020/21 is \$23,780,000 and the net subsidy after federal CARES funding and the FY 2019/20 surplus is \$15,291,858. At the June 2020 Commission meeting, the Commission approved a combination

of federal and state funds to be allocated for Metrolink services. Based on Metrolink's proposed FY 2020/21 budget, staff recommends an increased SRTP allocation of \$1,776,990 of Local Transportation Funds to meet the annual operating obligation. This was anticipated during the Commission's budget process; therefore, a budget adjustment is not necessary. Additionally, the Commission also approved the use of Federal Transit Administration (FTA) Section 5337 funds in January 2020 for capital rehabilitation, which will be programmed in the FY 2020/21 SRTP to meet the Commission's Metrolink capital obligation. These revisions are reflected in the Commission's revised FY 2020/21 SRTP Requested Funding Summary in Attachment 2.

Staff also recommends that the Commission authorize the Executive Director to finalize and execute revised MOU No. 20-25-091-01 (Attachment 3) with SCRRRA regarding the use of the grant funds allocated in the SRTP and complying with federal subrecipient pass-through requirements.

Financial Information for SCRRRA Budget Subsidy					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	\$23,253,406
Source of Funds:	Operating: LTF Western County rail, federal Congestion Mitigation and Air Quality and FTA Section 5337, and Low Carbon Transit Operations Program funds Capital: FTA Section 5337			Budget Adjustment:	No
GL/Project Accounting No.:	254199 86101 103 25 86101			\$	3,614,866
	254017 86101 103 25 86101			\$	4,000,000
	034198 86101 103 25 86101			\$	7,676,992
	254017 86102 103 25 86102			\$	7,961,548
Fiscal Procedures Approved:		<i>Theresa Trevino</i>			Date: 08/14/2020

Attachments:

- 1) SCRRRA Transmittal Letter for FY 2020/21 Budget
- 2) RCTC FY 2020/21 SRTP Amendment No. 1 Table 4: Summary of Funding Request
- 3) Draft MOU No. 20-25-091-01 for FY 2020/21 SCRRRA Funding

**METROLINK.**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

July 24, 2020

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
 Darren Kettle, *Executive Director, VCTC*
 Anne Mayer, *Executive Director, RCTC*
 Phil Washington, *Chief Executive Officer, Metro*
 Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Stephanie N. Wiggins, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2020-21(FY21) Budget

On July 24, 2020, the SCRRA Board approved the transmission of the Proposed FY21 Budget for your consideration and adoption.

The Proposed FY21 Budget documentation which was presented at the AFCOM Committee on July 10, 2020 and at the Board of Directors Meeting on July 24, 2020, is attached for your review. It includes:

- Board Item # 21 Approved at the Board of Director's Meeting on July 24, 2020
- Related attachments include:
 - A - FY21 Proposed Budget as Compared to FY20 Adopted Budget
 - B - Historical Budgets FY17 – FY21
 - C - FY21 Proposed Budget by Member Agency
 - D - New Service
 - E - FY 21 Proposed Rehabilitation Projects
 - F - Capital Projects Carry Forward from prior years

Next Steps

July – Sept 2020	Staff to present at Member Agencies' Committee and Board meetings as requested
Sept 25, 2020	FY21 Proposed Budget to Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY21 Proposed Budget. SCRRA staff remain available to address any questions or concerns you have as we anticipate adoption of the budget by the SCRRA Board of Directors in September 2020. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Arnold Hackett, Interim Chief Financial Officer at 213-452-0285.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephanie', with a long horizontal flourish extending to the right.

Stephanie N. Wiggins
Chief Executive Officer

CC: MAAC members



TRANSMITTAL DATE: July 2, 2020

MEETING DATE: July 10, 2020 **ITEM 21**

TO: Audit and Finance Committee

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Authority's Proposed FY2020-21 Operating and Capital Program Budgets

Issue

The Authority is required, under the Joint Powers Authority (JPA), to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (effective July 1, the start of the fiscal year) for individual agency consideration and approval. The impact of the novel coronavirus (COVID-19) disrupted the ability of the Authority to transmit a proposed budget by the annual deadline. During the stay-at-home orders which took effect in March, staff has worked diligently to keep MAAC members informed about the status of budget developments. A budget has now been produced incorporating the fiscal realities arising from COVID-19.

Recommendation

It is recommended that the Board approve:

- 1) The transmittal of the Proposed FY2020-21(FY21) Budget for consideration and adoption by Member Agencies by September 30th;
- 2) The option of a mid-year budget review and possible adjustment to be brought to the Metrolink Board in January of 2021; and
- 3) The retention of \$25M of CARES Act funds to increase cash reserves from three months to six months.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*.

Background

Formal development of the FY21 Budget began in December 2019, with budget development updates presented to the Audit and Finance Committee in January 2020 and the Board in March 2020. In March, the CEO immediately took action to limit

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spending for the remainder of FY20, including initiating a 30% service reduction, a hiring freeze, a freeze on business travel, and a robust review of spending by every department to determine possible areas for savings and deferrals of spending. This last exercise alone resulted in the identification of \$8 million in cost savings throughout the organization. By the end of April, ridership had dropped to 10% of levels for the previous year.

The CEO received approval from the Board at the April 24, 2020 meeting to delay transmittal of the Proposed FY21 Budget to the Member Agencies until August 1 and defer budget consideration and adoption until September 30, 2020.

With the support of the Member Agencies, at its June 26 Meeting, the Board approved a Three-Month Continuing Appropriations Resolution, to provide funding during the period of the development of the revised budget.

Discussion

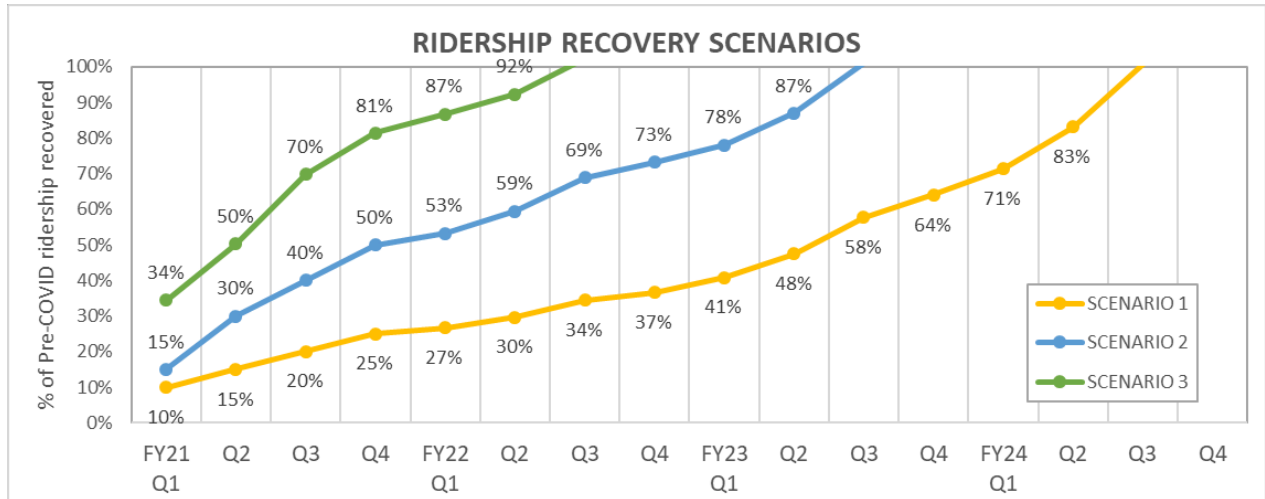
The designation of the COVID-19 as a pandemic by the World Health Organization and subsequent national, state, and local emergency declarations in March has led to the precipitous decline in ridership in response to the health guidance to limit travel to essential workers only. As of the preparation of this report, the stay-at-home orders are still in effect and, because of the latest rise in the rate of positive cases of coronavirus, uncertainty remains as to the length of the orders in the region.

Development of the Proposed FY21 Budget amidst COVID-19

This section describes how Metrolink staff arrived at the final Proposed FY21 Budget in the COVID-19 environment.

In tandem with spending constraints, staff developed various scenarios for recovery. Worst-case, Medium-case and Best-case ridership scenarios forecasted various improvements in ridership as shown below:

- Scenario 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3
- Scenario 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3
- Scenario 3 - No Recession (Best Case): Ridership recovery by FY22 Q3



These scenarios were then combined with various payroll and service restoration scenarios as shown below:

Please note that the chart below is a depiction of one of the steps in arriving at the final Proposed FY21 Budget transmitted here. Further reductions to both Revenue and Expense were identified and are reflected in Attachments A, B and C.

Comparison of Post-COVID Budget Scenarios

	Pre-COVID Proposed Budget	Post-COVID Proposed Budget Worst Case Ridership Scenario			Post-COVID Proposed Budget Medium Case Ridership Scenario			Post-COVID Proposed Budget Best Case Ridership Scenario		
		Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA
(000s)										
Operating Revenue										
Farebox Revenue	85,575	13,934	13,934	13,934	26,840	26,840	26,840	46,932	46,932	46,932
Special Trains Revenue	219	219	219	219	219	219	219	219	219	219
Fare Reduction Subsidy	1,666	400	400	400	700	700	700	1,200	1,200	1,200
Dispatching	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327
Other Revenues	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075
MOW Revenues	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960
Total Operating Revenues	103,823	30,916	30,916	30,916	44,121	44,121	44,121	64,713	64,713	64,713
Operating Expenses										
Operations & Services	157,926	156,362	156,342	156,329	156,362	156,342	156,329	156,362	156,342	156,329
Maintenance of Way	48,078	47,890	47,753	47,787	47,890	47,753	47,787	47,890	47,753	47,787
Administration & Services	47,187	46,828	46,388	46,095	46,828	46,388	46,095	46,828	46,388	46,095
Contingency	200	200	200	200	200	200	200	200	200	200
Insurance and Legal	15,032	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967
Total Operating Expenses	268,424	266,247	265,650	265,378	266,247	265,650	265,378	266,247	265,650	265,378
Total Operating Subsidy	164,601	235,331	234,734	234,462	222,126	221,529	221,256	201,534	200,937	200,664

Staff then considered various subsidy levels from Member Agencies as shown below:

Member Agency Subsidy Options	
Options Considered	Amount
FY21 Pre-COVID Subsidy Level	\$ 164,600,774
% of FY20 Budget Subsidy Level	\$ 146,380,616
100% of FY20 Budget Subsidy Level	\$ 157,445,412
FY19 Budget Subsidy Level	\$ 150,549,697

A determination was made that the Medium-case scenario should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20.

The budget includes restoration of the current 30% service reduction to full service beginning in the third quarter of FY21 in order to maintain social distancing.

FY21 Expenses were reviewed to consider the current situation. Specifically, staff reduced expenditures to align with the reduced ridership forecast, including elimination of a merit and cost of living allowance. Operational expenses did increase specifically to address COVID-19 related expenses. Further, in consultation with Member Agencies, it was decided that all new service, except for Saturday service on the Ventura line and the San Bernardino Express Train, would be deferred. The Saturday service on the Ventura line would not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts.

The FY21 Proposed Operating Budget as shown in Attachment A reflects Revenue of \$43.5M, Expense of \$260.5M, a Member Agency Subsidy of \$146.4M, and CARES Act funding of \$70.6M

The reduction in FY21 Operating Revenue as compared to the FY20 Adopted Budget is \$61.9M. This reduction is entirely caused by the reduced ridership because of COVID-19.

Total Proposed FY21 Operating Expenses are \$260.5M or \$2.4M lower than the FY20 Adopted Budget, or a decrease of 0.9%.

The FY21 Proposed Operating Budget by Category as compared to the FY20 Adopted Budget is shown in Attachment A. A summary including the Pre-Covid Budget is shown below:

FY20 Adopted Budget	FY21 Pre-COVID Budget	FY21 Proposed Budget	PreCovid Vs Proposed		Proposed vs FY20 Adopted	
\$ 262,869	\$ 268,424	\$ 260,508	\$ (7,916)	-2.9%	\$ (2,361)	-0.9%

The Actual Operating Statement for FY17 – FY19, the Adopted Budget for FY20, and the FY21 Proposed Operating Budget are shown in Attachment B.

The Proposed FY21 Operating Budget by Member Agency is shown in Attachment C.

Expense increases from the FY20 Budget occur only where year-to-date actuals through May 2020 were found to exceed budgeted amounts, and/or where actual quotes show increases (as in the case of the insurance premiums), or additional spending is required to accommodate the new activities required by COVID-19.

The Member Agency subsidy requested covers approximately two thirds of the required funding. Amounts in whole dollars are as shown below:

	Metro	OCTA	RCTC	SBCTA	VCTC	Total
FY21 Proposed Budget Requested Subsidy	\$ 74,088,751	\$ 28,773,477	\$ 17,027,338	\$ 16,298,334	\$ 10,192,716	\$ 146,380,616

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for, and respond to the COVID-19 pandemic. The Authority is eligible to receive a share of the allocation of these funds through the Member Agencies. The Member Agencies have provided the Authority with the following allocations:

(in 000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Cares Act Amounts	\$ 56,432	\$ 64,633	\$ 33,619	\$ 40,246	\$ 32,054	\$ 226,984

As shown on Attachment C, the CARES Act funding will be used to cover approximately one third of the required annual funding for FY21.

In considering the CARES Act funding, it must be recognized that ridership is not expected to return to Pre-COVID levels until the third quarter of FY23. In addition, over the next two years, the Agency is facing the expiration of the current contracts of four of

the five major vendors. New train operator services and signal and communication and track maintenance mini-bundle contract awards during FY21 may include one-time mobilization and de-mobilization costs. Consistent with mobilization approach in the past, these costs are not included in the FY21 Proposed Budget. Funding for the mobilization will be provided by CARES Act funding at the time of contract award, if needed.

The Authority is currently laboring under a severe shortage of working capital. Current reserves at \$25M provide for only three months of critical expenditures. Staff is also recommending that \$25M of CARES Act funding be set aside to increase our reserve to six months of critical expenses.

There is absolutely no question that the availability of CARES Act funding will be critical to providing required additional funding for the next several years.

CAPITAL PROGRAM BUDGET

The preliminary proposal for the FY21 Capital Program budget was introduced to the Board at the March 27 Board meeting. In response to constraints because of COVID-19, all New Capital projects were removed from the FY21 Capital Program budget. Maintaining our equipment and infrastructure in a state of good repair is critical to safety. The Rehabilitation Program has already been reduced to include only the most urgent needs. With safety and security as the foundation of Metrolink, staff is recommending that the FY21 Rehabilitation Program be adopted as presented here.

Metrolink's Capital Program is made up of two parts: Rehabilitation and New Capital projects. Rehabilitation projects address and maintain Metrolink assets in a state of good repair and include projects from all asset categories, including track, structures, train control systems, facilities, rolling stock, and non-revenue vehicles. New Capital projects consist of new initiatives to enhance or expand Metrolink's service. This report includes a brief discussion on the Southern California Optimized Rail Expansion (SCORE) Program but does not include figures in the budgetary forecasts for FY21, since that program is separately funded through third party grants.

In 2018, staff created the Metrolink Rehabilitation Plan (MRP) as an outcome of the federally-mandated Transit Asset Management (TAM) Plan and in response to requests by Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of the Authority's State of Good Repair (SOGR) needs so that Member Agencies, and the Authority could develop long-range financial programming to address critical SOGR needs. The MRP is a detailed condition and age-based assessment of all Metrolink assets. The initial MRP, presented to the Board in July 2018, detailed that Metrolink had a backlog of SOGR needs totaling \$443.5M and an annual on-going need of \$84.8M.

Staff has used the MRP, Strategic Business Plan, and other Board-approved planning documents as a basis for our annual request in this FY21 Budget request and Multi-Year Forecast. On this basis, staff has provided projections of future investments needed for SOGR on a programmatic basis, by asset class and by Member Agency. Staff has also provided estimated cash flow information at a macro level (for Rehabilitation and New Capital programs) to assist with multi-year planning and fiscal forecasting as requested by Member Agencies.

Authority staff has provided scopes and definitions for all programmatic projects that are recommended for funding in the annual Capital Program budget (Attachment E). This information includes project estimates that serve as the basis of an estimated cash flow. In developing the FY2020-21 budget, staff followed the MRP recommended 6-year backlog drawdown strategy, as presented in the FY2019-20 budget development process and programmed into the FY2020-21 forecast. The FY2020-21 initial budget was shared with the MAAC during its February 6, 2020 meeting and in subsequent individual Member Agency meetings. Discussions included how to fund the MRP identified backlog, and the budgetary constraints facing the Member Agencies and Metrolink. Staff reviewed comments and questions from the MAAC, then revised the FY2020-21 budget to further prioritize and optimize the request, while deferring the drawdown of the MRP identified backlog to future years.

The proposed FY2020-21 Capital Program budget request reflects an amount similar to the FY2019-20 adopted budget but reduced from the multi-year forecasted budget amount as proposed in FY2019-20 budget process. This proposed amount does not address a drawdown of SOGR backlog as identified in the MRP due to the large funding amounts required of Member Agencies. The revised FY2020-21 Capital Program projects are prioritized and optimized to address the most pressing systemwide rehabilitation needs. To address the funding levels required to drawdown the SOGR backlog, the Authority will complete an in-depth analysis of potential funding alternatives as part of the Authority's Strategic Business Plan. Upon internal review and vetting, the FY21 Capital Program proposed request is \$54.3M as shown below:

Capital Program	FY20/21
Tracks	\$17,398
Structures	\$6,301
Systems	\$11,225
Vehicles	\$5,290
Rolling Stock	\$10,691
Facilities	<u>\$3,430</u>
Total Capital Investment	\$54,335
Annual Cash Flow	\$2,716

The proposed Rehabilitation budget was revised after the presentation to the Board on March 27, 2020. In discussions with the MAAC, RCTC and VCTC requested an adjustment to increase their line specific Rehabilitation budgets for the Perris Valley and Ventura Lines, respectively. Additionally, in response to budget constraints as a result of the COVID-19 pandemic, the two New Capital projects, CMF Tail Tack and the Specialized Maintenance Equipment (Phase 2), are to be deferred to future years. Due to the adjusted Rehabilitation requests and the deferral of the New Capital projects, the Capital Program budget amount has been revised from \$75.7 and is now \$54.3 million.

The forecast for Rehabilitation requests over the next five years is shown below (years FY22 through FY25 include amounts to address the backlog):

Life of Project Basis Rehabilitation:

FY2020-21	\$ 54.3M	Request/Adopt
FY2021-22	\$213.1M	Forecast/Program
FY2022-23	\$217.6M	Forecast/Program
FY2023-24	\$222.1M	Forecast/Program
FY2024-25	\$226.2M	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal year:

REHABILITATION						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21	FROM FY22	FROM FY23	FROM FY24	FROM FY25	Total
	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>By Year</u>
FY2020-21	2.7	-	-	-	-	2.7
FY2021-22	19.0	10.7	-	-	-	29.7
FY2022-23	16.3	74.6	10.9	-	-	101.8
FY2023-24	16.3	63.9	76.1	11.1	-	167.5
FY2024-25	-	63.9	65.3	77.7	11.3	218.2
FY2025-26	-	-	65.3	66.6	79.2	211.0
FY2026-27	-	-	-	66.6	67.9	134.5
FY2027-28	-	-	-	-	67.9	67.9
Total	\$ 54.3	\$ 213.1	\$ 217.6	\$ 222.1	\$ 226.2	\$ 933.2

The forecast for New Capital requests over the next five years is shown below:

Life of Project Basis New Capital:

FY2020-21	\$ 0	Request/Adopt
FY2021-22	\$150.1M	Forecast/Program
FY2022-23	\$ 89.8M	Forecast/Program
FY2023-24	\$ 40.5M	Forecast/Program
FY2024-25	\$ 17.2M	Forecast/Program

Completion of New Capital projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over each subsequent fiscal year:

NEW CAPITAL						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21 Budget	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	FROM FY25 Forecast	Total By Year
FY2020-21	-	-	-	-	-	-
FY2021-22	-	7.5	-	-	-	7.5
FY2022-23	-	52.5	4.5	-	-	57.0
FY2023-24	-	37.5	31.4	2.0	-	71.0
FY2024-25	-	52.5	22.5	14.2	.9	90.0
FY2025-26	-	-	31.4	10.1	6.0	47.6
FY2026-27	-	-	-	14.2	4.3	18.5
FY2027-28	-	-	-	-	6.0	6.0
Total	\$ -	\$ 150.1	\$ 89.8	\$ 40.5	\$ 17.2	\$ 297.6

Carryover from Prior Years

Capital Program projects are frequently multi-year endeavors. Unexpended project balances are referred to as "Carryovers" because their uncompleted balance moves forward to the following year. Projects authorized in prior years but "carried over" total \$183.7M for Rehabilitation projects and \$159.2M for New Capital projects (Attachment F).

SCORE Program

In FY2020-21, the Agency will continue work on the SCORE Program as funded primarily by the State of California. Major projects that will be undertaken in the upcoming year include:

- Construction of the Orange County Interim Setout Track in Irvine;
- Construction of the Los Angeles Union Station Rail Yard Rehabilitation & Modernization Project, which is a pre-cursor to the Link US Project;
- Commencement of the Final Design for SCORE Phase 1 Corridor Projects; and
- Construction of the Signal Respacing on the Olive Sub (CP Atwood to Orange), Signal Respacing in South Orange County (CP Avery to Songs), Signal Modifications from Burbank to LA, and Burbank Junction Speed Improvements.

Redlands Passenger Rail/Arrow Service

All capital costs related to Arrow service (including two new positions which are specified in the Arrow Service Memorandum of Understanding approved by the Board on May 15, 2020) are included here and fully reimbursed by SBCTA. This increases the total Authority FTE headcount from 283 to 285.

Arrow revenue service will not begin until FY22, and until that time all expenses are assigned to capital as developmental.

Budget Impact

There is no budgetary impact as a result of this report. It is a request for Transmission of the FY21 Budget to the Member Agencies for consideration.

The Capital Program Budget has been revised to remove all New Capital requests. However, staff strongly recommends that no further cuts be made to the Capital Program Budget, which now includes only Rehabilitation Projects. The Capital Budget was already reduced by 50% from original calculations and recommendations in the MRP. With a backlog of almost \$500M, further cuts would create safety and reliability concerns.

Next Steps

Should the Board approve the recommendations, staff will transmit the request for consideration and adoption to the Member Agencies by August 1, 2020. Upon adoption by all Member Agencies, staff anticipates presenting the formal request for Adoption of the FY21 Budget to the Metrolink Board at its September 25, 2020 meeting.

Prepared by: Christine J. Wilson, Senior Finance Manager

A handwritten signature in black ink that reads "Arnold Hackett". The signature is written in a cursive, flowing style.

Arnold Hackett, Interim Chief Financial Officer

As of 06/26/20

	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
(\$000s)	Adopted	Proposed Budget	\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	87,739	26,219	(61,520)	-70.1%
Special Trains	219	219	-	0.0%
Fare Reduction Subsidy	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	89,983	27,138	(62,845)	-69.8%
Dispatching	2,172	2,327	155	7.1%
Other Revenues	257	1,075	818	318.3%
MOW Revenues	13,011	12,960	(50)	-0.4%
Total Operating Revenue	105,423	43,500	(61,923)	-58.7%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	48,733	49,978	1,245	2.6%
Equipment Maintenance	36,638	39,202	2,564	7.0%
Fuel	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,749	1,745	(4)	-0.2%
Other Operating Train Services	977	984	6	0.6%
Special Trains	793	779	(14)	-1.8%
Rolling Stock Lease	230	230	-	0.0%
Security - Sheriff	6,095	7,078	983	16.1%
Security - Guards	2,552	3,009	457	17.9%
Supplemental Additional Security	660	676	16	2.4%
Public Safety Program	421	105	(316)	-75.0%
Passenger Relations	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	9,652	6,827	(2,825)	-29.3%
Marketing	1,769	2,408	639	36.1%
Media & External Communications	459	481	22	4.9%
Utilities/Leases	2,695	3,066	372	13.8%
Transfers to Other Operators	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	2,400	1,854	(546)	-22.8%
Station Maintenance	2,230	2,298	68	3.0%
Rail Agreements	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	46,966	47,662	696	1.5%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	20,755	20,978	223	1.1%
Ops Professional Services	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	200	200	-	0.0%
Total Operating Expenses	248,710	245,541	(3,169)	-1.3%
Insurance and Legal				
Liability/Property/Auto	11,906	12,865	959	8.1%
Net Claims / SI	1,000	1,000	-	0.0%
Claims Administration	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	14,158	14,967	809	5.7%
TOTAL EXPENSES	262,869	260,508	(2,361)	-0.9%
Net Loss	(157,445)	(217,008)	(59,562)	37.8%
Required Funding	157,445	217,008	59,562	37.8%
Funding Provided:				
Member Agency Subsidies	157,445	146,381	(11,065)	-7.0%
CARES ACT FUNDING	40	70,627		

Numbers may not foot due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Annual Operating Budget Distribution by Cost Component-Historical Data

Attachment B

As of 06/26/20

	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
(\$000s)	Actual	Actual	Actual	Adopted	Proposed Budget	\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	82,883	82,542	79,007	87,739	26,219	(61,520)	-70.1%
Special Trains	-	-		219	219	-	0.0%
Fare Reduction Subsidy	490	157	3,147	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	83,373	82,699	82,154	89,983	27,138	(62,845)	-69.8%
Dispatching	2,016	2,133	2,136	2,172	2,327	155	7.1%
Other Revenues	762	463	790	257	1,075	818	318.3%
MOW Revenues	12,384	12,789	13,017	13,011	12,960	(50)	-0.4%
Total Operating Revenue	98,535	98,084	98,097	105,423	43,500	(61,923)	-58.7%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	41,616	42,116	43,093	48,733	49,978	1,245	2.6%
Equipment Maintenance	35,422	34,242	36,642	36,638	39,202	2,564	7.0%
Fuel	18,207	17,577	23,582	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,475	1,493	1,683	1,749	1,745	(4)	-0.2%
Other Operating Train Services	449	722	1,069	977	984	6	0.6%
Special Trains				793	779	(14)	-1.8%
Rolling Stock Lease	230	11	230	230	230	-	0.0%
Security - Sheriff	5,511	5,662	6,323	6,095	7,078	983	16.1%
Security - Guards	1,283	1,931	2,353	2,552	3,009	457	17.9%
Supplemental Additional Security	520	227	39	660	676	16	2.4%
Public Safety Program	203	193	209	421	105	(316)	-75.0%
Passenger Relations	1,868	1,723	1,769	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	9,652	6,827	(2,825)	-29.3%
Marketing	716	1,307	4,304	1,769	2,408	639	36.1%
Media & External Communications	249	320	348	459	481	22	4.9%
Utilities/Leases	2,614	2,804	2,775	2,695	3,066	372	13.8%
Transfers to Other Operators	6,003	3,818	5,608	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	1,307	1,678	1,497	2,400	1,854	(546)	-22.8%
Station Maintenance	1,196	1,575	1,847	2,230	2,298	68	3.0%
Rail Agreements	5,155	4,938	5,696	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	131,960	130,582	147,026	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	37,355	42,411	43,112	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	1,260	594	801	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	38,615	43,005	43,913	46,966	47,662	696	1.5%
<u>Administration & Services</u>							
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	14,090	19,333	16,151	20,755	20,978	223	1.1%
Ops Professional Services	1,963	2,687	2,423	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	34,907	40,417	38,784	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	2	15	-	200	200	-	0.0%
Total Operating Expenses	205,484	214,019	229,723	248,710	245,541	(3,169)	-1.3%
Insurance and Legal							
Liability/Property/Auto	11,061	9,748	9,429	11,906	12,865	959	8.1%
Net Claims / SI	5,115	8,551	1,212	1,000	1,000	-	0.0%
Claims Administration	704	585	682	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	16,880	18,883	11,324	14,158	14,967	809	5.7%
TOTAL EXPENSES	228,032	232,902	241,046	262,869	260,508	(2,361)	-0.9%
Net Loss	(129,498)	(134,818)	(142,949)	(157,445)	(217,008)	(59,562)	37.8%
Member Agency Subsidies/Requirement	141,989	142,399	150,550	157,445	217,008	59,562	37.8%
Surplus / (Deficit)	12,491	7,581	7,600	-	-		
FY21 Requested Subsidies from Member Agencies					146,381	(11,065)	-7.0%
41 CARES ACT FUNDING					70,627		

Numbers may not foot due to rounding

FY2020-21 Proposed Budget - By Member Agency

Revenue Scenario 2 - Medium Case / 30% Service Reduction for 6 months / No Merit No Cola

As of 6/26/20

FY2020-21 Proposed Budget						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 12,471	\$ 7,116	\$ 2,609	\$ 3,082	\$ 941	\$ 26,219
Special Trains	91	55	41	18	14	\$ 219
Fare Reduction Subsidy	419	-	-	281	-	\$ 700
Subtotal-Pro Forma FareBox	12,981	7,171	2,650	3,382	955	\$ 27,138
Dispatching	1,186	784	11	63	284	\$ 2,327
Other Revenues	529	275	101	131	39	\$ 1,075
MOW Revenues	7,490	2,631	692	1,630	518	\$ 12,960
Total Operating Revenue	22,185	10,861	3,453	5,205	1,797	\$ 43,500
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,965	10,903	4,305	5,859	1,945	\$ 49,978
Equipment Maintenance	19,452	8,942	4,430	4,678	1,700	\$ 39,202
Fuel	10,710	4,834	1,709	2,522	763	\$ 20,539
Non-Scheduled Rolling Stock Repairs	73	33	14	16	4	\$ 140
Operating Facilities Maintenance	906	411	170	203	55	\$ 1,745
Other Operating Train Services	488	136	118	163	79	\$ 984
Special Trains	219	333	115	30	82	\$ 779
Rolling Stock Lease	109	46	26	33	17	\$ 230
Security - Sheriff	4,000	1,541	556	819	163	\$ 7,078
Security - Guards	1,429	516	445	321	298	\$ 3,009
Supplemental Additional Security	321	178	69	84	24	\$ 676
Public Safety Program	50	18	16	11	10	\$ 105
Passenger Relations	873	496	164	220	59	\$ 1,812
TVM Maintenance/Revenue Collection	2,840	1,584	1,202	765	437	\$ 6,827
Marketing	1,184	623	224	292	85	\$ 2,408
Media & External Communications	228	83	72	50	48	\$ 481
Utilities/Leases	1,455	528	456	322	305	\$ 3,066
Transfers to Other Operators	1,589	774	221	306	93	\$ 2,983
Amtrak Transfers	572	1,203	1	2	76	\$ 1,854
Station Maintenance	1,332	386	179	305	96	\$ 2,298
Rail Agreements	2,222	1,528	1,460	353	241	\$ 5,804
Subtotal Operations & Services	77,019	35,094	15,952	17,352	6,581	\$ 151,998
<u>Maintenance-of-Way</u>						
MoW - Line Segments	24,766	9,628	3,173	6,202	2,842	\$ 46,611
MoW - Extraordinary Maintenance	615	150	100	112	73	\$ 1,050
Subtotal Maintenance-of-Way	25,381	9,779	3,273	6,314	2,914	\$ 47,662
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,939	2,532	2,169	1,537	1,449	\$ 14,627
Ops Non-Labor Expenses	3,737	1,774	848	837	322	\$ 7,518
Indirect Administrative Expenses	9,952	3,614	3,121	2,203	2,087	\$ 20,978
Ops Professional Services	1,214	441	381	269	255	\$ 2,559
Subtotal Admin & Services	21,842	8,362	6,519	4,846	4,113	\$ 45,681
<u>Contingency</u>	95	34	30	21	20	\$ 200
Total Operating Expenses	124,337	53,269	25,774	28,533	13,628	\$ 245,541
<u>Insurance and Legal</u>						
Liability/Property/Auto	6,679	3,029	1,254	1,495	407	\$ 12,865
Net Claims / SI	519	235	97	116	32	\$ 1,000
Claims Administration	572	260	107	128	35	\$ 1,102
Total Net Insurance and Legal	7,770	3,525	1,459	1,740	474	\$ 14,967
Total Expenses	132,107	56,793	27,233	30,272	14,102	\$ 260,508
Net Loss	(109,922)	(45,933)	(23,780)	(25,067)	(12,305)	(217,008)
Required Funding	109,922	45,933	23,780	25,067	12,305	217,008
Funding Provided:						
Member Agency Subsidies	74,089	28,773	17,027	16,298	10,193	146,381
CARES ACT FUNDING	35,834	17,159	6,752	8,769	2,113	70,627

Numbers may not foot due to rounding.

FY21 NEW SERVICE

Attachment D

REVENUE

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Ventura Line - Saturday service	8,725	-	-	-	10,610	19,335
SB Line - convert local to express	-	-	-	-	-	-
Total Revenue	8,725	-	-	-	10,610	19,335

EXPENDITURES

Ventura Line - Saturday service	45,891	-	-	-	55,807	101,698
SB Line - convert local to express	-	-	-	-	-	-
Total Expenditures	45,891	-	-	-	55,807	101,698

OPERATING SUBSIDY

Ventura Line - Saturday service	37,166	-	-	-	45,197	82,363
SB Line - convert local to express	-	-	-	-	-	-
Total Operating Subsidy	37,166	-	-	-	45,197	82,363



REHABILITATION PROJECT PROPOSALS FOR FY2021 BUDGET

06/25/20

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2141	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2150	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. QTY 15 - Light duty vehicles to support operations, signal, track and PTC. QTY 15 - Medium to heavy duty MOW track and signal support vehicles QTY 8 - MOW track repair equipment	5,290,000	2,512,750	1,047,420	587,190	761,760	380,880	-
3	2151	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Work includes: MOC Generator and UPS systems rehabilitation Melbourne office space rehab and reconfiguration to meet staffing needs CMF systems rehabilitation to meet regulatory requirements, such as train wash water reclamation system; CMF sand Silo filtration system Phase II of CMF switchgear upgrade (Phase I was approved in the FY20 rehab budget) Systemwide facilities site work: paint, striping, asphalt, fence, signage	3,430,000	1,629,250	679,140	380,730	493,920	246,960	-
4	2152	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. (Bombardier Railcar Midlife Overhaul program funding request has been deferred to FY22 budget development process) Specific work for the FY21 proposed budget includes: Rehabilitation of Locomotive and Cab Car safety & security systems Preliminary Engineering for Locomotive Rehabilitation Rehabilitation of Rotem railcar component systems, (HVAC, mechanical piping) Rolling Stock Rehabilitation including rehabilitation and repair analysis; Replacement of seat covers and cushions	10,691,000	5,078,225	2,116,818	1,186,701	1,539,504	769,752	-
5	2165	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: DOC/MOC Backup Systems Workstations/Laptops CAD/BOS/MDM/IC3 Routers/Switches On-Board Train Control Systems: Software/Hardware for Locomotives & Cab Cars	4,820,000	2,289,500	954,360	535,020	694,080	347,040	-
6	2236	All	NA	Marginal	Low	Business Systems	PROJECT MANAGEMENT SYSTEM - PURCHASE & IMPLEMENTATION	Project Management system to include functionality for perform scheduling, dependencies, expenditures, risk, structured workflows and standardized project document control. Project will encompass software evaluation, procurement, implementation, and training. New system will increase functionality and interoperability. Will replace the current custom in-house system. This project request does not directly effect Operations in terms of Daily Service, thus the "low" System Impact score, but a new project management system will improve program delivery.	1,000,000	475,000	198,000	111,000	144,000	72,000	-
7	2257	All	NA	NA	NA	Business Systems	IT SAN UPGRADE & REHABILITATION	Upgrade and Rehab SAN Infrastructure at 2 Data Centers. Asset will be beyond useful life in 2021 and requires rehabilitation to reduce risk of technical failure that would effect systemwide business critical systems.	870,000	413,250	172,260	96,570	125,280	62,640	-
ALL SHARE PROJECT PROPOSAL REQUEST									31,101,000	14,772,975	6,157,998	3,452,211	4,478,544	2,239,272	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	2149	River Sub - West Bank	0.0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include complete removal and replacement of two turnouts on West Bank; additionally will rehab four West Bank turnouts in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	2,384,000	1,132,400	472,032	264,624	343,296	171,648	-
9	2163	River - East Bank	0.0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,217,000	179,781	74,940	42,012	54,502	27,251	838,513
10	2188	River Sub - West Bank	NA	Worn	High	Structures	RIVER SUBDIVISION STRUCTURES REHABILITATION	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, Major maintenance, Grading and Drainage rehabilitation of one bridge on West Bank based on the current condition of the structure.	364,000	172,900	72,072	40,404	52,416	26,208	-
								RIVER PROJECT PROPOSAL REQUEST	3,965,000	1,485,081	619,044	347,040	450,214	225,107	838,513
11	2145	SB Shortway	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	270,000	138,200	57,607	32,297	41,896	-	-
								SHORTWAY PROJECT PROPOSAL REQUEST	270,000	138,200	57,607	32,297	41,896	-	-
12	2140	San Gabriel	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast There are a total of 15,544 ties that need to be replaced on the San Gabriel Subdivision, this FY21 request is for replacement of 5,000 wood ties between MP 32-35 and MP47-55 where the percentage of ties that are failed are the greatest. The work would also include rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance; there are a total of 36 crossings that need rehabilitation on the San Gabriel Sub (Alder, Locust, Lilac, Willow, Acacia, Eucalyptus, Sycamore, Rancho, 2nd, Citrus, Baker, Campus, Mountain, Riverside, Indian Hill, White, PaperPak, Arrow, Fairplex, Wheeler, Gainey Ceramics, San Dimas Cyn, San Dimas, Cataract, Sunflower, Covina, Cypress, Glendora, Azusa Cyn, Pacific, Macdevitt, both Temple crossings, Tyler, both El Monte Stn Ped crossings). All trackwork will bring the existing track conditions up to current Metrolink Standards.	3,310,000	1,986,000	-	-	1,324,000	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
13	2179	San Gabriel	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts Scope of work for this project will include performance of hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure. The bridge is indicated in the MRP, and all Railtop bridges are considered backlog, per guidance on page 3-17, and split over 3 years from FY18-21; the MRP also includes regular maintenance items that are not currently accounted for in the Maintenance budgets. The structures chapter of the MRP includes bridges, culverts, and items that are Member Agency capacities are not able to fund all of the backlog over the last 3 years, this request would address one remaining Railtop Bridge at MP 28.86, the funds would also address Load Capacity updates on the San Gabriel Subdivision, as required by the FRA in CFR Part 237, lastly, there are some major maintenance items that are beyond what the Maintenance Contractor would be expected to complete at Bridge 16.73 due to a Bridge Fire from a homeless encampment in Nov 2019, the bridge load capacity is decreased until the repairs can be made.	1,237,000	742,200	-	-	494,800	-	-
								SAN GABRIEL PROJECTS REQUEST	4,547,000	2,728,200	-	-	1,818,800	-	-
	2139	Valley	3.67 – 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: – Rail – Ties – Crossings – Special Trackwork – Ballast Specific work will include: There is 67,000 ft of rail beyond a State of Good Repair on the Valley Subdivision primarily between MP 40 and MP 60. FY 21 is proposing to replace the worst 17,500 ft of rail. There is a total of 47,958 wood ties that need to be replaced on the Valley Subdivision, the worst sections of ties are between MP 16 MP23 and MP29-33, where some sections of track need over 40% of the ties to be replaced, which is nearing the FRA limits to downgrade the class of track in some cases. There are 12 crossings on the Valley Subdivision (Sierra Hwy, Sheldon St, Market St, Drayton St, Maclay Avenue, 13th St, Newhall Ave, Rainbow Glen Dr, Roxford St, Aliso Cyn, Brand Blvd, Crown Valley Rd) that need removal and replacement, this FY21 request will address the four crossings that are in the worst condition. There are 10 Turnouts on the Valley Subdivision that need to be replaced, this FY21 request is for the rehabilitation of one turnout that is in the worst condition.	4,130,000	4,130,000					
	2153	Valley	3.67 – 76.63	Worn	High	Train-Control	VALLEY SUBDIVISION TRAIN-CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: – Signal systems – Crossing systems – Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul. This FY21 request will address locations that are in the worst conditions. Candidate locations for Signal systems include: MP 4.8 / CP Fletcher / Control Point; MP 7.99 / Signal 71-73 / Intermediate Signal; MP 19.22 Int Signal 191-192 Candidate locations for Crossing systems include: MP 15.34 Sun Valley Station Ped Crossing; MP 15.60 CP-McGinley Remote Crossing Predictor; MP 15.68 Penrose St; MP 19.51 Van Nuys Blvd.	2,550,000	2,550,000					
	2166	Valley	3.67 – 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: – Bridges – Culverts – Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of three railtop bridges based on the current condition of the structure. The MRP indicates the Railtop Bridges remaining on the Valley Subdivision on Page 3-18. All Rail Top bridges were programmed over 3 years in the MRP due to the safety concerns of the Structure, however, the Valley Subdivision has not received Structures Rehab money in FY18, FY20 and received a minimal amount in FY19.	3,180,000	3,180,000					

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
	2216	Valley	76.4 - 76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service.	1,800,000	1,800,000					
	2142	Ventura - LA County	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Tunnel 26, 27, and 28 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VC); both need to be funded.	2,100,000	2,100,000					
	2156	Ventura - LA County	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work includes: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at one location; Communications rehabilitation ATCS/CIS/Backhaul.	1,374,000	1,374,000					
METRO PROJECT PROPOSAL REQUEST									15,134,000	15,134,000					
14	2158	Olive	0.07 - 5.42	Worn	High	Train Control	OLIVE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Replacement of existing Grade Crossing Data Recorders at all crossings on the Olive subdivision; Communications rehabilitation ATCS/CIS/Backhaul.	317,000	-	317,000	-	-	-	-
15	2183	Olive	0.07 - 5.42	Worn	High	Structures	OLIVE SUBDIVISION STRUCTURES REHABILITATION	Olive Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of one culvert based on the current condition of the structure.	320,000	-	320,000	-	-	-	-
16	2143	Orange	165.08 - 212.30	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 7,500 ties, based on wear, age, condition and historical performance.	2,604,000	-	2,604,000	-	-	-	-
17	2157	Orange	165.08 - 212.30	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul.	1,267,000	-	1,267,000	-	-	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
18	2182	Orange	165.08 - 212.30	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of two culverts based on the current condition of the structure.	1,354,000	-	1,354,000	-	-	-	-
OCTA PROJECT PROPOSAL REQUEST									5,862,000	-	5,862,000	-	-	-	-
19	2146	San Jacinto (PVL)	65 - 85.4	Worn	High	Track	PERRIS VALLEY SUBDIVISION REHABILITATION - DESIGN PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR. 100% Design/Environmental/Permitting of Citrus Retaining Wall & Drainage 100% Design/Environmental/Permitting of Box Springs Drainage Drainage construction work will be phased into future annual budget requests.	1,830,000	-	-	1,830,000	-	-	-
20	2296	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Construction phase services for the Citrus Retaining wall, as well as grading and drainage in the area near the wall to prevent the current erosion/undercutting issue. Construction phase services for the area between MP 70.7 and 70.9. The first project to be completed in this area will be at MP70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between 70.83 and 70.9. Remaining drainage and culvert projects for this area will be requested in subsequent Fiscal Years.	2,300,000	-	-	2,300,000	-	-	-
RCTC PROJECT PROPOSAL REQUEST									4,130,000	-	-	4,130,000	-	-	-
21	2147	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura (VC County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include Tunnel 26 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VN); both need to be funded.	2,000,000	-	-	-	-	2,000,000	-
22	2161	Ventura - VC County	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VN) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,734,000	-	-	-	-	1,734,000	-
23	2316	Ventura - VC County	439.3	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, and rehabilitation of one culvert at MP 439.27 which is an existing 36" CMP built in 1900 and is not serving it's intended use.	726,000	-	-	-	-	726,000	-
VCTC PROJECT PROPSAL REQUEST									4,460,000	-	-	-	-	4,460,000	-
FY2021 PROPOSED REHABILITATION REQUEST									54,335,000	19,124,456	12,696,650	7,961,548	6,789,454	6,924,379	838,513



NEW CAPITAL PROJECT PROPOSALS FOR FY2021 BUDGET

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC
1	2201	All	NA	NA	NA	Non-Revenue-Fleet	Specialized Maintenance Equipment, Phase 2	Second phase of specialized maintenance equipment multi-year procurement. Phase 1 funded in FY20 adopted budget. Equipment is used to support specialized track maintenance, rehab, and third-party construction projects. New Capital purchases of MOW equipment will add to the current SCRRRA-owned fleet. This project aligns with Bundled contract effort and ensures continuity of activities in event of loss of access to contractor-owned assets. New equipment identified for this project includes an Electric Car Mover; Gang Truck; Hi-Rail Inspector Truck; Welding Truck.	1,000,000	475,000	198,000	111,000	144,000	72,000
2	2190	River	2.95 — 3.35	NA	NA	Track	CMF North End Connection and Tail Track	Relocate existing tail track on City of LA property to Metro Property and create an emergency-secondary access point to the CMF at CP Ormiston. 100% design submittal is scheduled for June 2020. The design phase of this project was funded in the FY19 budget. This project must move forward in order to provide alternate access to the facility when the lease with the City of L.A. expires and the existing tail track is removed from their property. The value engineering approach reduced the estimated construction cost from \$19.06M to it's current \$10.58M, resulting in an estimated savings of \$8.5M from the original estimated construction costs.	10,579,000	5,025,025	2,094,642	1,174,269	1,523,376	761,688
FY2021 PROPOSED NEW CAPITAL REQUEST									11,579,000	5,500,025	2,292,642	1,285,269	1,667,376	833,688



FY2020-21 REHABILITATION CARRYOVER PROJECTS

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley	Communications	Valley- RR Comm & Equip	9,219	-	-	-	-	-	9,219
514032	Ventura - VC County	Signal	Ventura VC-RR Light Fixtures	-	-	-	-	2,062	-	2,062
514037	River	Communications	River Sub Comm Upgrade & RR	-	6,659	3,722	4,838	5,589	-	20,808
514046	Systemwide	Information Technology	Systemwide-Online, Onbrd Tkt Sales	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange	Structures	Orange Sub Culvert & Bridge	-	612,637	-	98,084	-	-	710,720
515106	Orange	Structures	Orange Sub Bridge Repair	-	-	-	13,651	-	-	13,651
515123	Valley	Structures	Valley Sub Bridge and Culvert	-	-	-	-	-	3,475	3,475
515129	Ventura - LA County	Structures	Ventura LA Bridge Repair	67,685	-	-	-	-	93,530	161,215
515133	Ventura - VC County	Communications	Ventura Sub VC Comm Syst	10,295	-	-	-	863	-	11,158
515135	Ventura - VC County	Structures	Ventura Sub VC Bridge Des & Con	-	-	-	-	42,132	-	42,132
515144	River Sub - East Bank	Track	River East Bank Zone 2 Tie&Rail	21,958	3,065	1,633	260	2,991	33,703	63,609
515160	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	7,286	3,056	1,713	2,221	1,109	49,626	65,012
516050	Systemwide	Rolling Stock	Rail Car Restoration	-	-	-	-	-	207,349	207,349
516081	Systemwide	Facilities	Ventura Valley Intr Det Syst	-	-	-	-	-	17,593	17,593
516111	Ventura - VC County	Track	Ventura (VC) Rail Replacement	-	-	-	-	15,858	-	15,858
516120	Ventura - VC County	Structures	Ventura (VC) Bridge Rehab/Rep	-	-	-	-	197,323	-	197,323
516610	Orange	Track	Orange Sub Rail Grinding	-	-	2,082	-	-	-	2,082
516611	Orange	Track	Orange Sub Rail Replacement	-	-	-	58,801	20,575	-	79,376
516620	Orange	Structures	Orange Bridge Rehab, ROW	-	3,726	-	-	-	-	3,726
516621	Orange	Structures	Orange Sub San Juan Cr Brdg	-	1,338,263	-	-	-	-	1,338,263
516631	Orange	Signal	Orange Sub Signal Repl	-	65,688	-	-	-	-	65,688
516640	Orange	Signal	Orange Signal & Grade Rehab	-	31,924	-	-	-	-	31,924
516820	Riverside	Facilities	Downtown Riverside Layover Imp	-	-	35,495	-	-	-	35,495
516930	Parris Valley	Signal	PVL Signal Engineering	-	-	60,417	-	-	-	60,417
516940	Parris Valley	Communications	PVL Communication Systems	-	-	4,648	-	-	-	4,648
517030	Systemwide	Facilities	Systemwide Repl Sig Shelter Locks	17,591	4,343	-	-	-	-	21,934
517040	Systemwide	Communications	Systemwide Comm & PTC Upg	20,219	8,428	4,725	6,130	3,064	-	42,566
517050	Systemwide	Rolling Stock	Systemwide Bombardier HVAC OH	128,356	53,504	29,995	38,912	19,456	-	270,222
517052	Systemwide	Facilities	Systemwide Loco Wash Rack Drainage	501,158	198,768	131,260	126,119	56,341	-	1,013,646
517130	Ventura - VC County	Signal	Ventura VC Repl Sgnl Batt & Cbls	-	-	-	-	299,096	-	299,096
517320	Valley	Structures	Valley Culvert Rehab	5,134	-	-	-	-	-	5,134
517410	San Gabriel	Track	San Gabriel Tie Panel Repl	9,993	-	-	6,602	-	-	16,594
517420	San Gabriel	Structures	San Gabriel Culvert Rehab	24,261	-	-	16,174	-	-	40,435
517610	Orange	Track	Orange Repl Rail MP 201-207	-	686,718	63,423	126,906	-	-	877,047

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
517620	Orange	Structures	Orange Sub Repl 36" Pipe 201.4	-	145,269	-	-	-	-	145,269
517712	River Sub - East Bank	Track	River East Bank Zone 2 Rail&Tie	119,136	49,674	27,852	36,092	18,099	555,697	806,550
517713	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	12,797	5,332	2,991	3,878	1,941	86,659	113,597
517731	River Sub - East Bank	Signal	River East Bank Rehab Signal Ctls	16,618	6,926	3,884	5,037	2,521	77,147	112,132
518050	Systemwide	Rolling Stock	Systemwide - Bombardier (Sentinel) OH	2,398,765	961,061	560,551	605,619	302,812	9,769,298	14,598,106
518110	Ventura - VC County	Track	Ventura VC Rpl Tie+Ballast	-	-	-	-	449,469	-	449,469
518620	Orange	Structures	Orange Sub Struct-San Clemente	-	173,195	-	195,527	-	-	368,721
518630	Orange	Track	Orange Sub Grde Xing Rehab	-	121,251	-	-	-	-	121,251
519001	Systemwide	Signal	Sys Bk Office Hd&Sftwre Replmt	286,671	119,497	66,990	86,907	43,453	-	603,518
519002	Systemwide	Signal	Sys BK Office Sys Upgrd&Test	170,244	67,530	28,711	22,549	22,425	-	311,458
519003	Systemwide	Communications	Sys PTC Lab Sys Support&Test	614,806	256,277	143,670	186,383	93,192	-	1,294,328
519011	Systemwide	Track	System Track Asset Cond Assmnt'	79,358	33,080	18,545	24,058	12,029	-	167,070
519012	Systemwide	Track	System SOGR Prioritization	242,667	101,154	56,708	73,567	36,783	-	510,879
519020	River	Structures	System Arryo Seco Bridge Design	450,272	187,692	105,221	136,503	68,252	-	947,941
519031	Systemwide	Signal	System Bk Office Hrd&Sftwre Repl	375,725	156,618	87,801	113,904	56,952	-	791,000
519032	Systemwide	Signal	System Prod Back Office Upgrades	198,669	82,814	46,426	60,228	30,114	-	418,250
519033	Shortway	Signal	SB Shortway Grade Xing Rehab	375,508	156,528	87,756	113,837	-	-	733,630
519034	Shortway	Facilities	Shortway EMF Improv	426,053	177,596	99,569	129,160	-	-	832,378
519040	Systemwide	Communications	System PTC Software Updates	217,260	90,563	50,770	65,864	32,932	-	457,390
519041	Systemwide	Facilities	System PTC Lab Sys Support&Test	596,838	248,787	139,472	180,936	90,468	-	1,256,500
519050	Systemwide	Rolling Stock	System Bombardier Midlf O/Haul	6,733,125	2,806,650	1,573,425	2,041,200	1,020,600	-	14,175,000
519051	Systemwide	Rolling Stock	System Locomtv&Cab Camdvr Repl	484,638	202,017	113,252	146,922	73,461	-	1,020,290
519052	Systemwide	Rolling Stock	System O/Haul ROTEM Siderdr Mtr	270,512	112,761	63,215	82,008	41,004	-	569,499
519053	Systemwide	Rolling Stock	System HVAC O/Haul 40ROTEM Cars	481,132	203,202	108,170	147,475	72,929	-	1,012,909
519054	Systemwide	Rolling Stock	System Rubber Window Gasket Repl	220,310	91,834	51,483	66,789	33,394	-	463,810
519055	Systemwide	Rolling Stock	System Pushback Cplr O/Haul ROTEM	1,653,075	686,804	382,737	496,210	237,577	-	3,456,401
519060	Systemwide	Facilities	Syst CMF Car Shop Jacks	390,353	162,716	91,219	118,339	59,169	-	821,796
519062	Systemwide	Facilities	Syst Restroom Reno CMF MOC	397,114	165,534	92,800	120,388	60,195	-	836,030
519063	Systemwide	Vehicle	System MOW Vehicle Replacement	666,943	278,010	155,854	202,189	101,095	-	1,404,091
519064	Systemwide	Facilities	System Station Envlpe Rpr/Repl	203,945	97,911	40,789	65,289	40,789	-	448,723
519070	Systemwide	Information Technology	Syst Switch Equip Repl	96,052	40,039	22,446	29,119	14,559	-	202,214
519090	Systemwide	Track	System Entrprs Asst Mgmt Migr	543,549	226,574	127,019	164,781	82,391	-	1,144,314
519091	Systemwide	Information Technology	System TVM Components	34,012	14,178	7,948	10,311	5,156	-	71,604
519092	Systemwide	Information Technology	Syst Cond Based Maint Eqpt	25,311	10,551	5,915	7,673	3,837	-	53,288
519093	Systemwide	Information Technology	Syst Maximo Upgrade	330,098	137,598	77,139	100,072	50,036	-	694,943
519120	Ventura - VC County	Structures	VC Ventura ArroSimi Scour Prtn	-	-	-	-	1,231,524	-	1,231,524
519130	Ventura - VC County	Track	Ventura VC Grd Xng Rehab&Tnnl26	-	-	-	-	986,276	-	986,276
519160	Ventura - VC County	Facilities	Ventura VC Repl Moorpark Tlr	-	-	-	-	1,035,258	-	1,035,258
519210	Ventura - LA County	Track	Ventura LA Track Rehab	1,102,111	-	-	-	-	-	1,102,111

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519211	Ventura - LA County	Track	Ventura LA Station Pdstrn Xing	71,692	-	-	-	-	-	71,692
519220	Ventura - LA County	Track	Ventura LA ROW Grinding/Ditching	215,509	-	-	-	-	-	215,509
519230	Ventura - LA County	Signal	Ventura LA Tnnl26 Elec Srv Rpl	342,491	-	-	-	-	-	342,491
519240	Ventura - LA County	Communications	Ventura LA FY19 Comm Rehab	9,276	-	-	-	-	-	9,276
519310	Valley	Track	Valley Tnnl 25 Track Rehab	641,644	-	-	-	-	-	641,644
519320	Valley	Track	Valley ROW Grading/Ditching	215,456	-	-	-	-	-	215,456
519330	Valley	Signal	Valley FY19 Signal Rehab	414,195	-	-	-	-	-	414,195
519340	Valley	Communications	Valley FY19 Comm Rehab	69,760	-	-	-	-	-	69,760
519410	San Gabriel	Track	San Gabriel FY19 Track Rehab	1,950,721	-	-	1,300,499	-	-	3,251,220
519411	San Gabriel	Track	San Gabriel Replace Turnouts	729,044	-	-	486,029	-	-	1,215,073
519420	San Gabriel	Structures	San Gabriel LA Bridge Repl	444,538	-	-	296,359	-	-	740,897
519430	San Gabriel	Signal	San Gabriel Grade Xing Rehab	2,074,325	-	-	1,382,884	-	-	3,457,209
519440	San Gabriel	Communications	San Gabriel Wysd Comm Repl Pts	156,007	-	-	104,005	-	-	260,012
519510	Orange & Olive	Track	Orange/Olive Track Rehab	-	2,126,213	-	-	57,281	-	2,183,494
519520	Orange & Olive	Track	Orange/Olive ROW Grading/Ditching	-	79,066	-	-	-	-	79,066
519621	Orange	Structures	Orange Bridge Repl Des MP200.2	-	825,641	-	-	-	-	825,641
519630	Orange	Signal	Orange Signal Rehab	-	1,331,695	-	-	-	-	1,331,695
519640	Orange	Communications	Orange Comm Rehab	-	122,833	-	-	-	-	122,833
519710	River	Track	River LA Union Station Rehab	4,987,433	2,078,972	1,165,484	1,511,979	755,990	-	10,499,859
519711	River	Track	River Track Rehab	940,643	392,099	219,813	285,163	142,582	-	1,980,300
519712	River	Track	River LAUS Trk & Signal Rehab	1,670,813	696,465	390,443	506,520	253,260	-	3,517,500
519730	River	Signal	River Signal Rehab	1,030,688	229,915	207,915	269,728	134,864	-	1,873,110
519731	River Sub - East Bank	Signal	River East Bank Zone 2 Signal Rehab	52,030	21,688	12,159	15,774	7,887	242,674	352,212
519732	River Sub - West Bank	Signal	River West Bank P1 Sig Sys Rehab	1,323,143	551,542	309,198	401,122	200,561	-	2,785,565
519733	River Sub - East Bank	Signal	River East Bank Zone 1 Repl AC Meter	1,919	800	449	582	291	87,379	91,420
519740	River Sub - West Bank	Communications	River WB Comm Rplcmt Prts	79,815	33,270	18,651	24,197	12,098	-	168,032
519741	River Sub - East Bank	Communications	River East Bank Comm Rehab	6,623	2,761	1,548	2,008	1,004	30,892	44,835
519760	Systemwide	Facilities	Systemwide LAUS W Portal Exp	201,163	83,853	47,009	60,984	30,492	-	423,500
519910	Parris Valley	Track	PVL Track Rehab	-	-	2,538,074	-	-	-	2,538,074
519911	Parris Valley	Structures	PVL Box Springs Drainage	-	-	58,471	-	-	-	58,471
519940	Parris Valley	Communications	PVL Com Rehab	-	-	33,903	-	-	-	33,903
520010	Systemwide	Track	Rail Grinding FY20	451,074	188,027	105,409	136,747	68,373	-	949,630
520011	Systemwide	Track	Systemwide Lubrication Study	527,098	219,717	123,174	159,794	79,897	-	1,109,680
520050	Systemwide	Rolling Stock	GEN 1 HVAC OH Add'l 40 Cars	427,576	178,232	99,918	129,623	64,812	-	900,160
520051	Systemwide	Rolling Stock	HVAC OH 40 Rotem Passenger	599,486	249,891	140,091	181,739	90,870	-	1,262,077
520052	Systemwide	Rolling Stock	OH Rotem Car Side Door	286,338	119,358	66,913	86,806	43,403	-	602,816
520053	Systemwide	Rolling Stock	MP36 Loco & Tier IV Study	299,488	124,839	69,986	90,792	45,396	-	630,500
520060	Systemwide	Facilities	Facilities Rehabilitation	1,468,671	612,204	343,205	445,239	222,620	-	3,091,939
520061	Systemwide	Vehicle	Systemwide Non-Revenue Fleet	460,759	192,064	107,672	139,683	69,841	-	970,019

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520062	Systemwide	Vehicle	MOW Vehicle Replacement	1,450,542	604,647	338,969	439,743	219,872	-	3,053,773
520063	Systemwide	Facilities	CMF & EMF Mod Study	356,002	148,397	83,192	107,925	53,962	-	749,478
520110	Ventura - VC County	Track	Ventura Sub (VC) Track Rehab	-	-	-	-	1,813,900	-	1,813,900
520120	Ventura - VC County	Structures	Ventura (VC) Structures Rehab	-	-	-	-	2,425,000	-	2,425,000
520130	Ventura - VC County	Signal	Signal System (VC)	-	-	-	-	3,665,000	-	3,665,000
520140	Ventura - VC County	Communications	ATCS/PTC/CIS/BH Ven (VC)	-	-	-	-	183,791	-	183,791
520210	Ventura - LA County	Track	Ventura Sub (LA) Track Rehab	2,227,896	-	-	-	-	-	2,227,896
520240	Ventura - LA County	Communications	Ventura (LA) ATCS/PTC/CIS/Backhaul	369,182	-	-	-	-	-	369,182
520310	Valley	Track	Valley Sub Track Rehab	9,384,465	-	-	-	-	-	9,384,465
520330	Valley	Signal	Valley FY20 Signal Rehab	2,236,557	-	-	-	-	-	2,236,557
520331	Valley	Signal	Pedestrian Gates at Stations	1,455,015	-	-	-	-	-	1,455,015
520340	Valley	Communications	Valley ATCS/PTC/CIS/Backhaul	337,172	-	-	-	-	-	337,172
520410	San Gabriel	Track	San Gabriel Sub Track Rehab	4,236,960	-	-	2,824,640	-	-	7,061,600
520420	San Gabriel	Structures	San Gabriel Sub - Structure Rehab	1,346,166	-	-	897,444	-	-	2,243,610
520430	San Gabriel	Signal	Signal System (SG) Rehab	3,468,350	-	-	2,312,234	-	-	5,780,584
520440	San Gabriel	Communications	ATCS/PTC/CIS/BH (SG) Rehab	199,742	-	-	133,162	-	-	332,904
520610	Orange & Olive	Track	Orange/Olive Sub Track Rehab	-	7,013,100	-	-	-	-	7,013,100
520620	Orange	Structures	Orange Country Structures Rehab	-	2,308,600	-	-	-	-	2,308,600
520640	Orange	Communications	ATCS/PTC/CIS/BH Orange Rehab	-	583,649	-	-	-	-	583,649
520740	Riverside	Communications	ATCS/PTC/CIS/BH River	114,542	47,746	26,767	34,724	17,362	-	241,142
520940	Parris Valley	Communications	ATCS/PTC/CIS/BH San Jacinto PVL	-	-	305,162	-	-	-	305,162
52XXX	TBD (METRO)	Various	METRO Reprogramming/MOU2020	3,900,000	-	-	-	-	-	3,900,000
591802	San Gabriel	Track	CP Beech Turnout Replacements	-	-	-	-	-	47,084	47,084
591804	Ventura - VC County	Facilities	Ventura VC Safety Improvements	-	-	-	-	157,707	43,563	201,270
591806	River	Track	LAUS Track & Signal Mod	-	-	-	-	-	9,434,605	9,434,605
591902	Orange	Track	Orange Sub Slope Stabilization	-	466,986	-	-	-	-	466,986
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	19,983	-	19,983
592120	Ventura - VC County	Structures	VC Bridge and Culvert Rehab	-	-	-	-	686,675	-	686,675
592210	Ventura - LA County	Track	Ventura-LA Tie & Turnout Repl	11,005	-	-	-	-	-	11,005
592220	Ventura - LA County	Structures	Ventura-LA Bridge MP 458.71	357,118	-	-	-	-	-	357,118
592310	Valley	Track	Valley Tie Repl MP 46-64	51,322	-	-	-	-	-	51,322
592320	Valley	Structures	Valley Bridge MP 50.64	143,261	-	-	-	-	-	143,261
592321	Valley	Structures	Valley Bridge MP 50.51	123,646	-	-	-	-	-	123,646
592322	Valley	Structures	Valley Bridge MP 50.77	148,078	-	-	-	-	-	148,078
592323	Valley	Structures	Valley Bridge MP 47.45	4,092	-	-	-	-	-	4,092
592324	Valley	Structures	Valley Bridge MP 50.46	80,992	-	-	-	-	-	80,992
592325	Valley	Structures	Valley Culvert MP 55.91	2,148	-	-	-	-	-	2,148
592420	San Gabriel	Structures	SG Repl Bridge MP 40.12 SOGR	228,969	-	-	152,659	-	-	381,627
592711	River	Track	River Repl CP Taylor Turnouts	19,798	8,253	4,627	6,002	3,001	-	41,680

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
592712	River Sub - East Bank	Track	River East Bank Zone 1 Rail&Tie	17,672	7,364	4,109	5,371	2,686	804,304	841,506
592713	River Sub - East Bank	Track	River EB Zone 2 Turnouts SOGR	3,738	1,564	880	1,130	577	17,475	25,363
593220	Ventura - LA County	Structures	Ventura LA Bridge 452.1	158,044	-	-	-	-	-	158,044
593310	Valley	Track	Valley Sub Lang,Actn To,Ties	144,985	-	-	-	-	-	144,985
593320	Valley	Structures	Valley Bridges SOGR PH2	1,626,038	-	-	-	-	-	1,626,038
593410	San Gabriel	Track	San Gabriel Sub Lark Ellen Xing	40,616	-	-	27,076	-	-	67,692
TOTAL				77,444,341	33,061,077	11,612,895	21,309,133	18,613,814	21,618,574	183,659,834



FY2020-21 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Systemwide	Track	Empire Ave./I5 Widening Burbank	-	-	-	-	-	374,603	374,603
416001	Systemwide	Security	Maint. Fac. Hardening	-	-	-	-	-	1,581,121	1,581,121
416002	Systemwide	Security	Systemwide SOC at DOC ENH	-	-	-	-	-	42,538	42,538
417001	Systemwide	Security	Station Surveillance	-	-	-	-	-	2,387,679	2,387,679
418001	Systemwide	Communications	Security Data Network	-	-	-	-	-	4,214,177	4,214,177
418003	Orange	Signal	San Juan Capistrano Siding-Con	-	-	-	-	-	771,570	771,570
418004	San Gabriel	Communications	SG Redlands Pass. Rail PTC	-	-	-	7,742,560	-	-	7,742,560
418005	River	Track	CMF N END Connet Des	485,288	-	80,040	103,836	-	51,918	721,081
418006	Valley	Structures	Tunnel 25 Safety & Security	-	-	-	-	-	2,855,377	2,855,377
419001	Orange	Facilities	Orange Irvine Maint Fac PH 1	-	133,250	-	-	-	-	133,250
419002	Perris Valley	Communications	Santiago Peak Microwaves	-	-	118,246	-	-	-	118,246
419003	Riverside	Structures	Riverside Layover Facility-Con	-	-	146,646	-	-	-	146,646
419004	Orange	Structures	Orange/San Juan Creek Bridge	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Olive	Track	Imrpov to Anaheim Canyon Station	-	8,997,821	-	-	-	-	8,997,821
420001	River	Signal	Riverside Yard Switch	146,228	-	206,133	68,620	-	-	420,980
420002	Systemwide	Communications	Systemwide PTC Shake Alert	-	-	-	-	-	2,407,362	2,407,362
450110	Systemwide	IT	PTC Phase II	-	-	-	-	-	1,000,756	1,000,756
450121	Systemwide	Communications	PTC Upscaling Onboard	-	-	-	-	-	34,848	34,848
450122	Systemwide	Communications	PTS Wayside Upgrade	-	-	-	-	-	14,000	14,000
450123	Systemwide	Communications	PTC Wayside Hardward	-	-	-	-	-	56,000	56,000
613005	Systemwide	Rolling Stock	TIER 4 Locomotive Proc- T/TASK	-	-	-	-	-	50,471,276	50,471,276
616002	Systemwide	Rolling Stock	TIER 4 Locomotives 21-37	-	-	-	-	-	8,776,094	8,776,094
616003	Systemwide	Rolling Stock	TIER 4 Locomotives 38-39 NON-FED	-	-	-	-	-	6,123,180	6,123,180
618001	Systemwide	IT	Ticket Vending Machine Replacement	7,056,336	1,301,411	2,599,666	2,145,396	3,433,681	657,248	17,193,737
618002	Systemwide	IT	Systemwide Defribs for Cab Cars	-	-	-	-	-	87,811	87,811
620001	Systemwide	Signal	Trailerized Back-up Generator	48,807	20,345	11,405	14,796	7,398	-	102,752
620002	Systemwide	Facilities	Tamper, Stabilizer, Regulator	-	-	-	-	-	3,048,268	3,048,268
620003	Systemwide	Facilities	Specialized Mtc Equip Phase I	506,839	211,272	118,440	153,652	76,826	-	1,067,029
TOTAL				8,243,497	28,242,030	3,280,576	10,228,859	3,517,906	105,639,417	159,152,284

REVISED

Table 4.0 - Summary of Funding Request - FY2020/21

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating															Amendment 1
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	5337 OB ⁷	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	LTF OB ⁶	SGR PUC99313 ⁸	SGR PUC99314 ⁸	STA PUC99313 ⁸	Farebox
Western County Rail															
Metrolink Operating Subsidy & Preventative Maintenance ¹	\$23,779,338		\$6,752,000		\$4,000,000	\$3,900,000	\$1,081,302	\$6,310,556			\$1,735,480				
Next Generation Rail Study Phase II	\$400,000							\$400,000							
Program Management and Support ²	\$4,323,500							\$2,237,200	\$2,086,300						
San Jacinto Line Right of Way Maintenance	\$2,374,100								\$2,074,100	\$300,000					
Station Operations and Security	\$6,556,100		\$4,732,900			\$251,000			\$1,399,300	\$172,900					
Transfer Agreements	\$150,000							\$150,000							
Vanpool															
RCTC VanClub Operating Expenses	\$1,926,800		\$950,000												\$976,800
Sub-total Operating	\$39,509,838	\$0	\$12,434,900	\$0	\$4,000,000	\$4,151,000	\$1,081,302	\$9,097,756	\$5,559,700	\$472,900	\$1,735,480	\$0	\$0	\$0	\$976,800
Capital															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	5337 OB ⁷	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	LTF OB ⁶	SGR PUC99313 ⁸	SGR PUC99314 ⁸	STA PUC99313 ⁸	Farebox
Western County Rail															
Rail Stations - Capital Rehabilitation - WC 21-1	\$8,906,330	\$8,000,000										\$632,315	\$274,015		
RCTC Metrolink Capital Obligation - WC 21-2	\$10,701,750				\$10,701,750										
Coachella Valley Rail															
CV Rail Environmental/Service Development Plan - CV 21-1	\$672,000													\$672,000	
Sub-total Capital	\$20,280,080	\$8,000,000	\$0	\$0	\$10,701,750	\$0	\$0	\$0	\$0	\$0	\$0	\$632,315	\$274,015	\$672,000	\$0
Total Operating & Capital	\$59,789,918	\$8,000,000	\$12,434,900	\$0	\$14,701,750	\$4,151,000	\$1,081,302	\$9,097,756	\$5,559,700	\$472,900	\$1,735,480	\$632,315	\$274,015	\$672,000	\$976,800

¹ Per Metrolink's Proposed FY21 Budget

² Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2020/21 Projected Funding Details	
5307 RS CARES	\$12,434,900
5337 OB	\$4,000,000
CMAQ OB	\$4,151,000 ³ PVL CMAQ Funding for Security and Operations
LCTOP PUC99313	\$1,081,302 ⁴ LCTOP FY19/20 Expanded Perris Valley Line Operations FY 21 Grant
LTF	\$9,097,756
MA CR	\$5,559,700
OTHR LCL	\$472,900 ⁵ Revenue generated by licenses and agreements
LTF OB	\$1,735,480 ⁶ Metrolink reported surplus for FY21
Farebox	\$976,800
Total Estimated Operating Funding Request	\$39,509,838
5307 RS	\$8,000,000
5337 OB	\$10,701,750 ⁷ Commission approved Jan 2020 for \$10.7M; Metrolink FY21 Capital allocation subsidy is \$7,961,548
SGR PUC99313	\$632,315
SGR PUC99314	\$274,015 ⁸ Per revised SGR SCO Aug 2020 estimates. Commission approved Sept 2020.
STA PUC99313	\$672,000 ⁹ CV Bus/Rail Split - STA amount matches transfer amount in FY21 Budget
Total Estimated Capital Funding Request	\$20,280,080
Total Funding Request	\$59,789,918
Revised Amounts	

Table 4.0 - Summary of Funding Request - FY2020/21
RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating													
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	SGR PUC99313	SGR PUC99314	STA PUC99313 ⁶	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance ¹	\$35,133,841		\$21,618,973	\$4,000,000	\$3,900,000	\$1,081,302	\$4,533,566						
Next Generation Rail Study Phase II	\$400,000						\$400,000						
Program Management and Support ²	\$4,323,500						\$2,237,200	\$2,086,300					
San Jacinto Line Right of Way Maintenance	\$2,374,100							\$2,074,100	\$300,000				
Station Operations and Security	\$6,556,100		\$4,732,900		\$251,000			\$1,399,300	\$172,900				
Transfer Agreements	\$150,000						\$150,000						
Vanpool													
RCTC VanClub Operating Expenses	\$1,926,800		\$950,000										\$976,800
Sub-total Operating	\$50,864,341	\$0	\$27,301,873	\$4,000,000	\$4,151,000	\$1,081,302	\$7,320,766	\$5,559,700	\$472,900	\$0	\$0	\$0	\$976,800
Capital													
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	SGR PUC99313	SGR PUC99314	STA PUC99313 ⁶	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 21-1	\$8,837,037	\$8,000,000								\$586,060	\$250,977		
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 21-1	\$672,000											\$672,000	
Sub-total Capital	\$9,509,037	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$586,060	\$250,977	\$672,000	\$0
Total Operating & Capital	\$60,373,378	\$8,000,000	\$27,301,873	\$4,000,000	\$4,151,000	\$1,081,302	\$7,320,766	\$5,559,700	\$472,900	\$586,060	\$250,977	\$672,000	\$976,800

¹ Total reflects an estimated full year subsidy and first quarter disbursement of LTF based on the Metrolink-approved continuing resolution. Due to projected decrease in ridership, the subsidy amount covers loss of passenger revenues. An SRTP amendment is anticipated upon approval of the Metrolink FY 2020/21 budget in August 2020.

² Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2020/21 Projected Funding Details	
5307 RS CARES	\$27,301,873
5337 OB	\$4,000,000
CMAQ OB	\$4,151,000 ³ PVI CMAQ Funding for Security and Operations
LCTOP PUC99313	\$1,081,302 ⁴ LCTOP FY19/20 Expanded Perris Valley Line Operations FY 21 Grant
LTF	\$7,320,766
MA CR	\$5,559,700
OTHR LCL	\$472,900 ⁵ Revenue generated by licenses and agreements
Farebox	\$976,800
Total Estimated Operating Funding Request	\$50,864,341
5307 RS	\$8,000,000
SGR PUC99313	\$586,060
SGR PUC99314	\$250,977
STA PUC99313	\$672,000 ⁶ CV Bus/Rail Split - STA amount matches transfer amount in FY21 Budget
Total Estimated Capital Funding Request	\$9,509,037
Total Funding Request	\$60,373,378

**MEMORANDUM OF UNDERSTANDING NO. 20-25-091-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FISCAL YEAR 2020-21 ANNUAL FUNDING MOU**

This memorandum of understanding (MOU) is effective as of this ___ day of ___ 2020, by and between the Southern California Regional Rail Authority (hereinafter referred to as "SCRRA"), 900 Wilshire Blvd Suite 1500, Los Angeles, California 90017, and the Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, Riverside, California 92501, a public agency (hereinafter referred to as "RCTC"), which are sometimes individually referred to as "PARTY", and collectively referred to as "PARTIES".

I. RECITALS

- A. RCTC and SCRRA desire to enter into a MOU to define RCTC's financial commitments to the SCRRA fiscal year (FY) 2020-21 operating budget and rehabilitation/renovation and new capital budget (collectively, the "BUDGET").
- B. RCTC and SCRRA desire to enter into this MOU to define the respective responsibilities of SCRRA as a subrecipient of RCTC federal funds for costs in connection with the rehabilitation/renovation new and capital budget, and SCRRA's prior year rehabilitation/renovation and new capital costs.
- C. SCRRA provides a commuter rail service operating to, within, or through Los Angeles, Riverside, San Bernardino, Ventura, San Diego and Orange Counties.
- D. RCTC funds SCRRA commuter rail services benefitting Riverside County on the Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line (91/PVL) consistent with the existing cost sharing formula established by the Joint Powers Agreement forming SCRRA ("JPA"), RCTC Agreement No. M-23-008, to which RCTC is a party.
- E. SCRRA's operating budget covers train operations, including operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, security and guard services, public safety programs, passenger relations, ticket vending machine (TVM) maintenance and revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to other operators, Rail 2 Rail program, station maintenance, freight rail agreements and general administrative costs that support SCRRA operations.

- F. RCTC, at its June 10, 2020 meeting, approved RCTC's financial commitments to the SCRRA FY 2020-21 for the initial operating costs as required by the JPA.
- G. SCRRA's ongoing capital budget includes the following rehabilitation/renovation and new capital projects: track, structure, and signal work; layover facility work at Downtown Riverside Metrolink Station; and RCTC's share of system-wide track, signal, information technology, communications, rubber tire vehicles, TVM, and mechanical improvements.
- H. RCTC, at its future meeting, will approve RCTC's financial commitments to the SCRRA FY 2020-21 rehabilitation/renovation and new capital projects with funds to be drawn down by RCTC from the Federal Transit Administration (FTA) and used to reimburse SCRRA.
- I. RCTC, in previous Commission meetings, has approved RCTC's financial commitment to prior SCRRA rehabilitation/renovation and new capital projects. Certain projects have not been completed and funds for those carryover projects will be drawn down by RCTC from FTA and used to reimburse SCRRA as work related to the approved projects are completed and invoiced to RCTC.
- J. SCRRA agrees to provide weed abatement, debris removal, track maintenance, graffiti removal, and other related maintenance, at road crossings, as well as routine maintenance, inspection and repairs of track, structures, signal system, grade crossing warning system and communication infrastructure (collectively, "Maintenance of Way Services") within twenty (20) feet from the center line along all operational tracks within the San Jacinto Subdivision.
- K. As the Railroad of Record on behalf of RCTC, SCRRA agrees to maintain track, signals, and crossing warning systems on the out of service portion of the San Jacinto Subdivision as needed. SCRRA will post and maintain Emergency Notification Signs (ENS) with Metrolink's emergency telephone number at all crossings on the out of service areas as required by the Federal Railroad Administration (FRA) CFR Title 49 §234. The cost of all ENS signage and maintenance services incurred by SCRRA will be tracked as a separate collectable project and billed separately to RCTC outside of this MOU. RCTC shall reimburse SCRRA for such costs within 30 days of the invoice date.
- L. Pursuant to the Shared Use Agreement between RCTC and BNSF Railway (BNSF), BNSF is obligated to pay a set rate per mile for trains that are operated and dispatched over the PVL ("BNSF Per Mile Payment Obligation").
- M. SCRRA will also maintain within twenty (20) feet from the center line along the freight-only double track, sidings and spurs between Highgrove Junction to the end of the PVL operating segment ("Freight Only Maintenance of Way Services"), provided that the costs for such maintenance are not an RCTC obligation, and shall instead be reimbursed by BNSF pursuant to the BNSF Per Mile Payment

Obligation. SCRRA shall invoice BNSF for such costs. RCTC shall work with SCRRA to ensure that SCRRA is reimbursed by BNSF.

- N. SCRRA agrees to provide special train service as included in the budget and will coordinate schedules and service options with member agencies.

II. Scope of MOU

This MOU specifies the terms and conditions, roles and responsibilities of the PARTIES as they pertain to the subjects and projects addressed herein. Both RCTC and SCRRA agree that each will cooperate and coordinate with the other in all activities covered by this MOU and any other supplemental MOUs that may be required to facilitate the purposes thereof.

III. Responsibilities of RCTC

RCTC agrees to the following responsibilities for the BUDGET:

- A. Allocate and pay to SCRRA the RCTC share of the BUDGET for operating costs in the not-to exceed amount of Seventeen Million, Twenty Seven Thousand Three Hundred and Thirty-Eight Dollars (\$17,027,338) for rail operations using state, local and federal funds, which will be invoiced to RCTC on a quarterly basis in advance by SCRRA. Future portions of the operating costs will be paid with FTA CMAQ funds for the Perris Valley Line and FTA 5337 Funds for Preventative Maintenance.
- B. Program Seven Million, Nine Hundred Sixty-One Thousand Five Hundred and Forty-Eight dollars (\$7,961,548) in FTA Section 5337 funds to be drawn down directly by RCTC. Funds will reimburse SCRRA as a subrecipient for rehabilitation and renovation projects. RCTC shall review each invoice and pay all authorized expenses within 30 days following approval of an invoice that is properly submitted in accordance with this MOU.
- C. Review each SCRRA invoice for rehabilitation/renovation, and RCTC-approved new capital project costs to ensure eligibility for federal reimbursement and make timely drawdown requests to FTA for eligible expenses following approval of the invoice.
- D. Prepare and submit to the FTA, on a timely basis, all required periodic reports and milestone updates.
- E. Comply with all requirements of the FTA Master Agreement, found at <http://www.fta.dot.gov/documents/21-Master.pdf> ("Master Agreement").

- F. Monitor SCRRA's respective responsibilities as a subrecipient of RCTC's federal funds for rehabilitation/renovation and new capital costs in connection with the BUDGET and with SCRRA's prior years' carryover budget.
- G. Per the regular operating formula, as set forth in the JPA, reimburse SCRRA for Maintenance of Way Services performed within twenty (20) feet from the center line along PVL, including any railroad structure or ballast cross-section that is located outside of this twenty (20) feet area (collectively, the "PVL SCRRA Maintenance Area"). These costs shall be included in the quarterly rail operations invoices submitted by SCRRA pursuant to Section III.A and are part of the BUDGET allocated not-to-exceed amount set forth therein as listed in Exhibit A.
- H. For the PVL, be responsible for applicable Maintenance of Way Services that are outside the PVL SCRRA Maintenance Area. RCTC shall not be required to provide flagmen for such Maintenance of Way Services if there is no potential to foul the tracks but shall properly ensure that contractors have safety training for employees.
- I. Provide security guards for the layover facilities at South Perris and Riverside Downtown stations, which costs shall be reimbursed by SCRRA. SCRRA's payment obligation shall be based on the agreed upon terms in Funding Agreement No. 16-25-107-00. RCTC shall invoice SCRRA on a quarterly basis for the direct security and management costs associated with the security of the layover facilities.
- J. Require, under its contract(s) for security guard services, that the contractor(s) indemnify SCRRA to the same extent as indemnification is provided to RCTC and include SCRRA as an additional insured under all applicable policies required by RCTC under the contract(s).
- K. Make available to SCRRA as part of this MOU station security camera feeds for SCRRA's safety and security needs. However, this MOU does not cover any additional connections requested by SCRRA. Future connections shall be agreed to in writing by the PARTIES, and funding for any costs associated therewith will need to be identified.

IV. Obligations of SCRRA

SCRRA agrees to the following responsibilities for the BUDGET:

- A. Establish fiscal controls and accounting procedures sufficient to assure proper accounting for all transactions, so that audits may be performed. SCRRA shall

use accounting and fiscal procedures conforming to generally accepted accounting principles (GAAP).

- B. Comply with the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), including but not limited to:
 - a. Indirect Cost Rate. SCRRA's submitted federally recognized indirect cost rate negotiated between SCRRA and the FTA. SCRRA will provide RCTC the rates in a separate letter as soon as they are available. If the rates are updated with FTA, within 30 days of approval, SCRRA must reconcile its billings for any over or under-recovery of indirect costs previously billed to and reimbursed by RCTC using the provisional rates. Interest may not be claimed on any potential underpayments.
- C. Comply with the requirements of 49 CFR, Part 26, et. seq., and all other FTA Disadvantaged Business Enterprise (DBE) rules, regulations and policies in carrying out this MOU, and shall implement a stand-alone DBE Program that includes goal setting, outreach, monitoring, and reporting. SCRRA shall create and maintain records of compliance with the DBE obligations in this MOU and provide compliance information to RCTC upon request.
- D. Comply with all applicable sections of 2 CFR 200 "Grants and Agreements" pertaining to the management of federally funded assets. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements 2 CFR 200.
- E. Comply with all applicable sections of FTA Circular 5010.1.e pertaining to the management of federally funded assets, FTA Circular 4220.1F pertaining to any third-party contracts funded with FTA funds, and any other applicable FTA Circulars. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements in Circular 5010.1.e.
- F. Assume the role of subrecipient of federal awards and provide RCTC with all the necessary information to remain in compliance as a subrecipient with the Uniform Guidance, FTA requirements, and RCTC Subrecipient Guidelines, all of which are on file at the offices of the PARTIES, and are incorporated herein by reference.
- G. Comply with all applicable requirements of the FTA Master Agreement, the terms of which are incorporated herein by reference, and be responsible for any violation of FTA rules, regulations or policies, or misuse of funds by SCRRA.
- H. Submit a separate invoice to RCTC (Attention: Accounts Payable) on a quarterly basis for RCTC's share of the costs associated with the individual components of the BUDGET. Each invoice shall be in a mutually acceptable form and shall include the following information, at a minimum:
 - a. RCTC Agreement Number

- b. Time period covered by the invoice;
- c. Total invoice amount;
- d. For rehabilitation/renovation and new capital projects, supporting documentation, such as progress reports, contractor invoices, or other records to indicate payment has been made to contractor(s), or that payment is imminent in the amount of the invoice, and such additional supporting documentation and background information as RCTC may reasonably require (including executed contracts, as further described below):
- e. All information needed for quarterly project reporting and milestone updates to allow RCTC enough time to prepare and submit to the FTA on a timely basis all required or requested FTA reports and updates. In no event shall such reports be received later than ten (10) days prior to the required date of the quarterly submission to the FTA, which is 30 days following the end of each quarter.
- I. For each invoice submitted to RCTC related to rehabilitation/renovation and capital projects, provide a description of services performed during invoice period and included in the invoice;
- J. For rehabilitation/renovation and capital projects, provide quarterly reports detailing total amount invoiced to date and balance remaining on projects; any significant issues encountered or anticipated; and a breakdown of percent completed and remaining for projects.
- K. Provide quarterly budget to actual reports to RCTC and the SCRRA Board of Directors reflecting actual ridership and revenues and expenses at a line item level compared to the adopted operating budget, based on financial information generated by SCRRA's Oracle financial system. Such financial information shall be based on a monthly financial closing process that includes significant accruals and material account reconciliations.
- L. Operate Metrolink commuter rail service on three lines serving Riverside County within budgeted service levels as outlined in Exhibit A.
- M. Submit invoices to RCTC in a timely manner to allow RCTC to draw down Section 5337 federal funds directly and provide quarterly expenditure report by grant to RCTC no later than the 20th of the month following the end of each quarter reflecting anticipated drawdown of federal funds and funds expended for RCTC-funded capital, rehabilitation/renovation projects, including a progress report on each budgeted rehabilitation/renovation project that includes status of each project, schedule update, , and expenditures to budget.
- N. Provide a reconciliation report to RCTC by March 31, 2021, identifying a surplus or deficit in FY 2019-20 RCTC allocations to the SCRRA for operating expenses.

- O. Obtain express written permission from RCTC prior to reallocating any unexpended FY 2020-21 RCTC operating funds.
- P. Provide quarterly reports to RCTC summarizing FY 2020-21 actual data versus budget, to assist in the measurement of performance metrics.
- Q. As applicable, prepare and submit all required reports to federal and state agencies in a timely manner by the due dates established by those agencies in order to avoid any penalties that could impair funding to RCTC.
- R. To qualify for reimbursement from RCTC, submit (i) a final invoice for operating expenses for FY 2020-21 on or prior to June 30, 2021 for budgeted or adjusted budget operating expenses and a final invoice after reconciliation of operating expenses by March 31, 2022, and (ii) final invoices for rehabilitation/renovation and new capital projects shall be provided as soon as possible, in accordance with FTA guidelines of the specified grant funds. Should a rehabilitation/renovation or capital project incur a delay, SCRRA shall promptly notify RCTC as to the cause of delay and other pertinent information that may be required to obtain an extension of grant terms, as applicable. Invoices submitted beyond the stated timeframes, unless extended, will be reviewed and may be reimbursed, on a case by case basis, subject to the availability of funding, as determined by RCTC and its grantors.
- S. Submit invoices to BNSF for dispatching along the PVL and for the Freight Only Maintenance of Way Services. If the annual BNSF Per Mile Payment Obligation exceeds the costs of the Freight Only Maintenance of Way Services, SCRRA shall also invoice BNSF for a portion of the Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- T. Provide Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- U. Be responsible for all the fencing maintenance, weeding, trash, graffiti and maintenance within SCRRA's responsibility for track and structures.
- V. Reimburse RCTC on a quarterly basis for the direct security costs associated with the security of the layover facility located at the Riverside Downtown station and the South Perris Station along the PVL, for a total, not-to-exceed amount of \$250,000.
- W. Make available to RCTC as part of this MOU security camera feeds for RCTC's safety and security needs. Future connections will need to be agreed to in writing by the PARTIES and funding for any costs associated with the project will need to be identified.
- X. Maintain the 48 fibers provided by RCTC for SCRRA's use.
- Y. Be responsible for the maintenance of eight (8) TVMs which shall be equally divided among the four (4) new Metrolink stations: Riverside Hunter Park, Moreno Valley/March Field, Downtown Perris and South Perris. Removal of

any TVM from the designated station will require written notification to and approval from RCTC prior to work commencing.

Z. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the Freight Only Maintenance of Way Services and any additional Maintenance of Way Services along the PVL on a quarterly basis. Those revenues will be used to offset RCTC's member agency operating subsidy allocation and reported on quarterly invoices.

AA. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the dispatching along the PVL.

BB. Be responsible for the maintenance of the Riverside Downtown and South Perris layover facilities, unless different agreements are made in writing by both PARTIES.

CC. Complete all work to be funded under this MOU in a good and workmanlike manner, consistent with the standard of care generally recognized as being employed by professionals in the same discipline in the State of California.

Failure of SCRRA to abide by the conditions above may result in delay to payment schedule outlined in Responsibilities of RCTC.

V. Maximum Obligation

Notwithstanding any provisions of this MOU to the contrary, RCTC and SCRRA agree that RCTC's maximum cumulative payment obligation hereunder shall be Seventeen Million, Twenty Seven Thousand Three Hundred and Thirty-Eight Dollars (\$17,027,338) for rail operations; Seven Million, Nine Hundred Sixty-One Thousand Five Hundred and Forty-Eight dollars (\$7,961,548) in FTA Section 5337 funds for capital projects, for a total amount not to exceed Twenty Four Million, Nine Hundred Eighty Eight Thousand Eight Hundred and Eighty-Six dollars (\$24,988,886). Any amendments to the BUDGET that increase the amount set forth as due from RCTC will require RCTC board approval.

VI. Complete MOU

A. This MOU, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) between SCRRA and RCTC concerning the subject matter addressed herein and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this MOU shall not affect the validity of other term(s) or conditions(s) of this MOU. The above-referenced Recitals are true and correct and are incorporated by reference herein.

- B. RCTC'S failure to insist on any instance(s) of SCRRA's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of RCTC's right to such performance or to future performance of such term(s) or condition(s), and SCRRA's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this MOU shall not be binding upon RCTC except when specifically confirmed in writing by an authorized representative of RCTC by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.
- C. SCRRA's failure to insist on any instance(s) of RCTC's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of SCRRA's right to such performance or to future performance of such term(s) or condition(s), and RCTC's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this MOU shall not be binding upon SCRRA except when specifically confirmed in writing by an authorized representative of SCRRA by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

VII. Authorized Representatives

The actions required to be taken by SCRRA and RCTC in the implementation of this MOU are delegated to the respective authorized representative of each PARTY. The authorized representative for SCRRA is its Chief Executive Officer, or designee, and the authorized representative for RCTC is its Executive Director, or designee.

VIII. Audit and Inspection

In its role as a subrecipient, SCRRA shall:

- A. Maintain a complete set of accounting records in accordance with GAAP for RCTC subrecipient monitoring, FTA, and normal operations purposes. The original records shall be maintained within the SCRRA limits.
- B. Prepare and file, within nine (9) months after the close of the fiscal year, financial statements of SCRRA for such fiscal year, together with an audit report thereon prepared by and independent certified public accountant. SCRRA shall furnish such audited financial statements to RCTC within ten (10) days of issuance of the audit report.
- C. Upon reasonable notice, permit the authorized representatives of RCTC and FTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of not less than three (3) years after final payment, or until any on-going audit is completed whichever is longer.

For purposes of audit, the date of completion of this MOU shall be the date of RCTC's payment of SCRRA's final billing (so noted on the invoice) under this MOU.

- a. Upon conclusion of RCTC's monitoring of SCRRA as a subrecipient under this MOU, RCTC shall prepare a notice to SCRRA of any findings or deficiencies and immediate actions to be taken by SCRRA to correct issues involving ineligible uses of federal funds.
 - i. SCRRA shall develop a corrective action plan for any findings or deficiencies within 60 days from the issuance of the review findings to address deficiencies or noncompliance issues.
- D. With respect to audits in accordance with (C), include these same requirements in construction contracts with SCRRA's contractor(s).
- E. Comply with the terms and conditions for close-out of subawards.

RCTC shall have the right to reproduce any such books, records, and accounts.

If the FTA determines that any FTA funds paid to SCRRA were not spent in accordance with applicable federal rules and regulations, SCRRA shall be responsible for reimbursement of all such improperly expended funds and shall make such reimbursement in the manner specified by FTA.

If SCRRA fails to comply with the requirements of this MOU as it pertains to federal requirements as a subrecipient, RCTC may impose additional conditions or take one or more of the following actions, as appropriate:

- A. Temporarily withhold cash payments;
- B. Disallow all or part of the cost of the activity that is not in compliance;
- C. Wholly or partly suspend or terminate the federal award;
- D. Recommend that the federal agency initiate suspension or debarment proceedings; or
- E. Take other remedies that may be legally available.

IX. Indemnification and Insurance

- A. SCRRA shall indemnify, defend and hold harmless RCTC, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by SCRRA, its officers, directors,

employees, contractors, or agents in connection with or arising out of the performance of this MOU.

- B. RCTC shall indemnify, defend and hold harmless SCRRA, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by RCTC, its officers, directors, employees or agents in connection with or arising out of the performance of this MOU.
- C. The indemnification and defense obligations of this MOU shall survive its expiration or termination.
- D. SCRRA maintains property and general liability insurance and/or self-insurance in the amounts and with coverage as set forth in the insurance certificates attached hereto as Exhibit "B". SCRRA shall maintain, for the duration of this MOU, and/or shall require that SCRRA contractors maintain, levels of insurance coverage equivalent to existing coverage, as shown in the attached certificates, against claims for injuries to persons, or damages to property, which may arise from or in connection with SCRRA rail operations or construction by SCRRA, its agents, representatives, employees or subcontractors on RCTC property. Further, the PARTIES agree that SCRRA is responsible for maintenance and repair of damage to, regardless of cause or ownership, all assets that facilitate SCRRA's operations, and shall provide insurance therefore.
- E. SCRRA shall include RCTC as an additional insured on all insurance policies required to be maintained hereunder.

X. Additional Provisions

RCTC and SCRRA agree to the following mutual responsibilities:

- A. Term of MOU: This MOU shall terminate upon the completion of the disbursement of the operating and capital funds to SCRRA and the completion of all reports, updates or any other documentation or responsibility of the PARTIES related to the projects in the BUDGET. In all events, this MOU shall terminate within the time limits set forth in applicable FTA procedures and regulations. This MOU may only be extended upon written mutual consent by both PARTIES.

- B. **Dispute Resolution:** In the case of a dispute, the Executive Director and Chief Executive Officer of the PARTIES shall timely attempt to resolve the dispute. If the PARTIES are unable to resolve the dispute, either PARTY may elect to initiate arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of each of the PARTIES, and the third member shall be appointed by mutual consent of the other two arbitrators.
- C. **Modifications:** This MOU may be amended in writing at any time by the mutual consent of both PARTIES. No amendment shall have any force or effect unless executed in writing by both PARTIES.
- D. **Laws and Regulations:** RCTC and SCRRRA shall comply with all applicable federal, state, and local laws, statutes, ordinances and regulations of any governmental authority having jurisdiction over the BUDGET.
- E. **Legal Authority:** The persons signing below represent that they are authorized to execute this MOU on behalf of their respective PARTY, and that, by so executing this MOU, the PARTIES hereto are formally bound to the provisions of this MOU.
- F. **Severability:** If any term, provision, covenant or condition of this MOU is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this MOU shall not be affected thereby, and each term, provision, covenant or condition of this MOU shall be valid and enforceable to the fullest extent permitted by law.
- G. **Counterparts:** This MOU may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same MOU. Facsimile signatures will be permitted.
- H. **Force Majeure:** Either PARTY shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire or flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.
- I. **Assignment:** Neither this MOU, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole and absolute discretion. Any such attempt of assignment shall be deemed void and

of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.

- J. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.
- K. Governing Law: The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this MOU. Venue shall be in Riverside County.
- L. Arbitration Fees: Should arbitration arise out of this MOU for the performance hereof, the arbitration fees, and other costs and expenses, including attorney's fees, shall be paid by the PARTY against whose favor the arbitration, or any subsequent legal action arising out of the arbitration, is found.
- M. Notices: Any notices, requests, or demands made between the PARTIES pursuant to this MOU are to be directed as follows:

To SCRRRA:	To RCTC:
Southern California Regional Rail Authority	Riverside County Transportation Commission
900 Wilshire Blvd Suite 1500 Los Angeles, CA 90017	Street Address: 4080 Lemon St 3 rd Floor Riverside, CA 92501 Mailing Address: P.O. Box 12008 Riverside, CA 92502
Attention: Chief Executive Officer Tel: 213-452-0255 E-mail: SCRRACEO@scrra.net	Attention: Executive Director Tel: 951-787-7141 E-mail: amayer@rctc.org

- N. Successors and Assigns: The provisions of this MOU shall bind and inure to the benefit of each of the PARTIES hereto, and all successors or assigns of the PARTIES hereto.
- O. Survival: All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this MOU, including, but not

limited to, the indemnification, reporting, auditing, repayment of improperly expended funds, and records maintenance obligations, shall survive any such expiration or termination.

This MOU shall be made effective upon execution by both PARTIES.

[Signatures on following page]

DRAFT

**SIGNATURE PAGE TO
MOU No. 20-25-091-00**

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU No. 20-25-091-00 to be executed on the date first above written.

**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

**RIVERSIDE COUNTY TRANSPORTATION
COMMISSION**

Chief Executive Officer

Executive Director

Reviewed and Approved as to Form:

SCRRA Legal Counsel

RCTC General Legal Counsel

EXHIBIT A-SCRRRA BUDGET

RCTC's shares of SCRRRA's FY 2020-21 Budget, as approved by the SCRRRA Board of Directors in September 2020, are shown below:

Operating Budget:

RCTC Share	\$	17,027,338
Net Subsidy	\$	17,027,338

Capital Budget:

RCTC Share	\$	7,961,228
Total	\$	7,961,228

EXHIBIT B-INSURANCE CERTIFICATES

[attached behind this page]

DRAFT