



**Draft Southern California  
Regional Rail Authority  
Fiscal Year 2015-16  
Budget Update**



## Key Budget Assumptions

- Ridership flat with 2015 actual performance
- No Fare Increase
- Diesel Fuel Cost at \$3 per gallon + five percent contingency
- The only additional increase in headcount from FY 2014-15 Budget
  - Two positions in ticket vending machine (TVM)/Fare Collection (approved by Board)
- Will continue to lease locomotives for Positive Train Control (PTC) testing
- Only service change is Perris Valley (PV) extension



# Expense Allocation by Member Agency

(\$000s)

	Total FY 2015-16	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
<b>Expenses</b>						
Train Operations and Services	\$ 135,434	\$ 69,323	\$ 31,654	\$ 13,675	\$ 14,892	\$ 5,890
Maintenance-of-Way (MOW)	\$ 42,774	\$ 23,784	\$ 8,507	\$ 2,654	\$ 5,128	\$ 2,701
Administration and Services	\$ 32,380	\$ 15,644	\$ 5,700	\$ 4,680	\$ 3,268	\$ 3,087
Insurance	\$ 18,079	\$ 9,627	\$ 4,257	\$ 1,343	\$ 2,152	\$ 700
<b>Total Expenses Incl. MOW</b>	<b>\$ 228,667</b>	<b>\$ 118,378</b>	<b>\$ 50,118</b>	<b>\$ 22,352</b>	<b>\$ 25,440</b>	<b>\$ 12,379</b>
<b>FY 2014-15 Budget</b>	<b>\$ 221,496</b>	<b>\$ 117,299</b>	<b>\$ 50,049</b>	<b>\$ 17,109</b>	<b>\$ 25,119</b>	<b>\$ 11,919</b>
<b>Favorable/(Unfavorable) vs FY 2014-15</b>	<b>\$ (7,171)</b>	<b>\$ (1,078)</b>	<b>\$ (69)</b>	<b>\$ (5,243)</b>	<b>\$ (321)</b>	<b>\$ (460)</b>
<b>Percentage Change</b>	<b>(3.2%)</b>	<b>(0.9%)</b>	<b>(0.1%)</b>	<b>(30.6%)</b>	<b>(1.3%)</b>	<b>(3.9%)</b>

Metro: Los Angeles

OCTA: Orange County Transportation Authority

RCTC: Riverside County Transportation Commission

SANBAG: San Diego Association of Governments

VCTC: Ventura County Transportation Commission



## Key Drivers for FY 2015-16 Expense Budget

(\$000)

Operating Budget	FY15	FY16	Variance	
	Budget	Budget	Increase/ (Reduction)	Percent
Amtrak - Current Staffing Level	38,175	37,705	(470)	-1.2%
Crew Rationalization		625	625	n/a
Claims/Self Insurance	1,000	4,000	3,000	300.0%
Transfers to Other Operators	5,900	7,411	1,511	25.6%
Operations Professional Services*	1,445	2,670	1,225	84.8%
TVM Main/Rev Collect	5,464	6,703	1,239	22.7%
Inventory Materials for Mechanic	8,437	9,350	913	10.8%
<u>PV</u>				
Crew		871	871	n/a
Mechanical		370	370	n/a
Fuel		450	450	n/a
Security		<u>389</u>	<u>389</u>	n/a
Total New Train Service		2,080	2,080	n/a
Direct MOW		<u>1,390</u>	<u>1,390</u>	n/a
Total PV (9 Months)		3,470	3,470	n/a
Fuel	25,265	22,626	(2,639)	-10.4%
Insurance Premiums	14,597	12,880	(1,717)	-11.8%
<b>Subtotal</b>	<b>100,283</b>	<b>107,440</b>	<b>7,157</b>	<b>7.1%</b>
Other expenses	121,213	121,227	14	0.0%
<b>Total</b>	<b>221,496</b>	<b>228,667</b>	<b>7,171</b>	<b>3.2%</b>

\* Fleet Clean (408K), Pest control (\$325K), Eng Support (125K), Job Corps (100K), Other (267K)



# Revenue Allocation by Member Agency

(\$000s)

	<b>Total FY 15-16</b>	<b>Metro Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SANBAG Share</b>	<b>VCTC Share</b>
<b>Revenues</b>						
Gross Farebox	\$ 84,738	\$ 42,879	\$ 20,737	\$ 7,311	\$ 11,312	\$ 2,499
Dispatching	\$ 2,663	\$ 1,355	\$ 905	\$ 11	\$ 57	\$ 335
MOW	\$ 14,348	\$ 9,301	\$ 2,644	\$ 625	\$ 1,255	\$ 523
<b>Total Revenues</b>	<b>\$ 101,749</b>	<b>\$ 53,535</b>	<b>\$ 24,286</b>	<b>\$ 7,947</b>	<b>\$ 12,624</b>	<b>\$ 3,357</b>
<b>FY 2014-15 Budget</b>	<b>\$ 110,363</b>	<b>\$ 58,129</b>	<b>\$ 27,787</b>	<b>\$ 7,312</b>	<b>\$ 13,373</b>	<b>\$ 3,762</b>
<b>Favorable/(Unfavorable) vs FY 2014-15</b>	<b>\$ (8,614)</b>	<b>\$ (4,594)</b>	<b>\$ (3,501)</b>	<b>\$ 635</b>	<b>\$ (749)</b>	<b>\$ (405)</b>
<b>Percentage Change</b>	<b>(7.8%)</b>	<b>(7.9%)</b>	<b>(12.6%)</b>	<b>8.7%</b>	<b>(5.6%)</b>	<b>(10.8%)</b>



# Subsidy by Member Agency

(\$000s)

	<b>Total FY 15-16</b>	<b>Metro Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SANBAG Share</b>	<b>VCTC Share</b>
<b>Expenses Including MOW</b>	\$ 228,667	\$ 118,378	\$ 50,118	\$ 22,352	\$ 25,440	\$ 12,378
<b>Less: Revenues</b>	\$ 101,749	\$ 53,535	\$ 24,286	\$ 7,947	\$ 12,624	\$ 3,357
<b>Member Agency FY 2015-16 Subsidy</b>	<b>\$ 126,917</b>	<b>\$ 64,843</b>	<b>\$ 25,832</b>	<b>\$ 14,405</b>	<b>\$ 12,816</b>	<b>\$ 9,021</b>
<b>FY 2014-15 Budget As Adopted</b>	<b>\$ 111,735</b>	<b>\$ 59,683</b>	<b>\$ 22,267</b>	<b>\$ 9,817</b>	<b>\$ 11,805</b>	<b>\$ 8,163</b>
<b>(Over)/Under Prior Yr (FY 2014-15)</b>	<b>\$ (15,182)</b>	<b>\$ (5,160)</b>	<b>\$ (3,565)</b>	<b>\$ (4,588)</b>	<b>\$ (1,011)</b>	<b>\$ (858)</b>
<b>Percentage Change</b>	<b>(13.6%)</b>	<b>(8.6%)</b>	<b>(16.0%)</b>	<b>(46.7%)</b>	<b>(8.6%)</b>	<b>(10.5%)</b>



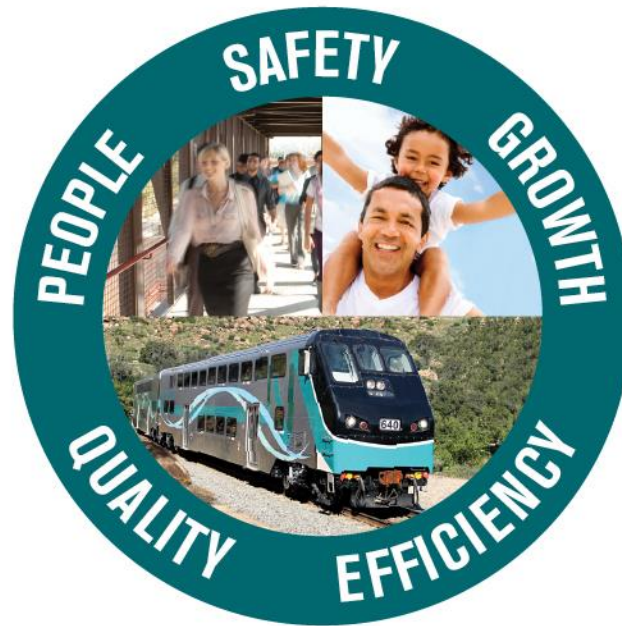
## Increase in Subsidy

(\$000s)

FY 2015-16 Subsidy Increase over FY 2014-15                      \$15,182

### Three Key Factors for the Increase

Change in Revenue from FY15	\$8,614
Oxnard Incident	\$3,700
Perris Valley Line	<u>\$3,470</u>
	\$15,784



## The Metrolink Mission Statement

To provide an outstanding passenger experience on every ride with safe, clean, dependable and on-time operations.