



JPB Board of Directors
Meeting of November 2, 2023

Correspondence as of October 27, 2023

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13	Urgent Concern Regarding Unprofessional Conduct on Train L3 #313 Northbound on 09/21/2023

From: [Sarah Nabong](#)
To: [JESKA C](#); [Board \(@caltrain.com\)](#)
Subject: RE: Safety Complaint
Date: Friday, October 20, 2023 3:55:35 PM
Attachments: [image001.png](#)

Dear Jessica Calderon,

Your email to the Caltrain Board of Directors has been forwarded to me for response. They will receive a copy of this email.

Thank you for reaching out to Caltrain with your observations. We provided your feedback to our Transit Police for their attention and the area you mentioned is handled by your local jurisdiction, who should be notified for real-time issues. Union Pacific Railroad owns the tracks beyond our Tamien Station in San Jose, we suggest reaching out to Union Pacific Police Department as well to further address your concerns. Regarding cameras, Caltrain is not equipped with surveillance onboard our train or the area in question. However, we just completed an assessment for upgrading/repairing/replacing the CCTV system at our stations across the entire 77 miles of right of way. Our Transit Police Department has been conducting random and periodic checks at the stations and on occasion will conduct security sweeps in the morning, when staffing and time allows. We are focused on being responsive to issues, while we work on upgrading the security infrastructure (cameras and alarms).

Thank you for your concerns and we appreciate your vigilance.

Best Regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: JESKA C <bischic1965@gmail.com>

Sent: Friday, September 01, 2023 1:43 AM

To: Board (@caltrain.com) <board@caltrain.com>

Subject: Re: Safety Complaint

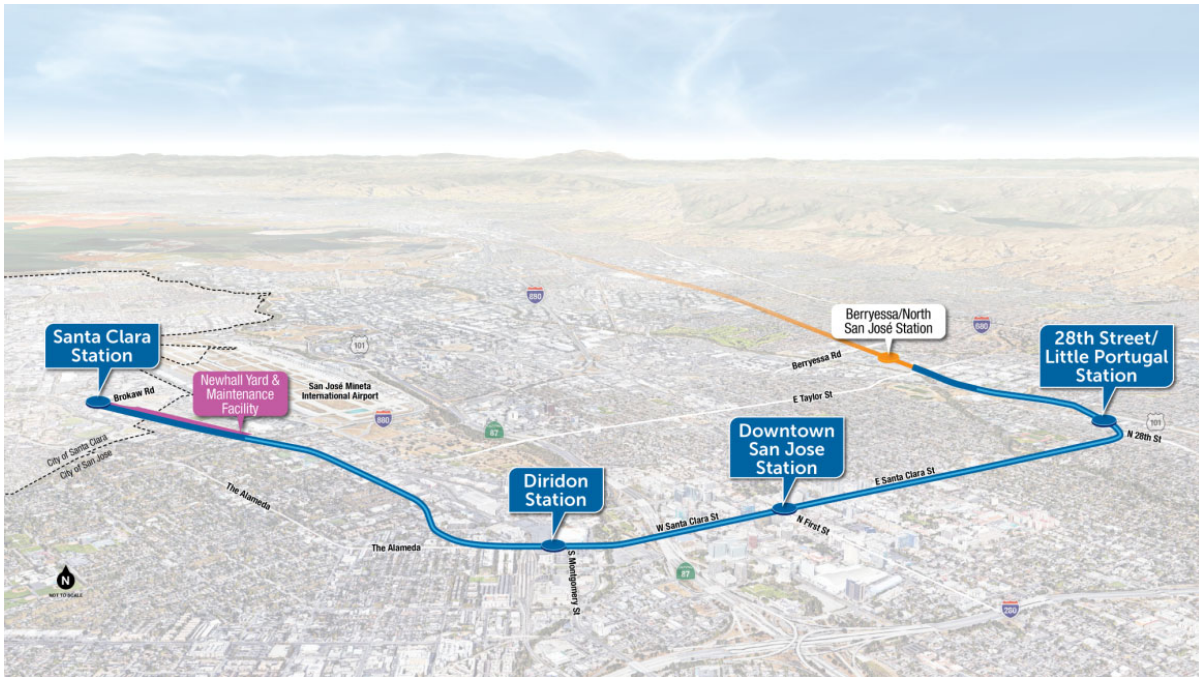
You don't often get email from bischic1965@gmail.com. [Learn why this is important](#)

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Hi, I'm reaching out for the safety of everyone in the community. I'm not sure if you're aware of the encampments that are along the train tracks in Gilroy. There is a dangerous person among the encampment who has been identified as an animal abuser torturing and killing animals. Gilroy Police Department and Animal Control have an active investigation. No arrest has been made due to 'needing more evidence'. He is a homeless man who carries a machete. His name is Victor. I will include some of the photos that we have. We are neighbors who have been finding these animals. As well as seeking out who is responsible. Multiple witnesses in the area have given the name and location of this man. He has a shack along Monterey road train tracks. Next to the Old pawn shop and JC Customs. Also a tree house. He has been known to like to kill cats. He's known by all the homeless in the area. They are afraid of him coming forward. The first cat we found with injuries was in Dec 2021. There has been multiple animals found dead and tortured since. Including a neighbor's kitten. With the inside of her mouth burned and her tongue has a ligature. With it partially severed. A huge concern for passengers getting off and on near the tracks. He's known to frequently travel through the creek. We have found weapons and other items, ropes, sticks, wire and burn pits with animal remains. All under the bridges at the storm drains where the animals have been traveling, hiding, etc. The encampments are a hideout for stolen merchandise and the criminals who are responsible. I have been tracking this man since Nov 2022. I see how they work in being lookouts and finding reporting stolen items. It's been a nightmare for me and neighbors. As a professional in the animal field over 20 years, it's unbelievable! The wild life and cat colonies have been targeted by this man. Since they are alone out in the area where businesses are closed they are left helpless. We have had a man from this encampment come to our place and disable our security camera. We have set up more cameras for safety. This animal abuser has been seen back in the area where the dead animal remains were found. Witnesses have seen dead squirrels and cat traps and cages at his shack along the tracks. As well as a chicken on a small chain with a tiny padlock. I wanted to share this with you to alert your drivers about the ongoing concerns. The public has only been notified only after reaching out to the news media after my neighbor's kitten was taken. Everyone in the community should be aware and report any dead or suspicious person with animals or finding any weapons to Gilroy Police Animal Control Officer David Carter. Leave a message on his voicemail. Animal Control only works a few days out of the week. Please, I'd like to know if there is anything you can do to get these encampments out. The tracks are dark and anyone near those tracks after dark are at risk of an encounter. Do you have any security cameras around or on the train. If so is it possible to review the dark hours for any possible evidence. This man is known to be out dark hours and most violent at those times according to his neighbor at the encampment. Thanks so much. I appreciate your time. Thought I'd reach out to do the right thing for everyone and the animals. Thank you. Jessica Calderon

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Friday, October 20, 2023 4:00 PM
To: Board (@caltrain.com)
Subject: VTA's Updated Costs and Schedule for VTA's BART Silicon Valley Phase II Extension Project

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A Closer Look at the Cost and Schedule Changes for VTA's BSVII Project

VTA announced the updated cost and schedule for VTA's Phase II Project at this month's Board of Directors meetings. These changes reflect the Project's design progress and market conditions as the last cost estimate was developed pre-COVID. Learn more about the factors that contributed to these [updates in our recent blog!](#)

Project Background

VTA's BART Silicon Valley Phase II Extension (Phase II Project) is a six-mile, four-station extension of BART from Berryessa / North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include an approx. five-mile subway, three stations with underground platforms (28th Street/ Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

As we near the end of 2023, we'll be attending various community events and encourage you to check them out through our [Community Activity Page](#) and [Phase II Calendar!](#)

Have a question for us about Phase II?

Visit www.vta.org/bart or email us vtabart@vtabsv.com



Forward



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VTA BART Phase II

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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From: [Adina Levin](#)
To: [MTC-ABAG Info](#); [Public Comment](#); [Public Comment](#); [Baltao, Elaine \[board.secretary@vta.org\]](mailto:Baltao, Elaine [board.secretary@vta.org]); [Board Meeting](#); myvoice@actransit.org; MTABoard@sfmta.com
Subject: Fare Integration Task Force #4b - Updated Support for Clipper BayPass Pilot
Date: Friday, October 20, 2023 4:44:59 PM
Attachments: [Clipper BayPass Pilot Phase 2 Support Sign-on letter - Google Docs.pdf](#)

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Honorable members of the Fare Integration Task Force, Transit Agency Board members, and MTC Commissioners,

Attached please find an updated letter including additional employer and stakeholder organizations in support of the Clipper Bay Pass Pilot Phase 2.

Thank you for your consideration,

- Adina

Adina Levin

Friends of Caltrain / <https://greencaltrain.com>

Seamless Bay Area / <https://seamlessbayarea.org>

650-646-4344



October 20, 2023

Dear Fare Integration Task Force members, Transit Agency Board Members, and MTC Commissioners,

Thank you very much for advancing the Clipper BayPass all-agency transit pass pilot, expanding from the initial participant base of public higher education and affordable communities to include up to 10 employers and transportation management associations with up to 20,000 participants.

We are very pleased to see the dramatic success of the first phase of the BayPass pilot showing a 35% increase in transit ridership among people whose access was expanded from a single agency to all agencies, improving mobility for people, helping the transit system regrow ridership, and advancing our region's goals on climate, equity and congestion relief.

Our organizations strongly believe that an all-agency institutional pass is one of the fastest and most meaningful options available to the region to regrow transit ridership and expand access to the transit system. While we are glad that this next phase of the pilot is advancing we urge MTC and transit operators to maintain their focus on this effort and to work expediently toward a full scale launch and region-wide formalization of the BayPass program as soon as possible. We understand that this will require formalizing a pricing and revenue distribution structure for the program as well as addressing long term implications for existing institutional pass programs.

We are confident that MTC and operators can come together to creatively overcome these implementation hurdles without further delay or compromise to the overall program. The need to rebuild ridership and strengthen public trust in the region's transit system is an imperative and mutual responsibility that all operators share. Transit is not on a sustainable course and the need for public investment in the system has never been greater- showing that we have the capacity to work together and change is essential.

Thank you for your consideration,

John Ristow
**San Jose Department of
Transportation**

Amy Buckmaster
Chamber San Mateo County

Alyssa Sherman
Salesforce

Ian Griffiths
Seamless Bay Area

Amy Thomson
TransForm

Laura Tolkoff
SPUR

Tiffany Rodriguez
**San Jose State Associated
Students**

Dave Sorrell
**Association of Commuter
Transportation**

Adina Levin
Friends of Caltrain

Ewan Barker Plummer
**San Francisco Youth
Commission**

**Sonoma County Climate
Activist Network**

Russell Hancock,
Joint Venture Silicon Valley

Laura Hill
Bay Area Council

From: [Sarah Nabong](#)
To: [Adler, Noah](#); [Board \(@caltrain.com\)](#)
Subject: RE: Better Bike Accommodation During High Traffic
Date: Monday, October 23, 2023 10:00:45 AM
Attachments: [image001.png](#)

Dear Noah Adler,

Your email to the Caltrain Board of Directors has been forwarded to me for response. They will receive a copy of this email.

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation. Kindly note, your request to add gallery cars to our more popular bullet trains was provided to our operations team to further address.

Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received, and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance.

The electric trains will maintain 72 bikes in the two bike cars and have 14 seats total (more information [here](#)). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. Since this time, Caltrain's [on-demand eLocker program](#) has grown, with over 300 eLockers now available at stations.

In 2019, Caltrain was awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. Thereafter, Caltrain heard from the bicycle community a desire to have additional seats next to bikes on the electric trains. A public process was held examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car, including a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop where members participated in an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BATAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered, and the Board approved reconfiguring the electric train bike cars to add more seats.

Caltrain values our riders who use bicycles and supports bikes as an excellent station access solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Kind regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Adler, Noah <noah@tapil.com>
Sent: Monday, October 16, 2023 8:29 AM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Better Bike Accommodation During High Traffic

You don't often get email from noah@tapil.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

I have been commuting by Caltrain 5 days a week from 22nd street to Redwood City for the past year. I take my bike everyday as I need to do an additional 3 miles on each side of the train. As a bike commuter I much prefer the gallery trains as they have lots of bike space and I can see my bike as I ride. It seems that the bombardier trains are also frequently used on the baby bullets in the morning and evening and those get too tight with the bikes. I have been not allowed on the train on multiple occasions because there is no bike space left especially in the morning. This is in very disruptive to my commute and I miss meetings at work.

I am requesting that you ensure the baby bullet trains in the morning, especially the most popular 8am baby bullet, use the gallery train cars to allow more space for bikes.

I also heard that there will be a new train design with the electrification project. I would like to advocate for at least as much bike space as the gallery cars and the ability to see your bike as you ride. I would much prefer more bike space and be forced to standing room rather than more seats.

Thank you for your consideration,
Noah Adler

From: [Sarah Nabong](#)
To: [Shambayati, Alice](#); [Board \(@caltrain.com\)](#); LPMG
Subject: RE: Please Retain 412 Train Service to Gilroy
Date: Monday, October 23, 2023 10:17:23 AM
Attachments: [image002.png](#)
[image003.png](#)

Dear Alice Shambayati,

Thank you for providing Caltrain with your feedback. Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence.

The timetable schedule is reviewed and updated semi-annually. During that time, we review ridership data from all stations and adjust train schedules accordingly. While Caltrain owns the segment of track between San Francisco and Tamien stations, Union Pacific Railroad owns the track from Tamien to Gilroy stations. Therefore, Caltrain must receive approval from Union Pacific to run the limited service to and from Gilroy (currently three round trips per day, which will be increased to four round trips with this new schedule). For this schedule change, Union Pacific requested that we move our last train earlier in the evening. In response to this request, we considered the recent survey conducted of South County residents that had over 1500 responses and indicated the strongest preference is for trains to arrive in Gilroy between 5pm and 5:30pm. Trains arriving in Gilroy after 7pm received the lowest ratings in this survey. Train 412 also has the lowest ridership among the three existing southbound trains to Gilroy. This led us to extend trains 308 and 410 to Gilroy and cut train 412 back to San Jose Diridon. Train 310 will now be the latest train to Gilroy, arriving 6:40pm, which was approved by Union Pacific.

Caltrain will continue to monitor ridership patterns on this line very closely and make adjustments when required and allowed by Union Pacific Railroad, in accordance with our trackage rights agreement.

We appreciate the feedback and hope to provide increased service soon.

Kind regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Shambayati, Alice <Alice.Shambayati@CityofPaloAlto.org>

Sent: Monday, September 25, 2023 10:07 AM

To: Board (@caltrain.com) <board@caltrain.com>; LPMG <LPMG@caltrain.com>

Subject: Please Retain 412 Train Service to Gilroy

Some people who received this message don't often get email from alice.shambayati@cityofpaloalto.org. [Learn why this is important](#)

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Dear Caltrain Board of Directors and LPMG Members,

It was discouraging to view the updated Caltrain Schedule, effective today, and learn that the train I rely on for my commute home from work on the weekdays has limited its service to Tamien Station, instead of remaining a full Gilroy service train. I live in Blossom Hill and work in the City Clerk's Office for the City of Palo Alto.

I clerked Palo Alto's Rail Committee meeting last Tuesday, and Council Member Pat Burt happened to give me a shout out as someone who relies on, and loves, commuting by train. It played a big role in my choice to work for the City of Palo Alto, particularly with the perk of receiving a Caltrain GO pass. In fact, I understand that Council Member Burt has mentioned my specific story and circumstances to the rest of the Board as an encouraging testament to why offering these sorts of perks to employees can be very beneficial.

However, Palo Alto's City Hall is open until 5:30 pm every day, with the City Clerk's Office operating from 7:30 am-5:30 pm daily. Prior to the schedule change, the 412 left Palo Alto at 6:01 pm, giving me (and other City of Palo Alto employees) the perfect amount of time to make that train. As of today, the last Gilroy train – 410 – will leave Palo Alto at 5:14 pm, making it impossible for us to make it.

Your new schedule highlights how Gilroy service has been increased with a 4th roundtrip train but fails to mention that doing so involved removing (or rather, limiting) an essential evening train with Gilroy service (412). Now, there appear to be two pairs of afternoon/evening trains that go to Gilroy—I use the term "pair" here because the 408 and 308 leave within 17-19 minutes of each other, and the 410 and 310 leave within 15-17 minutes of each other. If a main goal is to increase ridership (in this case, for commuters on the weekdays), how does this make sense logistically? The individuals who can make the 408 or 410 trains can just wait 15 minutes to hop on the 308 and 310 trains, respectively. I acknowledge that I don't understand all that goes into determining these schedule updates, but why are these limited time frames the only options for Gilroy service trains now? At least with the three trains (pre-9/25 schedule), they were 40+ minutes apart from one another, and therefore able to accommodate the work schedules of many commuters. Now, there are really only two time frames—for commuters who can leave work as early as 3:09/3:28 pm in San Francisco (3:58/4:15 pm in Palo Alto), or 4:10/4:27 pm in San Francisco (4:59/5:14 pm in Palo Alto).

- San Francisco's City Hall closes at 6 pm; the last Gilroy train now departs at 4:27 pm.
- Millbrae's City Hall closes at 5 pm; the last Gilroy train now departs at 4:46 pm.
- Belmont's City Hall closes at 5 pm; the last Gilroy train now departs at 4:59 pm.
- Palo Alto's City Hall closes at 5:30 pm; the last Gilroy train now departs at 5:14 pm.

I know a handful of City of Palo Alto employees who commute from Gilroy and rely on Caltrain (some who live even farther south than Gilroy, and first drive to Gilroy before jumping on the train). I would argue that individuals who live south of Tamien Station are the ones who need this form of public transportation the most—the only other public transportation option for me, going from South San Jose to Downtown Palo Alto, would be taking three different buses that add up to a 1 hr. 53-minute commute one way. I have no choice but to drive to work now.

When I began working in Palo Alto in February, I was under the impression that Caltrain would be a consistent and reliable mode of public transportation. I truly enjoyed every morning and evening on the train these past few months—if you were to ask anyone in my life, they'd tell you just how often I'd expressed my gratitude for having that train commute. I even requested that my team in the Clerk's Office allow me to clerk the Rail Committee meetings so I could stay up to date on, and celebrate, Caltrain's progress and accomplishments.

Please re-extend the 412 train service to Gilroy! I truly hope you will take this into consideration so the many commuters who do not have the luxury of leaving work as early as these updated train times require, including many government employees who already possess Caltrain GO passes, would be able to return to a train commute. Those of us who rode home together on the 412 (along with the conductors) had formed a real sense of community on that train, and it was a shame to be a part of so many conversations with my fellow passengers the past couple of weeks in which we all expressed similar concerns regarding how we'll make do without this train moving forward.

Thank you kindly for your time.

Most sincerely,



Alice Shambayati

Administrative Associate III

Office of the City Clerk

P: 650.329.2363 | E: Alice.Shambayati@CityofPaloAlto.org

www.cityofpaloalto.org

From: [Sarah Nabong](#)
To: [Becki Perkins](#); [Public Comment](#)
Subject: RE: Staff uniforms
Date: Monday, October 23, 2023 11:44:06 AM
Attachments: [image001.png](#)

Dear Becki Perkins,

Thank you so much for your feedback, [you put a big smile on our faces!] Our team is hard at work trying to continuously improve our service and it's always rewarding to hear kind words. We love that you love the new Caltrain uniforms, and your comments were forwarded to the proper administration for their attention. Once again, we thank you for submitting feedback, especially when it gives us the valuable opportunity to recognize our own.

Caltrain will continue working to provide our community with a high-quality transit system, and we look forward to providing you with another pleasurable travelling experience going forward.

Thanks again!

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Becki Perkins <beckiperk@gmail.com>
Sent: Friday, September 15, 2023 6:13 PM
To: [Public Comment](#) <publiccomment@caltrain.com>
Subject: Staff uniforms

You don't often get email from beckiperk@gmail.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi there,

I just want to tell you how much I love the new Caltrain staffs hats and red vests on the conductors. They are great, I believe they lend more authority to their position, I really rely on them so much to help me feel safe and that they will ensure that the passengers are in a safe environment.

Thank you

Becki Perkins

From: [Anthony Seemann](#)
To: [Board \(@caltrain.com\)](#)
Subject: WTS International Board Retreat in CA...
Date: Monday, October 23, 2023 12:03:04 PM
Attachments: [image002.png](#)
[image005.png](#)

You don't often get email from anthony@wtsinternational.org. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Greetings Caltrain Board,

Next month, *Women in Transportation Seminar International* (WTS) will be hosting our Annual Chapter Leadership Development Program in Newport Beach, CA on November 15th & 16th. We will have over 100 women transportation industry professionals from around the country together to learn and grow the educational, organizational, and structural resources needed to advance their personal and professional development.

I have outlined the partnership opportunities below and included the sponsorship prospectus for your consideration.

[2023 CLD Sponsorship Prospectus](#)

Networking Reception: \$10,000
Networking Lunch: \$7,500
Breakfast Sponsor: \$3,500
Networking Break: \$1,500
Small Business: \$1,000

Please let me know if you would like additional information, or to set up a call to further discuss the impact of your partnership within this leadership program.

Best regards,

Anthony V. Seemann
Sales Account Executive | [WTS International](#)
202-955-5085 x111
Direct: 206-844-1936
anthony@wtsinternational.org

 **Advancing women**
Advancing transportation



2) **The source of your information.**

Thank you in advance for your prompt response to this request.

CC

TJPA Board of Directors
Caltrain Board of Directors
SFCTA Commissioners
DTX Executive Steering Committee
TJPA CAC
Caltrain CAC
SFCTA CAC

From: Roland Lebrun
Sent: Monday, October 2, 2023 10:56 PM
To: Caltrain Public Records <pra@caltrain.com>
Subject: DTX O&M cost breakdown

Dear Sir or Madam,

Please refer to the attached slide and provide a breakdown of the following DTX O&M cost elements pursuant to Government Code 6250 et seq.

- Traincrews, Supervisors, Expenses, Operations and Dispatch Management, Administration, Safety, Finance, Timetables and Tickets, and Security \$6.9M
- Rolling Stock (Diesel and EMU) Maintenance, Fuel, Lubricants, and Utilities \$5.5M
- Stations, Track, OCS/TPS, Equipment Maintenance, and Spare Parts \$23.4M
- Wages and Benefits \$2.3M

Thank you in advance for your prompt response to this request.

Roland Lebrun

Overview

Caltrain has reviewed and updated its O&M model to reflect both the 4+2 and the 6 TPH scenarios. This will be updated 20 Year DTX Financial Plan. It incorporates five years of actuals (FY18-22) and 20 years of projections.

The numbers in this model do not tie exactly to the numbers found in the 20 Year Financial Plan. In reviewing that this is due to the tables in the Financial Plan being de-escalated and then re-escalated numbers which re

Changes

The model has been revised from an earlier version, transmitted on December 13, 2022, based upon new and Some significant changes include:

- The 6 TPH peak to Salesforce Transit Center scenario has been added and the equipment necessary to time performance has been updated.

- Per updates that occurred to the December 13 version, the acquisition of spare parts is now a capital model. Also, the model uses AECOM-developed cost estimates for maintenance of an underground station. The FY2024 and FY2025 figures in the model still need to be updated to reflect what the Board adopted; once from Caltrain, the model can be updated.

Outstanding Issues

As a reminder, there are still foundational items which are under negotiation or have not yet been addressed. Asset disposition issues have not yet been resolved between TJPA and Caltrain. This includes who owns asset responsible for their maintenance and replacement, any lease payments for use, and who bears risk associated include the tunnel, the U Wall, and fire/life/safety elements.

Although the issues around asset disposition have not been resolved, Caltrain has incorporated costs associated and Townsend station, the tunnel, and platforms at Salesforce Transit Center to provide a complete picture of the project. **This inclusion IS NOT a Caltrain commitment to operate nor maintain, nor to fund maintenance** As before Caltrain is not including revenue in this version of the O&M model.

- In terms of fare revenue, this is dependent on ongoing updates to ridership.

- Caltrain is still in discussion with AECOM over some of the underlying assumptions regarding fare revenue. Caltrain has made no commitments about which additional revenue, if any, will be allocated to the DFTA. FTA will be evaluating ridership based upon a STOPS model, a process being managed by SFCTA. Per FTA reporting needed by project sponsors to review its ridership forecasts in detail and to support grant applications. Also, per FTA, STOPS modeling is to be based upon a blend of 2019 and 2022 data.

The STOPS model is not capacity constrained – it does not consider whether or not there is sufficient space or number of riders projected.

be incorporated into the
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TX project.

FTA, the model produces all
applications.

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No Build Scenario -- 7/11/2023

	Actuals					Approved Budget	PCEP RS Begins							
	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
EXPENSE														
DIRECT EXPENSE:														
Rail Operator Service	\$ 83,193,402	\$ 86,230,812	\$ 83,915,012	\$ 85,108,192	\$ 93,808,976	\$ 98,257,758	\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057
Positive Train Control	\$ 169,619	\$ 63,394	\$ 1,669,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 10,640,458	\$ 9,953,125	\$ 10,197,696	\$ 8,667,551	\$ 9,347,589	\$ 8,192,331	\$ 8,596,809	\$ 9,021,356	\$ 9,466,972	\$ 9,934,705	\$ 10,425,656	\$ 10,940,982	\$ 11,481,895	\$ 12,049,669
Security Services	\$ 5,850,526	\$ 5,816,573	\$ 5,913,164	\$ 6,752,598	\$ 7,391,809	\$ 7,935,381	\$ 8,332,150	\$ 8,748,758	\$ 9,186,195	\$ 9,645,505	\$ 10,127,780	\$ 10,634,169	\$ 11,165,878	\$ 11,724,172
Shuttle Services	\$ 4,713,180	\$ 4,043,565	\$ 4,138,714	\$ 1,899,021	\$ 1,938,640	\$ 121,600	\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197	\$ 149,553	\$ 154,039
Timetables and Tickets	\$ 76,752	\$ 92,987	\$ 145,818	\$ 15,932	\$ 17,140	\$ 135,350	\$ 139,411	\$ 143,593	\$ 147,901	\$ 152,338	\$ 156,908	\$ 161,616	\$ 166,464	\$ 171,458
Fuel and Lubricants	\$ 10,301,806	\$ 11,160,475	\$ 9,289,638	\$ 7,205,280	\$ 13,491,343	\$ 17,539,232	\$ 23,182,044	\$ 5,617,188	\$ 5,898,047	\$ 6,192,949	\$ 6,502,597	\$ 6,827,727	\$ 7,169,113	\$ 7,527,569
Insurance and Claims	\$ 1,187,905	\$ 4,128,561	\$ 4,165,530	\$ 8,473,430	\$ 6,147,859	\$ 10,619,730	\$ 11,681,703	\$ 12,762,753	\$ 13,948,424	\$ 15,249,037	\$ 16,675,943	\$ 18,241,619	\$ 19,959,786	\$ 21,845,530
Facilities/Maintenance	\$ 3,963,381	\$ 4,321,688	\$ 4,282,697	\$ 5,646,004	\$ 7,377,708	\$ 9,012,888	\$ 9,373,404	\$ 9,748,340	\$ 10,138,274	\$ 10,543,805	\$ 10,965,557	\$ 11,404,179	\$ 11,860,346	\$ 12,334,760
Facilities and Equipment Maintenance	\$ 2,626,683	\$ 2,944,312	\$ 2,739,785	\$ 4,260,435	\$ 6,004,842	\$ 7,258,788	\$ 7,549,140	\$ 7,851,106	\$ 8,165,150	\$ 8,491,756	\$ 8,831,426	\$ 9,184,683	\$ 9,552,070	\$ 9,934,153
Maint & Services-Bldg & Other	\$ 1,336,698	\$ 1,377,376	\$ 1,542,912	\$ 1,385,569	\$ 1,372,866	\$ 1,754,100	\$ 1,824,264	\$ 1,897,235	\$ 1,973,124	\$ 2,052,049	\$ 2,134,131	\$ 2,219,496	\$ 2,308,276	\$ 2,400,607
Utilities	\$ 1,899,260	\$ 2,040,714	\$ 2,026,493	\$ 2,009,538	\$ 2,541,458	\$ 2,617,600	\$ 2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659	\$ 17,187,726	\$ 17,875,235
Spares	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL DIRECT EXPENSE	\$ 111,355,832	\$ 117,898,769	\$ 115,546,619	\$ 117,109,995	\$ 132,714,933	\$ 146,239,539	\$ 158,333,879	\$ 184,238,998	\$ 193,222,425	\$ 202,676,505	\$ 212,628,859	\$ 223,108,985	\$ 234,148,404	\$ 245,780,820
ADMINISTRATIVE EXPENSE								14%	7%	5%	5%	7%	7%	7%
Wages and Benefits	\$ 8,058,146	\$ 10,212,324	\$ 11,673,415	\$ 9,550,977	\$ 10,610,123	\$ 13,963,830	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518	\$ 22,866,394	\$ 24,009,714	\$ 25,810,442	\$ 27,746,225	\$ 29,827,192
Managing Agency Admin OH Cost	\$ 5,886,046	\$ 6,503,882	\$ 4,406,537	\$ 3,510,418	\$ 3,923,397	\$ 3,565,453	\$ 3,921,998	\$ 4,314,198	\$ 4,745,618	\$ 5,220,180	\$ 5,742,198	\$ 6,316,417	\$ 6,948,059	\$ 7,642,865
Other Administrative Expenses	\$ 7,656,915	\$ 9,056,129	\$ 4,097,160	\$ 6,917,572	\$ 9,180,025	\$ 12,491,756	\$ 13,089,094	\$ 15,965,209	\$ 17,371,495	\$ 18,209,418	\$ 19,088,010	\$ 20,009,257	\$ 20,975,240	\$ 21,988,143
TOTAL ADMINISTRATIVE EXPENSE	\$ 21,601,107	\$ 25,772,336	\$ 20,177,112	\$ 19,978,967	\$ 23,713,544	\$ 30,021,039	\$ 35,866,086	\$ 41,019,900	\$ 43,894,631	\$ 46,295,991	\$ 48,839,921	\$ 52,136,116	\$ 55,669,524	\$ 59,458,200
SUBTOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
OPERATING EXPENSE CONTINGENCY														
TOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
Measure RR Ballot Costs	\$ -	\$ -	\$ -	\$ -	\$ 5,396,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Governance	\$ -	\$ -	\$ -	\$ -	\$ 1,144,981	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service Expense	\$ 1,500,522	\$ 1,602,163	\$ 2,635,046	\$ 2,882,955	\$ 1,935,154	\$ 2,581,752	\$ 3,471,125	\$ 3,472,750	\$ 3,471,125	\$ 3,471,125	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables	\$ -	\$ -	\$ -	\$ -	\$ 7,300,042	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL EXPENSE	\$ 134,457,460	\$ 145,273,268	\$ 138,358,776	\$ 139,971,917	\$ 172,205,564	\$ 179,192,330	\$ 197,671,090	\$ 228,731,648	\$ 240,588,182	\$ 252,443,621	\$ 264,941,280	\$ 278,717,601	\$ 293,290,429	\$ 308,711,520

No Build Scenario -- 7/11/2023

	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
EXPENSE											
DIRECT EXPENSE:											
Rail Operator Service	\$ 182,158,868	\$ 190,538,176	\$ 199,302,932	\$ 208,470,867	\$ 218,060,527	\$ 228,091,311	\$ 238,583,511	\$ 249,558,353	\$ 261,038,037	\$ 273,045,787	\$ 285,605,893
Positive Train Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 12,645,642	\$ 13,271,219	\$ 13,927,874	\$ 14,617,154	\$ 15,340,685	\$ 16,100,172	\$ 16,897,408	\$ 17,734,272	\$ 18,612,739	\$ 19,534,881	\$ 20,502,877
Security Services	\$ 12,310,380	\$ 12,925,899	\$ 13,572,194	\$ 14,250,804	\$ 14,963,344	\$ 15,711,512	\$ 16,497,087	\$ 17,321,941	\$ 18,188,039	\$ 19,097,440	\$ 20,052,312
Shuttle Services	\$ 158,660	\$ 163,420	\$ 168,323	\$ 173,373	\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016	\$ 213,226
Timetables and Tickets	\$ 176,602	\$ 181,900	\$ 187,357	\$ 192,977	\$ 198,767	\$ 204,730	\$ 210,872	\$ 217,198	\$ 223,714	\$ 230,425	\$ 237,338
Fuel and Lubricants	\$ 7,903,947	\$ 8,299,144	\$ 8,714,102	\$ 9,149,807	\$ 9,607,297	\$ 10,087,662	\$ 10,592,045	\$ 11,121,647	\$ 11,677,730	\$ 12,261,616	\$ 12,874,697
Insurance and Claims	\$ 23,915,439	\$ 26,187,753	\$ 28,682,530	\$ 31,421,824	\$ 34,429,889	\$ 37,733,396	\$ 41,361,674	\$ 45,346,978	\$ 49,724,778	\$ 54,534,081	\$ 59,817,788
Facilities/Maintenance	\$ 12,828,151	\$ 13,341,277	\$ 13,874,928	\$ 14,429,925	\$ 15,007,122	\$ 15,607,407	\$ 16,231,703	\$ 16,880,971	\$ 17,556,210	\$ 18,258,458	\$ 18,988,797
Facilities and Equipment Maintenance	\$ 10,331,519	\$ 10,744,780	\$ 11,174,571	\$ 11,621,554	\$ 12,086,416	\$ 12,569,873	\$ 13,072,668	\$ 13,595,575	\$ 14,139,398	\$ 14,704,974	\$ 15,293,172
Maint & Services-Bldg & Other	\$ 2,496,631	\$ 2,596,497	\$ 2,700,356	\$ 2,808,371	\$ 2,920,705	\$ 3,037,534	\$ 3,159,035	\$ 3,285,396	\$ 3,416,812	\$ 3,553,485	\$ 3,695,624
Utilities	\$ 18,590,244	\$ 19,333,854	\$ 20,107,208	\$ 20,911,496	\$ 21,747,956	\$ 22,617,875	\$ 23,522,590	\$ 24,463,493	\$ 25,442,033	\$ 26,459,714	\$ 27,518,103
Spares	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL DIRECT EXPENSE	\$ 258,042,292	\$ 270,971,424	\$ 284,609,573	\$ 299,001,073	\$ 314,193,476	\$ 330,237,822	\$ 347,188,931	\$ 365,105,714	\$ 384,051,526	\$ 404,094,538	\$ 425,308,154
ADMINISTRATIVE EXPENSE											
	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Wages and Benefits	\$ 32,064,232	\$ 34,469,049	\$ 37,054,228	\$ 39,833,295	\$ 42,820,792	\$ 46,032,351	\$ 49,484,778	\$ 53,196,136	\$ 57,185,846	\$ 61,474,785	\$ 66,085,394
Managing Agency Admin OH Cost	\$ 8,407,152	\$ 9,247,867	\$ 10,172,654	\$ 11,189,919	\$ 12,308,911	\$ 13,539,802	\$ 14,893,782	\$ 16,383,160	\$ 18,021,476	\$ 19,823,624	\$ 21,805,986
Other Administrative Expenses	\$ 23,050,256	\$ 24,163,984	\$ 25,331,847	\$ 26,556,489	\$ 27,840,685	\$ 29,187,346	\$ 30,599,525	\$ 32,080,426	\$ 33,633,409	\$ 35,261,999	\$ 36,969,895
TOTAL ADMINISTRATIVE EXPENSE	\$ 63,521,640	\$ 67,880,900	\$ 72,558,728	\$ 77,579,702	\$ 82,970,388	\$ 88,759,499	\$ 94,978,085	\$ 101,659,722	\$ 108,840,731	\$ 116,560,407	\$ 124,861,275
SUBTOTAL OPERATING EXPENSE	\$ 321,563,931	\$ 338,852,324	\$ 357,168,301	\$ 376,580,775	\$ 397,163,864	\$ 418,997,322	\$ 442,167,016	\$ 466,765,436	\$ 492,892,257	\$ 520,654,946	\$ 550,169,430
OPERATING EXPENSE CONTINGENCY											
TOTAL OPERATING EXPENSE	\$ 321,563,931	\$ 338,852,324	\$ 357,168,301	\$ 376,580,775	\$ 397,163,864	\$ 418,997,322	\$ 442,167,016	\$ 466,765,436	\$ 492,892,257	\$ 520,654,946	\$ 550,169,430
Measure RR Ballot Costs											
Governance											
Debt Service Expense	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables											
GRAND TOTAL EXPENSE	\$ 325,036,431	\$ 342,324,824	\$ 360,640,801	\$ 380,053,275	\$ 400,636,364	\$ 422,469,822	\$ 445,639,516	\$ 470,237,936	\$ 496,364,757	\$ 524,127,446	\$ 553,641,930

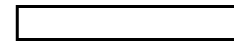
DTX 4 Scenario 7/11/23

	Actuals					Approved Budget	PCEP RS Begins							
	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
EXPENSE														
DIRECT EXPENSE:														
Rail Operator Service	\$ 83,193,402	\$ 86,230,812	\$ 83,915,012	\$ 85,108,192	\$ 93,808,976	\$ 98,257,758	\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057
Positive Train Control	\$ 169,619	\$ 63,394	\$ 1,669,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 10,640,458	\$ 9,953,125	\$ 10,197,696	\$ 8,667,551	\$ 9,347,589	\$ 8,192,331	\$ 8,596,809	\$ 9,021,356	\$ 9,466,972	\$ 9,934,705	\$ 10,425,656	\$ 10,940,982	\$ 11,481,895	\$ 12,049,669
Security Services	\$ 5,850,526	\$ 5,816,573	\$ 5,913,164	\$ 6,752,598	\$ 7,391,809	\$ 7,935,381	\$ 8,332,150	\$ 8,748,758	\$ 9,186,195	\$ 9,645,505	\$ 10,127,780	\$ 10,634,169	\$ 11,165,878	\$ 11,724,172
Shuttle Services	\$ 4,713,180	\$ 4,043,565	\$ 4,138,714	\$ 1,899,021	\$ 1,938,640	\$ 121,600	\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197	\$ 149,553	\$ 154,039
Timetables and Tickets	\$ 76,752	\$ 92,987	\$ 145,818	\$ 15,932	\$ 17,140	\$ 135,350	\$ 139,411	\$ 143,593	\$ 147,901	\$ 152,338	\$ 156,908	\$ 161,616	\$ 166,464	\$ 171,458
Fuel and Lubricants	\$ 10,301,806	\$ 11,160,475	\$ 9,289,638	\$ 7,205,280	\$ 13,491,343	\$ 17,539,232	\$ 23,182,044	\$ 5,617,188	\$ 5,898,047	\$ 6,192,949	\$ 6,502,597	\$ 6,827,727	\$ 7,169,113	\$ 7,527,569
Insurance and Claims	\$ 1,187,905	\$ 4,128,561	\$ 4,165,530	\$ 8,473,430	\$ 6,147,859	\$ 10,619,730	\$ 11,681,703	\$ 12,762,753	\$ 13,948,424	\$ 15,249,037	\$ 16,675,943	\$ 18,241,619	\$ 19,959,786	\$ 21,845,530
Insurance	\$ 4,368,714	\$ 4,193,739	\$ 4,331,946	\$ 5,406,266	\$ 5,513,835	\$ 9,299,730	\$ 10,229,703	\$ 11,252,673	\$ 12,377,941	\$ 13,615,735	\$ 14,977,308	\$ 16,475,039	\$ 18,122,543	\$ 19,934,797
Claims, Payments, and Reserves	\$ (3,180,809)	\$ (65,178)	\$ (166,416)	\$ 3,067,164	\$ 634,024	\$ 1,320,000	\$ 1,452,000	\$ 1,510,080	\$ 1,570,483	\$ 1,633,303	\$ 1,698,635	\$ 1,766,580	\$ 1,837,243	\$ 1,910,733
Facilities/Maintenance	\$ 3,963,381	\$ 4,321,688	\$ 4,282,697	\$ 5,646,004	\$ 7,377,708	\$ 9,012,888	\$ 9,373,404	\$ 9,748,340	\$ 10,138,274	\$ 10,543,805	\$ 10,965,557	\$ 11,404,179	\$ 11,860,346	\$ 12,334,760
Facilities and Equipment Maintenance	\$ 2,626,683	\$ 2,944,312	\$ 2,739,785	\$ 4,260,435	\$ 6,004,842	\$ 7,258,788	\$ 7,549,140	\$ 7,851,106	\$ 8,165,150	\$ 8,491,756	\$ 8,831,426	\$ 9,184,683	\$ 9,552,070	\$ 9,934,153
Maint & Services-Bldg & Other	\$ 1,336,698	\$ 1,377,376	\$ 1,542,912	\$ 1,385,569	\$ 1,372,866	\$ 1,754,100	\$ 1,824,264	\$ 1,897,235	\$ 1,973,124	\$ 2,052,049	\$ 2,134,131	\$ 2,219,496	\$ 2,308,276	\$ 2,400,607
Utilities	\$ 1,899,260	\$ 2,040,714	\$ 2,026,493	\$ 2,009,538	\$ 2,541,458	\$ 2,617,600	\$ 2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659	\$ 17,187,726	\$ 17,875,235
Spares	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL DIRECT EXPENSE	\$ 111,355,832	\$ 117,898,769	\$ 115,546,619	\$ 117,109,995	\$ 132,714,933	\$ 146,239,539	\$ 158,333,879	\$ 184,238,998	\$ 193,222,425	\$ 202,676,505	\$ 212,628,859	\$ 223,108,985	\$ 234,148,404	\$ 245,780,820
														0%
ADMINISTRATIVE EXPENSE								14%	7%	5%	5%	7%	7%	7%
Wages and Benefits	\$ 8,058,146	\$ 10,212,324	\$ 11,673,415	\$ 9,550,977	\$ 10,610,123	\$ 13,963,830	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518	\$ 22,866,394	\$ 24,009,714	\$ 25,810,442	\$ 27,746,225	\$ 29,827,192
Managing Agency Admin OH Cost	\$ 5,886,046	\$ 6,503,882	\$ 4,406,537	\$ 3,510,418	\$ 3,923,397	\$ 3,565,453	\$ 3,921,998	\$ 4,314,198	\$ 4,745,618	\$ 5,220,180	\$ 5,742,198	\$ 6,316,417	\$ 6,948,059	\$ 7,642,865
Other Administrative Expenses	\$ 7,656,915	\$ 9,056,129	\$ 4,097,160	\$ 6,917,572	\$ 9,180,025	\$ 12,491,756	\$ 13,089,094	\$ 15,965,209	\$ 17,371,495	\$ 18,209,418	\$ 19,088,010	\$ 20,009,257	\$ 20,975,240	\$ 21,988,143
Board of Directors	\$ 14,057	\$ 18,659	\$ 24,588	\$ 26,998	\$ 22,285	\$ 57,275	\$ 60,139	\$ 63,146	\$ 66,303	\$ 69,618	\$ 73,099	\$ 76,754	\$ 80,592	\$ 84,621
Professional Services	\$ 5,073,344	\$ 3,440,617	\$ 1,989,266	\$ 5,168,264	\$ 6,731,087	\$ 9,305,755	\$ 9,771,043	\$ 12,509,595	\$ 13,772,575	\$ 14,461,203	\$ 15,184,264	\$ 15,943,477	\$ 16,740,651	\$ 17,577,683
Communications and Marketing	\$ 194,390	\$ 272,596	\$ 293,830	\$ 234,816	\$ 437,328	\$ 403,730	\$ 423,917	\$ 445,112	\$ 467,368	\$ 490,736	\$ 515,273	\$ 541,037	\$ 568,089	\$ 596,493
Other Office Expenses and Services	\$ 2,375,124	\$ 5,324,257	\$ 1,789,476	\$ 1,487,493	\$ 1,989,324	\$ 2,724,996	\$ 2,833,996	\$ 2,947,356	\$ 3,065,250	\$ 3,187,860	\$ 3,315,374	\$ 3,447,989	\$ 3,585,909	\$ 3,729,345
TOTAL ADMINISTRATIVE EXPENSE	\$ 21,601,107	\$ 25,772,336	\$ 20,177,112	\$ 19,978,967	\$ 23,713,544	\$ 30,021,039	\$ 35,866,086	\$ 41,019,900	\$ 43,894,631	\$ 46,295,991	\$ 48,839,921	\$ 52,136,116	\$ 55,669,524	\$ 59,458,200
SUBTOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
OPERATING EXPENSE CONTINGENCY														
TOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
Measure RR Ballot Costs	\$ -	\$ -	\$ -	\$ -	\$ 5,396,910	\$ -								
Governance	\$ -	\$ -	\$ -	\$ -	\$ 1,144,981	\$ 350,000								
Debt Service Expense	\$ 1,500,522	\$ 1,602,163	\$ 2,635,046	\$ 2,882,955	\$ 1,935,154	\$ 2,581,752	\$ 3,471,125	\$ 3,472,750	\$ 3,471,125	\$ 3,471,125	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables	\$ -	\$ -	\$ -	\$ -	\$ 7,300,042									
GRAND TOTAL EXPENSE	\$ 134,457,460	\$ 145,273,268	\$ 138,358,776	\$ 139,971,917	\$ 172,205,564	\$ 179,192,330	\$ 197,671,090	\$ 228,731,648	\$ 240,588,182	\$ 252,443,621	\$ 264,941,280	\$ 278,717,601	\$ 293,290,429	\$ 308,711,520

DTX 4 Scenario 7/11/23

EXPENSE	DTX Opens										
	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
DIRECT EXPENSE:											
Rail Operator Service	\$ 213,207,890	\$ 223,015,453	\$ 233,274,164	\$ 244,004,775	\$ 255,228,995	\$ 266,969,529	\$ 279,250,127	\$ 292,095,633	\$ 305,532,032	\$ 319,586,506	\$ 334,287,485
Positive Train Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 14,639,117	\$ 15,364,140	\$ 16,125,205	\$ 16,924,110	\$ 17,762,740	\$ 18,643,074	\$ 19,567,190	\$ 20,537,271	\$ 21,555,608	\$ 22,624,605	\$ 23,746,789
Security Services	\$ 14,292,461	\$ 15,007,084	\$ 15,757,438	\$ 16,545,310	\$ 17,372,576	\$ 18,241,205	\$ 19,153,265	\$ 20,110,928	\$ 21,116,474	\$ 22,172,298	\$ 23,280,913
Shuttle Services	\$ 158,660	\$ 163,420	\$ 168,323	\$ 173,373	\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016	\$ 213,226
Timetables and Tickets	\$ 187,995	\$ 193,635	\$ 199,444	\$ 205,428	\$ 211,590	\$ 217,938	\$ 224,476	\$ 231,211	\$ 238,147	\$ 245,291	\$ 252,650
Fuel and Lubricants	\$ 8,138,138	\$ 8,545,045	\$ 8,972,297	\$ 9,420,912	\$ 9,891,958	\$ 10,386,556	\$ 10,905,883	\$ 11,451,178	\$ 12,023,736	\$ 12,624,923	\$ 13,256,169
Insurance and Claims	\$ 26,212,693	\$ 28,703,279	\$ 31,437,697	\$ 34,440,121	\$ 37,737,133	\$ 41,357,966	\$ 45,334,767	\$ 49,702,889	\$ 54,501,208	\$ 59,772,481	\$ 65,563,726
Insurance	\$ 24,034,649	\$ 26,438,114	\$ 29,081,925	\$ 31,990,118	\$ 35,189,130	\$ 38,708,043	\$ 42,578,847	\$ 46,836,731	\$ 51,520,405	\$ 56,672,445	\$ 62,339,690
Claims, Payments, and Reserves	\$ 2,178,044	\$ 2,265,166	\$ 2,355,772	\$ 2,450,003	\$ 2,548,003	\$ 2,649,923	\$ 2,755,920	\$ 2,866,157	\$ 2,980,803	\$ 3,100,035	\$ 3,224,037
Facilities/Maintenance	\$ 13,494,700	\$ 14,034,488	\$ 14,595,868	\$ 15,179,702	\$ 15,786,891	\$ 16,418,366	\$ 17,075,101	\$ 17,758,105	\$ 18,468,429	\$ 19,207,166	\$ 19,975,453
Facilities and Equipment Maintenance	\$ 10,998,069	\$ 11,437,992	\$ 11,895,511	\$ 12,371,332	\$ 12,866,185	\$ 13,380,833	\$ 13,916,066	\$ 14,472,709	\$ 15,051,617	\$ 15,653,682	\$ 16,279,829
Maint & Services-Bldg & Other	\$ 2,496,631	\$ 2,596,497	\$ 2,700,356	\$ 2,808,371	\$ 2,920,705	\$ 3,037,534	\$ 3,159,035	\$ 3,285,396	\$ 3,416,812	\$ 3,553,485	\$ 3,695,624
Utilities	\$ 19,907,127	\$ 20,703,412	\$ 21,531,548	\$ 22,392,810	\$ 23,288,523	\$ 24,220,063	\$ 25,188,866	\$ 26,196,421	\$ 27,244,277	\$ 28,334,049	\$ 29,467,410
Spares	\$ 4,631,981	\$ 4,770,940	\$ 4,914,069	\$ 5,061,491	\$ 5,213,335	\$ 5,369,735	\$ 5,530,828	\$ 5,696,752	\$ 5,867,655	\$ 6,043,685	\$ 6,224,718
TOTAL DIRECT EXPENSE	\$ 295,599,665	\$ 314,997,798	\$ 330,707,720	\$ 347,276,500	\$ 364,757,729	\$ 383,208,889	\$ 402,691,670	\$ 423,272,323	\$ 445,022,043	\$ 468,017,385	\$ 492,340,718
ADMINISTRATIVE EXPENSE	14%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Wages and Benefits	\$ 35,144,237	\$ 37,780,054	\$ 40,613,559	\$ 43,659,575	\$ 46,934,044	\$ 50,454,097	\$ 54,238,154	\$ 58,306,016	\$ 62,678,967	\$ 67,379,889	\$ 72,433,381
Managing Agency Admin OH Cost	\$ 8,407,152	\$ 9,247,867	\$ 10,172,654	\$ 11,189,919	\$ 12,308,911	\$ 13,539,802	\$ 14,893,782	\$ 16,383,160	\$ 18,021,476	\$ 19,823,624	\$ 21,805,986
Other Administrative Expenses	\$ 24,050,493	\$ 25,210,507	\$ 26,426,821	\$ 27,702,182	\$ 29,039,473	\$ 30,441,715	\$ 31,912,079	\$ 33,453,894	\$ 35,070,647	\$ 36,766,000	\$ 38,543,794
Board of Directors	\$ 88,852	\$ 93,295	\$ 97,960	\$ 102,858	\$ 108,001	\$ 113,401	\$ 119,071	\$ 125,024	\$ 131,275	\$ 137,839	\$ 144,731
Professional Services	\$ 19,003,428	\$ 19,953,600	\$ 20,951,280	\$ 21,998,844	\$ 23,098,786	\$ 24,253,725	\$ 25,466,412	\$ 26,739,732	\$ 28,076,719	\$ 29,480,555	\$ 30,954,583
Communications and Marketing	\$ 707,133	\$ 742,490	\$ 779,614	\$ 818,595	\$ 859,524	\$ 902,501	\$ 947,626	\$ 995,007	\$ 1,044,757	\$ 1,096,995	\$ 1,151,845
Other Office Expenses and Services	\$ 4,251,079	\$ 4,421,122	\$ 4,597,967	\$ 4,781,886	\$ 4,973,161	\$ 5,172,088	\$ 5,378,971	\$ 5,594,130	\$ 5,817,895	\$ 6,050,611	\$ 6,292,636
TOTAL ADMINISTRATIVE EXPENSE	\$ 67,601,881	\$ 72,238,428	\$ 77,213,033	\$ 82,551,677	\$ 88,282,427	\$ 94,435,613	\$ 101,044,016	\$ 108,143,070	\$ 115,771,090	\$ 123,969,514	\$ 132,783,162
SUBTOTAL OPERATING EXPENSE	\$ 363,201,546	\$ 387,236,226	\$ 407,920,754	\$ 429,828,177	\$ 453,040,156	\$ 477,644,502	\$ 503,735,686	\$ 531,415,393	\$ 560,793,133	\$ 591,986,898	\$ 625,123,880
OPERATING EXPENSE CONTINGENCY	\$ 2,081,881	\$ 2,419,195	\$ 2,537,623	\$ 2,662,370	\$ 2,793,815	\$ 2,932,359	\$ 3,078,433	\$ 3,232,498	\$ 3,395,044	\$ 3,566,598	\$ 3,747,723
TOTAL OPERATING EXPENSE	\$ 365,283,427	\$ 389,655,421	\$ 410,458,376	\$ 432,490,547	\$ 455,833,971	\$ 480,576,861	\$ 506,814,119	\$ 534,647,891	\$ 564,188,177	\$ 595,553,496	\$ 628,871,603
Measure RR Ballot Costs											
Governance											
Debt Service Expense	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables											
GRAND TOTAL EXPENSE	\$ 368,755,927	\$ 393,127,921	\$ 413,930,876	\$ 435,963,047	\$ 459,306,471	\$ 484,049,361	\$ 510,286,619	\$ 538,120,391	\$ 567,660,677	\$ 599,025,996	\$ 632,344,103

DTX 6 Scenario -- 711/23



	Actuals					Approved Budget	PCEP RS Begins					
	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
EXPENSE												
DIRECT EXPENSE:												
Rail Operator Service	\$ 83,193,402	\$ 86,230,812	\$ 83,915,012	\$ 85,108,192	\$ 93,808,976	\$ 98,257,758	\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819
Positive Train Control	\$ 169,619	\$ 63,394	\$ 1,669,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 10,640,458	\$ 9,953,125	\$ 10,197,696	\$ 8,667,551	\$ 9,347,589	\$ 8,192,331	\$ 8,596,809	\$ 9,021,356	\$ 9,466,972	\$ 9,934,705	\$ 10,425,656	\$ 10,940,982
Fuel and Lubricants	\$ 10,301,806	\$ 11,160,475	\$ 9,289,638	\$ 7,205,280	\$ 13,491,343	\$ 17,539,232	\$ 23,182,044	\$ 5,617,188	\$ 5,898,047	\$ 6,192,949	\$ 6,502,597	\$ 6,827,727
Insurance and Claims	\$ 1,187,905	\$ 4,128,561	\$ 4,165,530	\$ 8,473,430	\$ 6,147,859	\$ 10,619,730	\$ 11,681,703	\$ 12,762,753	\$ 13,948,424	\$ 15,249,037	\$ 16,675,943	\$ 18,241,619
Facilities/Maintenance	\$ 3,963,381	\$ 4,321,688	\$ 4,282,697	\$ 5,646,004	\$ 7,377,708	\$ 9,012,888	\$ 9,373,404	\$ 9,748,340	\$ 10,138,274	\$ 10,543,805	\$ 10,965,557	\$ 11,404,179
Utilities	\$ 1,899,260	\$ 2,040,714	\$ 2,026,493	\$ 2,009,538	\$ 2,541,458	\$ 2,617,600	\$ 2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659
Spares												
TOTAL DIRECT EXPENSE	\$ 111,355,832	\$ 117,898,769	\$ 115,546,619	\$ 117,109,995	\$ 132,714,933	\$ 146,239,539	\$ 158,333,879	\$ 184,238,998	\$ 193,222,425	\$ 202,676,505	\$ 212,628,859	\$ 223,108,985
ADMINISTRATIVE EXPENSE												
Wages and Benefits	\$ 8,058,146	\$ 10,212,324	\$ 11,673,415	\$ 9,550,977	\$ 10,610,123	\$ 13,963,830	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518	\$ 22,866,394	\$ 24,009,714	\$ 25,810,442
Managing Agency Admin OH Cost	\$ 5,886,046	\$ 6,503,882	\$ 4,406,537	\$ 3,510,418	\$ 3,923,397	\$ 3,565,453	\$ 3,921,998	\$ 4,314,198	\$ 4,745,618	\$ 5,220,180	\$ 5,742,198	\$ 6,316,417
Other Administrative Expenses	\$ 7,656,915	\$ 9,056,129	\$ 4,097,160	\$ 6,917,572	\$ 9,180,025	\$ 12,491,756	\$ 13,089,094	\$ 15,965,209	\$ 17,371,495	\$ 18,209,418	\$ 19,088,010	\$ 20,009,257
TOTAL ADMINISTRATIVE EXPENSE	\$ 21,601,107	\$ 25,772,336	\$ 20,177,112	\$ 19,978,967	\$ 23,713,544	\$ 30,021,039	\$ 35,866,086	\$ 41,019,900	\$ 43,894,631	\$ 46,295,991	\$ 48,839,921	\$ 52,136,116
SUBTOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101
OPERATING EXPENSE CONTINGENCY												
TOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101
Measure RR Ballot Costs	\$ -	\$ -	\$ -	\$ -	\$ 5,396,910	\$ -						
Governance	\$ -	\$ -	\$ -	\$ -	\$ 1,144,981	\$ 350,000						
Debt Service Expense	\$ 1,500,522	\$ 1,602,163	\$ 2,635,046	\$ 2,882,955	\$ 1,935,154	\$ 2,581,752	\$ 3,471,125	\$ 3,472,750	\$ 3,471,125	\$ 3,471,125	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables	\$ -	\$ -	\$ -	\$ -	\$ 7,300,042							
GRAND TOTAL EXPENSE	\$ 134,457,460	\$ 145,273,268	\$ 138,358,776	\$ 139,971,917	\$ 172,205,564	\$ 179,192,330	\$ 197,671,090	\$ 228,731,648	\$ 240,588,182	\$ 252,443,621	\$ 264,941,280	\$ 278,717,601

DTX Opens

FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
\$ 166,489,539	\$ 174,148,057	\$ 224,101,837	\$ 234,410,522	\$ 245,193,406	\$ 256,472,302	\$ 268,270,028	\$ 280,610,449	\$ 293,518,530	\$ 307,020,382	\$ 321,143,320	\$ 335,915,913	\$ 351,368,045
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 11,481,895	\$ 12,049,669	\$ 14,639,117	\$ 15,364,140	\$ 16,125,205	\$ 16,924,110	\$ 17,762,740	\$ 18,643,074	\$ 19,567,190	\$ 20,537,271	\$ 21,555,608	\$ 22,624,605	\$ 23,746,789
\$ 7,169,113	\$ 7,527,569	\$ 8,138,138	\$ 8,545,045	\$ 8,972,297	\$ 9,420,912	\$ 9,891,958	\$ 10,386,556	\$ 10,905,883	\$ 11,451,178	\$ 12,023,736	\$ 12,624,923	\$ 13,256,169
\$ 19,959,786	\$ 21,845,530	\$ 26,212,693	\$ 28,703,279	\$ 31,437,697	\$ 34,440,121	\$ 37,737,133	\$ 41,357,966	\$ 45,334,767	\$ 49,702,889	\$ 54,501,208	\$ 59,772,481	\$ 65,563,726
\$ 11,860,346	\$ 12,334,760	\$ 13,494,700	\$ 14,034,488	\$ 14,595,868	\$ 15,179,702	\$ 15,786,891	\$ 16,418,366	\$ 17,075,101	\$ 17,758,105	\$ 18,468,429	\$ 19,207,166	\$ 19,975,453
\$ 17,187,726	\$ 17,875,235	\$ 19,388,553	\$ 20,164,096	\$ 20,970,659	\$ 21,809,486	\$ 22,681,865	\$ 23,589,140	\$ 24,532,705	\$ 25,514,014	\$ 26,534,574	\$ 27,595,957	\$ 28,699,795
\$ -	\$ -	\$ -	\$ 4,631,981	\$ 4,770,940	\$ 4,914,069	\$ 5,061,491	\$ 5,213,335	\$ 5,369,735	\$ 5,530,828	\$ 5,696,752	\$ 5,867,655	\$ 6,043,685
\$ 234,148,404	\$ 245,780,820	\$ 305,975,038	\$ 325,853,550	\$ 342,066,073	\$ 359,160,702	\$ 377,192,105	\$ 396,218,886	\$ 416,303,912	\$ 437,514,665	\$ 459,923,628	\$ 483,608,700	\$ 508,653,663
\$ 27,746,225	\$ 29,827,192	\$ 35,144,237	\$ 37,780,054	\$ 40,613,559	\$ 43,659,575	\$ 46,934,044	\$ 50,454,097	\$ 54,238,154	\$ 58,306,016	\$ 62,678,967	\$ 67,379,889	\$ 72,433,381
\$ 6,948,059	\$ 7,642,865	\$ 8,407,152	\$ 9,247,867	\$ 10,172,654	\$ 11,189,919	\$ 12,308,911	\$ 13,539,802	\$ 14,893,782	\$ 16,383,160	\$ 18,021,476	\$ 19,823,624	\$ 21,805,986
\$ 20,975,240	\$ 21,988,143	\$ 24,050,493	\$ 25,210,507	\$ 26,426,821	\$ 27,702,182	\$ 29,039,473	\$ 30,441,715	\$ 31,912,079	\$ 33,453,894	\$ 35,070,647	\$ 36,766,000	\$ 38,543,794
\$ 55,669,524	\$ 59,458,200	\$ 67,601,881	\$ 72,238,428	\$ 77,213,033	\$ 82,551,677	\$ 88,282,427	\$ 94,435,613	\$ 101,044,016	\$ 108,143,070	\$ 115,771,090	\$ 123,969,514	\$ 132,783,162
\$ 289,817,929	\$ 305,239,020	\$ 373,576,920	\$ 398,091,978	\$ 419,279,106	\$ 441,712,379	\$ 465,474,532	\$ 490,654,499	\$ 517,347,928	\$ 545,657,735	\$ 575,694,718	\$ 607,578,214	\$ 641,436,825
		\$ 2,600,649	\$ 2,961,983	\$ 3,105,540	\$ 3,256,580	\$ 3,415,533	\$ 3,582,859	\$ 3,759,046	\$ 3,944,615	\$ 4,140,123	\$ 4,346,163	\$ 4,563,370
\$ 289,817,929	\$ 305,239,020	\$ 376,177,569	\$ 401,053,961	\$ 422,384,647	\$ 444,968,959	\$ 468,890,065	\$ 494,237,358	\$ 521,106,973	\$ 549,602,350	\$ 579,834,841	\$ 611,924,377	\$ 646,000,194
\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
\$ 293,290,429	\$ 308,711,520	\$ 379,650,069	\$ 404,526,461	\$ 425,857,147	\$ 448,441,459	\$ 472,362,565	\$ 497,709,858	\$ 524,579,473	\$ 553,074,850	\$ 583,307,341	\$ 615,396,877	\$ 649,472,694

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q											
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	DTX Opens FY32	FY33	FY34	FY35	FY36
3	Growth Variables															
4	<i>PCEP</i>															
5	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
6	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
7	Electric Trainsets				19	19	19	19	19	19	19	19	19	19	19	19
8	Total Trainsets			28	28	28	28	28	28	28	28	28	28	28	28	28
9	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
11	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92
12	Crewsets			62	69	69	69	69	69	69	69	69	69	69	69	69
13	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	Track Length (% Increase)															
15	Subsurface/Complexity Multiplier															
16	Stations (% Increase)															
17																
18	<i>PCEP + DTX 4</i>															
19	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
20	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
21	Electric Trainsets				19	19	19	19	19	19	19	19	19	19	19	19
22	Total Trainsets			28	28	28	28	28	28	28	28	28	28	28	28	28
23	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
24	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
25					-77%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
26	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92
27						0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28	Crewsets			62	69	69	69	69	69	69	69	76	76	76	76	76
29	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
30	Track Length (% Increase)											3%				
31	Subsurface/Complexity Multiplier											100%				
32	Stations (% Increase)/Cost Increase (AECOM \$)				\$ 19,444,836							6%				
33	New service -- tunnel maintenance	Embedded in maintenance costs Additional maintenance issues with tunnels: water intrusion requiring pumping, trench cleaning, maintenance OCS, traction power need more frequent inspection underground greater collection of debris requiring cleaning clearance challenges slow maintenance and inspection maintenance of fire and life safety systems redundant power supply needed and maintained	SMEs										0%			
34	Levels of service -- additional support staff, training	Tied to increase in crew size and embedded in contingency. Need staff for control center at STC. Training for substation service. Emergency crews for tunnel rescue.	SMEs										0%			
35	TASI Performance Payment	2.8% of base services amount in 2021; escalated by CPI annually	Agenda item for adoption of contract (1/7/2021)										0%			
36																
37	<i>PCEP + DTX 5</i>															
38	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
39	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
40	Electric Trainsets				19	19	19	19	19	19	19	22	22	22	22	22
41	Total Trainsets			28	28	28	28	28	28	28	28	31	31	31	31	31
42	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%
43	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
44					-77%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
45	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q							DTX Opens				
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
46						0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
47	Crewsets			62	69	69	69	69	69	69	69	77	77	77	77	77
48	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
49	Track Length (% Increase)											3%				
50	Subsurface/Complexity Multiplier											100%				
51	Stations (% Increase)/Cost Increase (AECOM \$)	\$ 19,444,836										6%				
52	New service -- tunnel maintenance	Embedded in maintenance costs Additional maintenance issues with tunnels: water intrusion requiring pumping, trench cleaning, maintenance OCS, traction power need more frequent inspection underground greater collection of debris requiring cleaning clearance challenges slow maintenance and inspection maintenance of fire and life safety systems redundant power supply needed and maintained	SMEs									0%				
53	Levels of service -- additional support staff, training	Tied to increase in crew size and embedded in contingency. Need staff for control center at STC. Training for substation service. Emergency crews for tunnel rescue.	SMEs									0%				
54	TASI Performance Payment	2.8% of base services amount in 2021; escalated by CPI annually	Agenda item for adoption of contract (1/7/2021)									0%				
55																
56	PCEP + DTX 6															
57	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
58	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
59	Electric Trainsets				19	19	19	19	19	19	19	24	24	24	24	24
60	Total Trainsets			28	28	28	28	28	28	28	28	33	33	33	33	33
61	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%
62	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
63	EMU TPD				-77%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
64	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92
65						0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
66	Crewsets			62	69	69	69	69	69	69	69	79	79	79	79	79
67	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%
68	Track Length (% Increase)											3%				
69	Subsurface/Complexity Multiplier											100%				
70	Stations (% Increase)/Cost Increase (AECOM \$)	\$ 19,444,836										6%				
71	New service -- tunnel maintenance	Embedded in maintenance costs Additional maintenance issues with tunnels: water intrusion requiring pumping, trench cleaning, maintenance OCS, traction power need more frequent inspection underground greater collection of debris requiring cleaning clearance challenges slow maintenance and inspection maintenance of fire and life safety systems redundant power supply needed and maintained	SMEs									0%				
72	Levels of service -- additional support staff, training	Tied to increase in crew size and embedded in contingency. Need staff for control center at STC. Training for substation service. Emergency crews for tunnel rescue.	SMEs									0%				
73	TASI Performance Payment	2.8% of base services amount in 2021; escalated by CPI annually	Agenda item for adoption of contract (1/7/2021)									0%				
74																
75	Operator Expense (PCEP)															
76	Rail Operator Service			\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057	\$ 182,158,868	\$ 190,538,176	\$ 199,302,932	\$ 208,470,867	\$ 218,060,527

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q							DTX Opens				
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
254	Baseline		Fiscal cliff	10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039	18,122,543	19,934,797	24,034,649	26,438,114	29,081,925	31,990,118	35,189,130
263	Claims, Payments, and Reserves															
264	<i>PCEP</i>															
265	Growth rate		Fiscal cliff exercise		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
266	Baseline		Fiscal cliff	1,452,000	1,510,080	1,570,483	1,633,303	1,698,635	1,766,580	1,837,243	1,910,733	1,987,162	2,066,649	2,149,315	2,235,287	2,324,699
268	<i>PCEP + DTX 4</i>															
269	Growth rate		Fiscal cliff exercise		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
270	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
271	DTX Additional Facilities Multiplier	Potential additional claims risk due to new stations, tunnel			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
272	DTX Underground Services Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
273	Baseline		Fiscal cliff	1,452,000	1,510,080	1,570,483	1,633,303	1,698,635	1,766,580	1,837,243	1,910,733	2,178,044	2,265,166	2,355,772	2,450,003	2,548,003
275	<i>PCEP + DTX 6</i>															
276	Growth rate		Fiscal cliff exercise		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
277	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
278	DTX Additional Facilities Multiplier	Number includes contingency to account for uncertainty Additional claims risk due to new station, tunnel			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
279	DTX Underground Services Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
280	Baseline		Fiscal cliff	1,452,000	1,510,080	1,570,483	1,633,303	1,698,635	1,766,580	1,837,243	1,910,733	2,178,044	2,265,166	2,355,772	2,450,003	2,548,003
282	Facilities and Equipment Maintenance															
283	<i>PCEP</i>															
284	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
285	Baseline (No DTX)		Fiscal cliff	7,549,140	7,851,106	8,165,150	8,491,756	8,831,426	9,184,683	9,552,070	9,934,153	10,331,519	10,744,780	11,174,571	11,621,554	12,086,416
287	<i>PCEP + DTX 6</i>															
288	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
289	DTX Additional Facilities Multiplier	Additional station will require equipment			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
290	Baseline (No DTX)		Fiscal cliff	7,549,140	7,851,106	8,165,150	8,491,756	8,831,426	9,184,683	9,552,070	9,934,153	10,998,069	11,437,992	11,895,511	12,371,332	12,866,185
292	<i>PCEP + DTX 6</i>															
293	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
294	DTX Additional Facilities Multiplier	Additional station will require equipment			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
295	Baseline (No DTX)		Fiscal cliff	7,549,140	7,851,106	8,165,150	8,491,756	8,831,426	9,184,683	9,552,070	9,934,153	10,998,069	11,437,992	11,895,511	12,371,332	12,866,185
297	Utilities															
298	<i>PCEP</i>															
299	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
300	Baseline		Fiscal cliff	2,722,304	2,831,196	2,944,444	3,062,222	3,184,711	3,312,099	3,444,583	3,582,366	3,725,661	3,874,687	4,029,675	4,190,862	4,358,496
302	Traction Electricity Cost per Trainset				\$ 122,781	\$ 127,692	\$ 132,800	\$ 138,112	\$ 143,637	\$ 149,382	\$ 155,357	\$ 161,572	\$ 168,034	\$ 174,756	\$ 181,746	\$ 189,016
303	Traction Electricity Cost	Additional EMUs for service	Vehicles		\$ 11,295,862	\$ 11,747,696	\$ 12,217,604	\$ 12,706,308	\$ 13,214,560	\$ 13,743,143	\$ 14,292,868	\$ 14,864,583	\$ 15,459,167	\$ 16,077,533	\$ 16,720,634	\$ 17,389,460
305	Utilities Subtotal			2,722,304	14,127,058	14,692,140	15,279,826	15,891,019	16,526,659	17,187,726	17,875,235	18,590,244	19,333,854	20,107,208	20,911,496	21,747,956
307	<i>PCEP + DTX 4</i>															
308	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
309	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
310	DTX Track Length Multiplier	5%			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
311	Baseline		Fiscal cliff	2,722,304	2,831,196	2,944,444	3,062,222	3,184,711	3,312,099	3,444,583	3,582,366	4,083,538	4,246,880	4,416,755	4,593,425	4,777,162
313	Traction Electricity Cost per Trainset				\$ 122,781	\$ 127,692.35	\$ 132,800.04	\$ 138,112.04	\$ 143,636.53	\$ 149,381.99	\$ 155,357.27	\$ 171,995.53	\$ 178,875.35	\$ 186,030.36	\$ 193,471.58	\$ 201,210.44
314	DTX Additional Facilities Multiplier	Extra mileage for service	Mileage		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
315	Traction Electricity Cost	Additional EMUs for service	Vehicles		\$ 11,295,862	\$ 11,747,696	\$ 12,217,604	\$ 12,706,308	\$ 13,214,560	\$ 13,743,143	\$ 14,292,868	\$ 15,823,589	\$ 16,456,532	\$ 17,114,793	\$ 17,799,385	\$ 18,511,361
316	Utilities Subtotal				\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
317	Utilities Subtotal			2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659	\$ 17,187,726	\$ 17,875,235	\$ 19,907,127	\$ 20,703,412	\$ 21,531,548	\$ 22,392,810	\$ 23,288,523
321	<i>PCEP + DTX 6</i>															
322	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
323	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
324	DTX Track Length Multiplier	5%			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
325	Baseline		Fiscal cliff	2,722,304	\$ 2,831,196	\$ 2,944,444	\$ 3,062,222	\$ 3,184,711	\$ 3,312,099	\$ 3,444,583	\$ 3,582,366	\$ 4,083,538	\$ 4,246,880	\$ 4,416,755	\$ 4,593,425	\$ 4,777,162
327	Traction Electricity Cost per Trainset				\$ 122,781	\$ 127,692	\$ 132,800	\$ 138,112	\$ 143,637	\$ 149,382	\$ 155,357	\$ 166,359	\$ 173,013	\$ 179,934	\$ 187,131	\$ 194,616

1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
2		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q							DTX Opens				
				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
400	Growth		Fiscal cliff		5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
401	Baseline		Fiscal cliff	423,917	445,112	467,368	490,736	515,273	541,037	568,089	596,493	707,133	742,490	779,614	818,595	859,524
402																
403	Other Office Expenses and Services	Assumes no change due to PCEP														
404	<i>PCEP</i>															
405	Growth		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
406	Baseline		Fiscal cliff	2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	3,447,989	3,585,909	3,729,345	3,878,519	4,033,660	4,195,006	4,362,806	4,537,319
407																
408	<i>PCEP + DTX 4</i>															
409	Growth		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
410	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
411	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
412	Baseline		Fiscal cliff	2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	3,447,989	3,585,909	3,729,345	4,251,079	4,421,122	4,597,967	4,781,886	4,973,161
413																
414	<i>PCEP + DTX 6</i>															
415	Growth		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
416	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
417	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
418	Baseline		Fiscal cliff	2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	3,447,989	3,585,909	3,729,345	4,251,079	4,421,122	4,597,967	4,781,886	4,973,161
419																
420	Spares															
421	<i>PCEP + DTX 4</i>		Source: Preliminary Engineering Construction Draft Final Cost Estimate, October 17, 2022													
422	Growth											3%	3%	3%	3%	3%
423												44,970,689	4,631,981	4,770,940	4,914,069	5,061,491
424																
425	<i>PCEP + DTX 6</i>		Source: Preliminary Engineering Construction Draft Final Cost Estimate, October 17, 2022													
426	Growth											3%	3%	3%	3%	3%
427												44,970,689	4,631,981	4,770,940	4,914,069	5,061,491
428																
429	Debt Service Expense															
430	Growth		Fiscal cliff													
431	Baseline		Fiscal cliff	3,471,125	3,472,750	3,471,125	3,471,125	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500
432																
433	PCEP TOTAL (EXPENSE)			197,671,090	228,731,648	240,588,182	252,443,621	264,941,280	278,717,601	293,290,429	308,711,520	325,036,431	342,324,824	360,640,801	380,053,275	400,636,364
434	PCEP + DTX 4 TOTAL (EXPENSE)			197,671,090	228,731,648	240,588,182	252,443,621	264,941,280	278,717,601	293,290,429	308,711,520	411,644,735	390,708,726	411,393,254	433,300,677	456,512,656
435	PCEP + DTX 6 TOTAL (EXPENSE)			197,671,090	228,731,648	240,588,182	252,443,621	264,941,280	278,717,601	293,290,429	308,711,520	377,038,026	396,920,762	417,968,578	440,258,360	463,872,718

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
3	Growth Variables																	
4	<i>PCEP</i>																	
5	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
6	Diesel Trainsets	9	9	9	9	9	9											
7	Electric Trainsets	19	19	19	19	19	19											
8	Total Trainsets	28	28	28	28	28	28											
9	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
10	Diesel TPD	24	24	24	24	24	24											
11	EMU TPD	92	92	92	92	92	92											
12	Crewsets	69	69	69	69	69	69											
13	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
14	Track Length (% Increase)																	
15	Subsurface/Complexity Multiplier																	
16	Stations (% Increase)																	
17																		
18	<i>PCEP + DTX 4</i>																	
19	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
20	Diesel Trainsets	9	9	9	9	9	9											
21	Electric Trainsets	19	19	19	19	19	19											
22	Total Trainsets	28	28	28	28	28	28											
23	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
24	Diesel TPD	24	24	24	24	24	24											
25	EMU TPD	92	92	92	92	92	92											
26	Crewsets	76	76	76	76	76	76											
27	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
28	Track Length (% Increase)																	
29	Subsurface/Complexity Multiplier																	
30	Stations (% Increase)/Cost Increase (AECOM \$)																	
31																		
32																		
33	New service -- tunnel maintenance																	
34	Levels of service -- additional support staff, training																	
35	TASI Performance Payment																	
36																		
37	<i>PCEP + DTX 5</i>																	
38	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
39	Diesel Trainsets	9	9	9	9	9	9											
40	Electric Trainsets	22	22	22	22	22	22											
41	Total Trainsets	31	31	31	31	31	31											
42	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
43	Diesel TPD	24	24	24	24	24	24											
44	EMU TPD	92	92	92	92	92	92											

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
46		0%	0%	0%	0%	0%	0%											
47	Crewsets	77	77	77	77	77	77											
48	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
49	Track Length (% Increase)																	
50	Subsurface/Complexity Multiplier																	
51	Stations (% Increase)/Cost Increase (AECOM \$)																	
52	New service -- tunnel maintenance																	
53	Levels of service -- additional support staff, training																	
54	TASI Performance Payment																	
55																		
56	<i>PCEP + DTX 6</i>																	
57	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
58	Diesel Trainsets	9	9	9	9	9	9											
59	Electric Trainsets	24	24	24	24	24	24											
60	Total Trainsets	33	33	33	33	33	33											
61	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
62	Diesel TPD	24	24	24	24	24	24											
63		0%	0%	0%	0%	0%	0%											
64	EMU TPD	92	92	92	92	92	92											
65		0%	0%	0%	0%	0%	0%											
66	Crewsets	79	79	79	79	79	79											
67	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
68	Track Length (% Increase)																	
69	Subsurface/Complexity Multiplier																	
70	Stations (% Increase)/Cost Increase (AECOM \$)																	
71	New service -- tunnel maintenance																	
72	Levels of service -- additional support staff, training																	
73	TASI Performance Payment																	
74																		
75	Operator Expense (PCEP)																	
76	Rail Operator Service	\$ 228,091,311	\$ 238,583,511	\$ 249,558,353	\$ 261,038,037	\$ 273,045,787	\$ 285,605,893											

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
180																		
181	Security Services																	
182	<i>PCEP</i>																	
183	Growth Rate	5%	5%	5%	5%	5%	5%											
184	Baseline (No DTX)	15,711,512	16,497,087	17,321,941	18,188,039	19,097,440	20,052,312											
185																		
186	<i>PCEP + DTX 4</i>																	
187	Growth Rate	5%	5%	5%	5%	5%	5%											
188	DTX Additional Facilities/Track Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
189	Baseline (No DTX)	18,241,205	19,153,265	20,110,928	21,116,474	22,172,298	23,280,913											
190																		
191	<i>PCEP + DTX 6</i>																	
192	Growth Rate	5%	5%	5%	5%	5%	5%											
193	DTX Additional Facilities/Track Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
194	Baseline (No DTX)	18,241,205	19,153,265	20,110,928	21,116,474	22,172,298	23,280,913											
195																		
196	Shuttle Services																	
197	Growth Rate	3%	3%	3%	3%	3%	3%											
198	Baseline (No DTX)	183,931	189,449	195,132	200,986	207,016	213,226											
199	Result	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016	\$ 213,226											
200																		
201	Fuel and Lubricants																	
202	<i>PCEP</i>																	
203	<i>Diesel Usage</i>																	
204	Growth Rate	5%	5%	5%	5%	5%	5%											
205	Diesel (\$) per train run	\$ 420,319	\$ 441,335	\$ 463,402	\$ 486,572	\$ 510,901	\$ 536,446											
206	Diesel (\$)	10,087,662	10,592,045	11,121,647	11,677,730	12,261,616	12,874,697											
207	Result																	
208																		
209																		
210	<i>PCEP + DTX 4</i>																	
211	Growth Rate	5%	5%	5%	5%	5%	5%											
212	Diesel (\$) per train run	\$ 432,773	\$ 454,412	\$ 477,132	\$ 500,989	\$ 526,038	\$ 552,340											
213	Diesel (\$)	10,386,556	10,905,883	11,451,178	12,023,736	12,624,923	13,256,169											
214																		
215	<i>PCEP + DTX 6</i>																	
216	Growth Rate	5%	5%	5%	5%	5%	5%											
217	Diesel (\$) per train run	\$ 432,773	\$ 454,412	\$ 477,132	\$ 500,989	\$ 526,038	\$ 552,340											
218	Diesel (\$)	10,386,556	10,905,883	11,451,178	12,023,736	12,624,923	13,256,169											
219		10,386,556	10,905,883	11,451,178	12,023,736	12,624,923	13,256,169											
220																		
221	Timetables and Tickets																	
222	<i>PCEP</i>																	
223	Growth rate	3%	3%	3%	3%	3%	3%											
224	Base	204,730	210,872	217,198	223,714	230,425	237,338											
225	Result	204,730	210,872	217,198	223,714	230,425	237,338											
226																		
227	<i>PCEP + DTX 4</i>																	
228	Growth rate	3%	3%	3%	3%	3%	3%											
229	Base	217,938	224,476	231,211	238,147	245,291	252,650											
230	Result	217,938	224,476	231,211	238,147	245,291	252,650											
231																		
232	<i>PCEP + DTX 6</i>																	
233	Growth rate	3%	3%	3%	3%	3%	3%											
234	Base	217,938	224,476	231,211	238,147	245,291	252,650											
235	Result	217,938	224,476	231,211	238,147	245,291	252,650											
236																		
237	Insurance																	
238	<i>PCEP</i>																	
239	Growth rate	10%	10%	10%	10%	10%	10%											
240	Baseline (No DTX)	35,315,709	38,847,280	42,732,008	47,005,209	51,705,730	56,876,303											
241																		
242	<i>PCEP + DTX 4</i>																	
243	Growth rate	10%	10%	10%	10%	10%	10%											
244	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
245	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
246	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
247	Baseline	38,708,043	42,578,847	46,836,731	51,520,405	56,672,445	62,339,690											
248																		
249	<i>PCEP + DTX 6</i>																	
250	Growth rate	10%	10%	10%	10%	10%	10%											
251	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
252	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
253	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											

3 MJ Additions: Comments addressed
 3 Insurance for the tunnel itself and 4th/King station
 3 Additional insurance for the railroad's assets (for subsurface ops coverage)
 3 Additional insurance for external claims in tunnel / new stations
 2 Other insurance needs?

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
254	Baseline	38,708,043	42,578,847	46,836,731	51,520,405	56,672,445	62,339,690											
255																		
263	Claims, Payments, and Reserves																	
264	<i>PCEP</i>																	
265	Growth rate	4%	4%	4%	4%	4%	4%											
266	Baseline	2,417,687	2,514,394	2,614,970	2,719,569	2,828,352	2,941,486											
267																		
268	<i>PCEP + DTX 4</i>																	
269	Growth rate	4%	4%	4%	4%	4%	4%											
270	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
271	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
272	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
273	Baseline	2,649,923	2,755,920	2,866,157	2,980,803	3,100,035	3,224,037											
274																		
275	<i>PCEP + DTX 6</i>																	
276	Growth rate	4%	4%	4%	4%	4%	4%											
277	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
278	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
279	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
280	Baseline	2,649,923	2,755,920	2,866,157	2,980,803	3,100,035	3,224,037											
281																		
282	Facilities and Equipment Maintenance																	
283	<i>PCEP</i>																	
284	Growth Rate	4%	4%	4%	4%	4%	4%											
285	Baseline (No DTX)	12,569,873	13,072,668	13,595,575	14,139,398	14,704,974	15,293,172											
286																		
287	<i>PCEP + DTX 6</i>																	
288	Growth Rate	4%	4%	4%	4%	4%	4%											
289	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
290	Baseline (No DTX)	13,380,833	13,916,066	14,472,709	15,051,617	15,653,682	16,279,829											
291																		
292	<i>PCEP + DTX 6</i>																	
293	Growth Rate	4%	4%	4%	4%	4%	4%											
294	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
295	Baseline (No DTX)	13,380,833	13,916,066	14,472,709	15,051,617	15,653,682	16,279,829											
296																		
297	Utilities																	
298	<i>PCEP</i>																	
299	Growth Rate	4%	4%	4%	4%	4%	4%											
300	Baseline	4,532,836	4,714,150	4,902,716	5,098,824	5,302,777	5,514,888											
301																		
302	Traction Electricity Cost per Trainset	\$ 196,577	\$ 204,440	\$ 212,617	\$ 221,122	\$ 229,967	\$ 239,165											
303	Traction Electricity Cost	\$ 18,085,038	\$ 18,808,440	\$ 19,560,777	\$ 20,343,208	\$ 21,156,937	\$ 22,003,214											
304																		
305	Utilities Subtotal	22,617,875	23,522,590	24,463,493	25,442,033	26,459,714	27,518,103											
306																		
307	<i>PCEP + DTX 4</i>																	
308	Growth Rate	4%	4%	4%	4%	4%	4%											
309	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
310	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
311	Baseline	4,968,248	5,166,978	5,373,658	5,588,604	5,812,148	6,044,634											
312																		
313	Traction Electricity Cost per Trainset	\$ 209,258.86	\$ 217,629.21	\$ 226,334.38	\$ 235,387.76	\$ 244,803.27	\$ 254,595.40											
314	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
315	Traction Electricity Cost	\$ 19,251,815	\$ 20,021,888	\$ 20,822,763	\$ 21,655,674	\$ 22,521,900	\$ 23,422,777											
316		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0											
317	Utilities Subtotal	\$ 24,220,063	\$ 25,188,866	\$ 26,196,421	\$ 27,244,277	\$ 28,334,049	\$ 29,467,410											
318																		
319																		
320																		
321	<i>PCEP + DTX 6</i>																	
322	Growth Rate	4%	4%	4%	4%	4%	4%											
323	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
324	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
325	Baseline	\$ 4,968,248	\$ 5,166,978	\$ 5,373,658	\$ 5,588,604	\$ 5,812,148	\$ 6,044,634											
326																		
327	Traction Electricity Cost per Trainset	\$ 202,401	\$ 210,497	\$ 218,917	\$ 227,674	\$ 236,781	\$ 246,252											

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
328	DTX Track Length Multiplier	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1											
329	Traction Electricity Cost	\$ 18,620,891	\$ 19,365,727	\$ 20,140,356	\$ 20,945,970	\$ 21,783,809	\$ 22,655,161											
330		\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21											
331	Utilities Subtotal	23,589,140	24,532,705	25,514,014	26,534,574	27,595,957	28,699,795											
332																		
333	Maint & Services-Bldg & Other																	
334	Growth rate	4%	4%	4%	4%	4%	4%											
335	Baseline	3,037,534	3,159,035	3,285,396	3,416,812	3,553,485	3,695,624											
336																		
337	Wages and Benefits																	
338	<i>PCEP</i>																	
339	Growth	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%											
340	Crewsets Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
341	Baseline	46,032,351	49,484,778	53,196,136	57,185,846	61,474,785	66,085,394											
342																		
343	<i>PCEP + DTX 4</i>																	
344	Growth	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%											
345	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
346	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
347	Baseline	50,454,097	54,238,154	58,306,016	62,678,967	67,379,889	72,433,381											
348																		
349	<i>PCEP + DTX 6</i>																	
350	Growth	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%											
351	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
352	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
353	Baseline	50,454,097	54,238,154	58,306,016	62,678,967	67,379,889	72,433,381											
354																		
358																		
359	Managing Agency Admin OH Cost	-	-	-	-	-	-											
360	Growth	10%	10%	10%	10%	10%	10%											
361	Baseline	13,539,802	14,893,782	16,383,160	18,021,476	19,823,624	21,805,986											
362																		
363	Board of Directors																	
364	Growth	5%	5%	5%	5%	5%	5%											
365	Baseline	113,401	119,071	125,024	131,275	137,839	144,731											
366																		
367	Professional Services																	
368	<i>PCEP</i>																	
369	Growth	5%	5%	5%	5%	5%	5%											
370	Baseline	18,424,758	19,345,996	20,313,296	21,328,961	22,395,409	23,515,179											
371	<i>PCEP</i>	5,131,018	5,387,569	5,656,947	5,939,795	6,236,785	6,548,624											
372	Result	23,555,776	24,733,565	25,970,244	27,268,756	28,632,194	30,063,803											
373																		
374	<i>PCEP + DTX 4</i>																	
375	Growth	5%	5%	5%	5%	5%	5%											
376	Growth (DTX)	0%	0%	0%	0%	0%	0%											
377	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
378	Baseline	18,970,677	19,919,211	20,915,172	21,960,930	23,058,977	24,211,925											
379	<i>PCEP</i>	5,283,048	5,547,201	5,824,561	6,115,789	6,421,578	6,742,657											
380	Result	24,253,725	25,466,412	26,739,732	28,076,719	29,480,555	30,954,583											
381																		
382	<i>PCEP + DTX 6</i>																	
383	Growth	5%	5%	5%	5%	5%	5%											
384	Growth (DTX)	0%	0%	0%	0%	0%	0%											
385	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
386	Baseline	18,970,677	19,919,211	20,915,172	21,960,930	23,058,977	24,211,925											
387	<i>PCEP</i>	5,283,048	5,547,201	5,824,561	6,115,789	6,421,578	6,742,657											
388	Result	24,253,725	25,466,412	26,739,732	28,076,719	29,480,555	30,954,583											
389																		
390	Communications and Marketing																	
391	<i>PCEP</i>																	
392	Growth	5%	5%	5%	5%	5%	5%											
393	Baseline	799,358	839,326	881,292	925,357	971,624	1,020,206											
394																		
395	<i>PCEP + DTX 4</i>																	
396	Growth	5%	5%	5%	5%	5%	5%											
397	Baseline	902,501	947,626	995,007	1,044,757	1,096,995	1,151,845											
398																		
399	<i>PCEP + DTX 6</i>																	

MJ Additions:
 Incremental admin staff for subsurface operations (Safety, TASI oversight) Added
 New training for admin staff on safe subsurface operations (is this covered by Wages/Benefits @7.5% and Professional Services @5%) Added

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
400	Growth	5%	5%	5%	5%	5%	5%											
401	Baseline	902,501	947,626	995,007	1,044,757	1,096,995	1,151,845											
402																		
403	Other Office Expenses and Services																	
404	<i>PCEP</i>																	
405	Growth	4%	4%	4%	4%	4%	4%											
406	Baseline	4,718,811	4,907,564	5,103,866	5,308,021	5,520,342	5,741,156	Any regulatory-associated expense we need to account for? (Licenses, elevators, etc.?)										
407																		
408	<i>PCEP + DTX 4</i>																	
409	Growth	4%	4%	4%	4%	4%	4%											
410	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
411	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
412	Baseline	5,172,088	5,378,971	5,594,130	5,817,895	6,050,611	6,292,636	Any regulatory-associated expense we need to account for? (Licenses, elevators, etc.?)										
413																		
414	<i>PCEP + DTX 6</i>																	
415	Growth	4%	4%	4%	4%	4%	4%											
416	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
417	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
418	Baseline	5,172,088	5,378,971	5,594,130	5,817,895	6,050,611	6,292,636	Any regulatory-associated expense we need to account for? (Licenses, elevators, etc.?)										
419																		
420	Spares																	
421	<i>PCEP + DTX 4</i>																	
422	Growth	3%	3%	3%	3%	3%	3%											
423	Baseline	5,213,335	5,369,735	5,530,828	5,696,752	5,867,655	6,043,685											
424																		
425	<i>PCEP + DTX 6</i>																	
426	Growth	3%	3%	3%	3%	3%	3%											
427	Baseline	5,213,335	5,369,735	5,530,828	5,696,752	5,867,655	6,043,685											
428																		
429	Debt Service Expense																	
430	Growth	-	-	-	-	-	-											
431	Baseline	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500											
432																		
433	PCEP TOTAL (EXPENSE)	422,469,822	445,639,516	470,237,936	496,364,757	524,127,446	553,641,930	6,786,268,472										
434	PCEP + DTX 4 TOTAL (EXPENSE)	481,117,002	507,208,186	534,887,893	564,265,633	595,459,398	628,596,380	7,480,189,912										
435	PCEP + DTX 6 TOTAL (EXPENSE)	488,900,455	515,437,088	543,585,395	573,456,032	605,168,193	638,850,328	7,526,551,306										

Cell: K35
Comment: Shannon Gaffney
Assume embedded in 30% increase for PCEP.
10/14/2022 2:11 PM

Cell: K54
Comment: Shannon Gaffney
Assume embedded in 30% increase for PCEP.
10/14/2022 2:11 PM

Cell: K73
Comment: Shannon Gaffney
Assume embedded in 30% increase for PCEP.
10/14/2022 2:11 PM

Cell: E150
Comment: Jones, Melissa
Fiscal cliff has 133,151,417. Not a big diff
10/11/2022 10:00 AM
Reply: Shannon Gaffney
Let's discuss -- my backup shows the number I have used is correct.
10/13/2022 11:05 AM

Cell: K155
Comment: Michael Brown - OAK
Updated formula here (was adding the 6%) to just equal J6.
10/10/2022 10:10 AM
Reply: Shannon Gaffney
Formula changes here to make it easier to distinguish DTX costs.
10/14/2022 9:21 AM

Cell: A196
Comment: Chazan, Dahlia
I thought we were intending to get out of this business?
10/11/2022 11:29 AM

Cell: A201
Comment: Shannon Gaffney
This appears to be just fuel.
10/6/2022 11:56 AM

Cell: K271
Comment: Shannon Gaffney
The additional 1.6 miles of DTX is an increase of 2% in term sof track miles over existing 77.2 miles. How account for an additional station?
10/6/2022 2:46 PM
Reply: Chazan, Dahlia
I think we should re-name this to track and call out the increase in track miles (but only for JPB-owned track -- don't think we maintain the UP tracks south of Tamien)
10/11/2022 10:51 AM

Cell: K278
Comment: Shannon Gaffney
The additional 1.6 miles of DTX is an increase of 2% in term sof track miles over existing 77.2 miles. How account for an additional station?
10/6/2022 2:46 PM
Reply: Chazan, Dahlia
I think we should re-name this to track and call out the increase in track miles (but only for JPB-owned track -- don't think we maintain the UP tracks south of Tamien)
10/11/2022 10:51 AM

Cell: C364
Comment: Chazan, Dahlia
Similar question to Professional services -- what is causing this growth -- inflation or other?
10/11/2022 11:26 AM
Reply: Shannon Gaffney
Fiscal cliff has growth; assume due to HC benefits
10/14/2022 11:53 AM

Cell: C369
Comment: Chazan, Dahlia
Is this growth in staff numbers? Seems high to go on forever. If salary increase, I think it's generally 3% and that inflation won't continue for the next 20 years like now.
10/11/2022 11:24 AM

Cell: C375
Comment: Chazan, Dahlia
Is this growth in staff numbers? Seems high to go on forever. If salary increase, I think it's generally 3% and that inflation won't continue for the next 20 years like now.
10/11/2022 11:24 AM

Cell: C383
Comment: Chazan, Dahlia
Is this growth in staff numbers? Seems high to go on forever. If salary increase, I think it's generally 3% and that inflation won't continue for the next 20 years like now.
10/11/2022 11:24 AM

Cell: A429
Comment: Shannon Gaffney
How long pay?
10/9/2022 7:44 PM

Variable Explained**MJ Notes****Rail Operator Service**

Baseline (Pre-PCEP) Fiscal cliff
 Baseline PCEP Fiscal cliff; crews from 62-69;
 New contract maintenance of OCS
 Growth rate

10% bump for new contract

Levels of Service/Ridership Variable What is crew/train set ratio?
 Result

Won't account for additional mileage for DTX...

Positive Train Control

Not needed

Assume PCEP does not change security needs

Security Services

Baseline (No DTX) Fiscal Cliff
 Growth Rate Fiscal Cliff
 DTX Additional Facilities/Track Variable Longer system, new station
 Result

Shuttle Services

Baseline (No DTX) FY23 budget
 Growth Rate Fiscal cliff exercise
 Result

Fuel and Lubricants

Diesel Usage Does the need ever go away? No, maintain diesel for this
 Baseline Fiscal cliff
 Growth Rate Fiscal cliff
 Result

Timetables and Tickets

Base Fiscal cliff
 Growth rate Fiscal cliff
 Result

Insurance

Baseline (No DTX) Assumes no change for PCEP
 Growth rate Fiscal cliff
 DTX Additional Facilities/Track Variable Assume 25% increase
 Result

Claims, Payments, and Reserves

Baseline Fiscal cliff
 Growth rate Fiscal cliff exercise
 PCEP Additional Facilities/Track
 DTX Additional Facilities/Track 10% increase
 Result

Facilities and Equipment Maintenance

Baseline (No DTX) Fiscal cliff

Growth Rate	Fiscal cliff
EMU Fleet Maintenance	PCEP Inputs; inflated OCS embedded in Operator contract
PCEP Maintenance	
DTX Vehicle Maintenance	124 to 152 vehicles 23%
4th and Townsend Maintenance Result	

Double counting (MOE is in TASI line) - needs to be resolved

Reconsider how these costs are accounted for, based on C53 resolution

Where is the tunnel maintenance?

Utilities

Baseline	Fiscal cliff
Growth Rate	Fiscal cliff
PCEP	Fiscal cliff
Additional Levels of Service -- DTX Mileage	
Additional Levels of Service -- EMUS	
Result	

Maint & Services-Bldg & Other

Baseline	Fiscal Cliff
Growth rate	Fiscal Cliff
Additional Levels of Service	Does this change with PCEP, DTX?
Result	

Wages and Benefits

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff
Result	

Managing Agency Admin OH Cos

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff
Result	

Board of Directors

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff
Result	

Professional Services

Baseline	Fiscal cliff
PCEP	Additional support PCEP
Growth	Fiscal cliff
Result	

Communications and Marketing

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff

Result

Assumes no change due to PCEP

Other Office Expenses and Services or DTX

Baseline

Fiscal cliff

Growth

Fiscal cliff

Result

Debt Service Expense

Baseline

Fiscal cliff

Growth

Fiscal cliff

Result

**PCEP RS Begins
2nd Q**

FY24	FY25	FY26	FY27	FY28	FY29
102,777,615					
	133,161,615	139,286,842	145,694,037 14,569,404	168,276,613 5%	176,690,443 5%
102,777,615	133,161,615	139,286,842	160,263,441	168,276,613	176,690,443
8,332,150	8,748,758	9,186,195	9,645,505	10,127,780	10,634,169 5%
8,332,150	8,748,758	9,186,195	9,645,505	10,127,780	10,634,169
\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197 3%
\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197
19,293,155	4,885,525	5,129,801	5,386,291	5,655,605	5,938,385 5%
19,293,155	4,885,525	5,129,801	5,386,291	5,655,605	5,938,385
139,411	143,593	147,901	152,338	156,908	161,615 3%
139,411	143,593	147,901	152,338	156,908	161,615
10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039 10%
10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039
1452000	1,597,200	1,756,920	1,932,612	2,125,873	2,210,908 4%
1,452,000	1,597,200	1,756,920	1,932,612	2,125,873	2,210,908
7,549,140	7,851,105	8,165,149	8,491,755	8,831,425.20	9,184,682.21

				4%	4%	4%
	11,775,440	14,719,300	15,308,072	15,920,395	16,557,211	
7,549,140	19,626,545	22,884,449	23,799,827	24,751,820	25,741,893	
2,722,304	2,831,196	2,944,444	3,062,222	3,184,711	3,312,099	
	12,370,229	12,996,163	13,653,768	14,199,919	14,767,915	4%
2,722,304	15,201,425	15,940,607	16,715,990	17,384,630	18,080,015	
1,824,264	1,897,235	1,973,124	2,052,049	2,134,131	2,219,496	4%
1,824,264	1,897,235	1,973,124	2,052,049	2,134,131	2,219,496	
18,854,994	20,740,493	21,777,518	22,866,394	24,009,714		7.5%
18,854,994	20,740,493	21,777,518	22,866,394	24,009,714	25,810,442	
3,921,998	4,314,198	4,745,618	5,220,180	5,742,198		10%
3,921,998	4,314,198	4,745,618	5,220,180	5,742,198	6,316,417	
60,139	63,146	66,303	69,618	73,099		5%
60,139	63,146	66,303	69,618	73,099	76,754	
9,771,043	10,259,595	10,772,575	11,311,203	11,876,764	12,470,602	
	2,250,000	3,000,000	3,150,000	3,307,500	3,472,875	
	5%	5%	5%	5%	5%	
9,771,043	12,509,595	13,772,575	14,461,203	15,184,264	15,943,477	
423,917	445,112	467,368	490,736	515,273		5%

423,917	445,112	467,368	490,736	515,273	541,037
2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	
2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	4% 3,447,989
3,471,125	3,472,750	3,471,125	3,471,125	3,472,500	3,472,500
3,471,125	3,472,750	3,471,125	3,471,125	3,472,500	3,472,500

DTX Opens

FY30	FY31	FY32	FY33	FY34	FY35
185,524,966 5%	205,556,284 5%	215,834,099 5%	226,625,803 5%	237,957,094 5%	249,854,948 5%
	6%				
185,524,966	205,556,284	215,834,099	226,625,803	237,957,094	249,854,948
11,165,878 5%	13,957,347 5%	17,446,684 5%	21,808,355 5%	27,260,444 5%	34,075,555 5%
	20%	20%	20%	20%	20%
11,165,878	13,957,347	17,446,684	21,808,355	27,260,444	34,075,555
\$ 149,553 3%	\$ 154,039 3%	\$ 158,661 3%	\$ 163,420 3%	\$ 168,323 3%	\$ 173,373 3%
\$ 149,553	\$ 154,039	\$ 158,661	\$ 163,420	\$ 168,323	\$ 173,373
6,235,305 5%	6,547,070 5%	6,874,423 5%	7,218,144 5%	7,579,052 5%	7,958,004 5%
6,235,305	6,547,070	6,874,423	7,218,144	7,579,052	7,958,004
166,464 3%	171,458 3%	176,601 3%	181,899 3%	187,356 3%	192,977 3%
166,464	171,458	176,601	181,899	187,356	192,977
18,122,543 10%	24,465,433 10%	26,911,976 10%	29,603,174 10%	32,563,491 10%	35,819,840 10%
	25%				
18,122,543	24,465,433	26,911,976	29,603,174	32,563,491	35,819,840
2,299,344 4%	2,621,253 4%	2,726,103 4%	2,835,147 4%	2,948,553 4%	3,066,495 4%
	10%				
2,299,344	2,621,253	2,726,103	2,835,147	2,948,553	3,066,495
9,552,069.50	9,934,152.28	10,331,518.37	10,744,779.10	11,174,570.27	11,621,553.08

4%	4%	4%	4%	4%	4%
17,219,499	17,908,279	18,624,610	19,369,595	20,144,378	20,950,154
	4,118,904	4,283,660	4,455,007	4,633,207	4,818,535
	858,400	892,736	928,445	965,583	1,004,207
26,771,569	32,819,736	34,132,525	35,497,826	36,917,739	38,394,449
3,444,583	3,582,367	3,725,661	3,874,688	4,029,675	4,190,862
4%	4%	4%	4%	4%	4%
15,358,632	19,812,635	20,605,141	21,429,346	22,286,520	23,177,981
	2%				
	23%				
18,803,215	23,395,002	24,330,802	25,304,034	26,316,196	27,368,843
2,308,276	2,400,607	2,496,631	2,596,497	2,700,356	2,808,371
4%	4%	4%	4%	4%	4%
2,308,276	2,400,607	2,496,631	2,596,497	2,700,356	2,808,371
7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
27,746,225	29,827,192	32,064,232	34,469,049	37,054,228	39,833,295
	-	-	-	-	-
10%	10%	10%	10%	10%	10%
6,948,059	7,642,865	8,407,152	9,247,867	10,172,654	11,189,919
5%	5%	5%	5%	5%	5%
80,592	84,621	88,852	93,295	97,960	102,858
13,094,132	13,748,838	14,436,280	15,158,094	15,915,999	16,711,799
3,646,519	3,828,845	4,020,287	4,221,301	4,432,366	4,653,985
5%	5%	5%	5%	5%	5%
16,740,651	17,577,683	18,456,567	19,379,396	20,348,365	21,365,784
5%	5%	5%	5%	5%	5%

568,089	596,493	626,318	657,634	690,515	725,041
4%	4%	4%	4%	4%	4%
3,585,909	3,729,345	3,878,519	4,033,660	4,195,006	4,362,806
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500

FY36	FY37	FY38	FY39	FY40	FY41
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262,347,696	275,465,081	289,238,335	303,700,251	318,885,264	334,829,527
5%	5%	5%	5%	5%	5%

262,347,696	275,465,081	289,238,335	303,700,251	318,885,264	334,829,527
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42,594,443	53,243,054	66,553,818	83,192,272	103,990,340	129,987,925
5%	5%	5%	5%	5%	5%
20%	20%	20%	20%	20%	20%
42,594,443	53,243,054	66,553,818	83,192,272	103,990,340	129,987,925

\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016
3%	3%	3%	3%	3%	3%
\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016

8,355,904	8,773,700	9,212,385	9,673,004	10,156,654	10,664,487
5%	5%	5%	5%	5%	5%
8,355,904	8,773,700	9,212,385	9,673,004	10,156,654	10,664,487

198,766	204,729	210,871	217,197	223,713	230,425
3%	3%	3%	3%	3%	3%
198,766	204,729	210,871	217,197	223,713	230,425

39,401,824	43,342,007	47,676,207	52,443,828	57,688,211	63,457,032
10%	10%	10%	10%	10%	10%

39,401,824	43,342,007	47,676,207	52,443,828	57,688,211	63,457,032
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3,189,155	3,316,721	3,449,390	3,587,365	3,730,860	3,880,094
4%	4%	4%	4%	4%	4%

3,189,155	3,316,721	3,449,390	3,587,365	3,730,860	3,880,094
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12,086,415.20	12,569,871.81	13,072,666.68	13,595,573.35	14,139,396.28	14,704,972.13
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4%	4%	4%	4%	4%	4%
21,788,160	22,659,686	23,566,074	24,508,716	25,489,065	26,508,628
5,011,277	5,211,728	5,420,197	5,637,005	5,862,485	6,096,984
1,044,375	1,086,150	1,129,596	1,174,780	1,221,771	1,270,642
39,930,226	41,527,436	43,188,533	44,916,074	46,712,717	48,581,226
4,358,497	4,532,837	4,714,150	4,902,716	5,098,825	5,302,778
4%	4%	4%	4%	4%	4%
24,105,100	25,069,304	26,072,077	27,114,960	28,199,558	29,327,540
28,463,597	29,602,141	30,786,227	32,017,676	33,298,383	34,630,318
2,920,706	3,037,534	3,159,035	3,285,397	3,416,812	3,553,485
4%	4%	4%	4%	4%	4%
2,920,706	3,037,534	3,159,035	3,285,397	3,416,812	3,553,485
7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
42,820,792	46,032,351	49,484,778	53,196,136	57,185,846	61,474,785
-	-	-	-	-	-
10%	10%	10%	10%	10%	10%
12,308,911	13,539,802	14,893,782	16,383,160	18,021,476	19,823,624
5%	5%	5%	5%	5%	5%
108,001	113,401	119,071	125,024	131,275	137,839
17,547,389	18,424,758	19,345,996	20,313,296	21,328,961	22,395,409
4,886,684	5,131,018	5,387,569	5,656,947	5,939,795	6,236,785
5%	5%	5%	5%	5%	5%
22,434,073	23,555,776	24,733,565	25,970,244	27,268,756	28,632,194
5%	5%	5%	5%	5%	5%

761,293	799,358	839,326	881,292	925,357	971,624
4,537,319	4,718,811	4,907,564	5,103,866	5,308,021	5,520,342
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500

FY42

351,571,003
5%

351,571,003

162,484,906
5%
20%
162,484,906

\$ 213,227
3%
\$ 213,227

11,197,711
5%
11,197,711

237,337
3%
237,337

69,802,735
10%

69,802,735

4,035,298
4%

4,035,298

15,293,171.02

4%
27,568,973

6,340,864
1,321,467
50,524,475

5,514,889
4%
30,500,642

36,015,531

3,695,624
4%

3,695,624

7.5%
66,085,394

-

10%
21,805,986

5%
144,731

23,515,179
6,548,624
5%
30,063,803

5%

1,020,206

4%
5,741,156

3,472,500

3,472,500

Source: <https://data.worldbank.org/indicator/FP.CPI.TOTL.ZG?locations=US>

			1960	1961	1962	1963	1964
United States	USA	Inflation, ccFP.CPI.TO	1.457976	1.070724	1.198773	1.239669	1.278912

Average
Inflation
(2012-2021) 1.885295

Average
Inflation
(1992-2021) 2.324789

2022 Conversion Index

2022	2023	2024	2025	2026
1.000	0.977	0.955	0.933	0.912

1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
1.585169	3.015075	2.772786	4.271796	5.462386	5.838255	4.292767	3.272278	6.17776	11.0548

2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
0.891	0.871	0.851	0.832	0.813	0.795	0.777	0.759	0.742	0.725

1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
9.143147	5.744813	6.501684	7.630964	11.25447	13.5492	10.33472	6.131427	3.212435	4.300535

2037	2038	2039	2040	2041	2042
0.708	0.692	0.677	0.661	0.646	0.632

1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
3.545644	1.898048	3.664563	4.077741	4.827003	5.397956	4.234964	3.02882	2.951657	2.607442

1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
2.80542	2.931204	2.33769	1.552279	2.188027	3.376857	2.826171	1.586032	2.270095	2.677237

2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
3.392747	3.225944	2.852672	3.8391	-0.35555	1.640043	3.156842	2.069337	1.464833	1.622223

2015	2016	2017	2018	2019	2020	2021
0.118627	1.261583	2.13011	2.442583	1.81221	1.233584	4.697859

As of Nov 28, 2022

Revenue -

1. Ridership increase assumption –

1. For PCEP, why FY25-31 growth % based on FY22-29 growth %?

2. For DTX 4 and 6, why FY32-42 growth % based on FY30-40 growth %?

1.3 Why FY31 ridership increase for DTX 6 is not 28.2%? Currently the model uses 24.3% for DTX 6, based on 6 TPH Medium (I thought 6 TPH High should be used)

1.4 Walk thru the average ridership increase calculation.

2. Fare Revenue recovery –

2.1 FY29 Fare revenue lower than the FY19 peak \$106M even it's assumed 100% recovered (Andrew to update the formulas)

2.2 Exam the pace of recovery assumptions (current assumptions on recovery pace seems too fast/optimistic)

3. Operating Grants – Should it be included and how the is the number derived?

Expense –

4. Understand what drives the following expense growth in the scenarios of PCEP, DTX 4, and DTX 6:

Utility

Facility Maintenance

TASI contracts (breaking down crewing costs by weekdays and weekends)

How # of TPD is converted by Trainsets and TPD/Trainsets and vice-versa

of Crewsets by Diesel and Electric (DTX 4 has 3 more crewsets and DTX 6 has 10 more crewsets than no DTX)

of Trainsets by Diesel and Electric (DTX 4 has 1 more diesel trainset and DTX 6 has 5 more diesel trainsets than no DTX)

5. Per Unit Fuel calculations – why does it increase almost 3x in FY25

6. Understand how FY24 Performance and Contractor Admin were modeled (\$5M and \$9M hard coded)

7. Discuss how expense line items were determined to have/not have additional DTX Facilities/Track Multiplier and/or Underground Service Multiplier

8. Tunnel Maintenance and additional support don't seem to be factored in the Expense Detail tab

9. Overall expense trend –

1. DTX 4 - Why 10% Crewsets increase in FY35 for DTX 4? It drove Rail Op Service expense up by extra 4% from FY35 and forward (Andrew to update the formulas)

2. DTX 4 – Why Diesel TPD goes up by 5 when DTX opens in FY31 vs DTX 6 has Diesel TPD only go up by 1 in FY31 (compared to PCEP)? It drove up Fuel cost for DTX 4

3. For Utility, what should be used for DTX underground service multiplier? DTX 4 used Station Increase % vs DTX 6 used Track Length Increase %

10. Add summary of assumptions by the 3 scenarios and exam each of them and assess the impact

11. Add overall operating cost per TPD by scenario

12. Consider additional cost for spare infrastructures (one time and can be material)

Questions	Definition	Source/Basis/HP Notes
Fare Revenue Peak	Growth Variables	
	Fare increase	
	Ridership Increases (PCEP)	
	Ridership Increases (PCEP + DTX4)	
	Ridership Increases (PCEP + DTX6)	
	<i>Ridership Increases (Reference)</i>	
	5 TPH (Existing)	
	6 TPH (Electrification)	
	6 TPH (Electrification + DTX) - Low	
	6 TPH (Electrification + DTX) - Medium	
	6 TPH (Electrification + DTX) - High	
	Farebox Revenue	
	COVID Pandemic Recovery Adjustment	
	<i>Fare Revenue (PCEP)</i>	
	<i>Fare Revenue (PCEP + DTX4)</i>	
	<i>Fare Revenue (PCEP + DTX6)</i>	
	Parking Revenue	
	Parking Revenue as % Farebox Revenue	Fiscal cliff
	PCEP	Fiscal cliff
	PCEP + DTX4	
	PCEP + DTX6	Already included
	Rental Income	
	Assumes no increases due to development, etc	
	Baseline	Fiscal cliff
	Growth	Fiscal cliff
	PCEP	
	PCEP + DTX4	

PCEP + DTX6

Other Income

Baseline

Fiscal cliff

Growth

Fiscal cliff

PCEP

PCEP + DTX4

PCEP + DTX6

AB434 Peninsula & TA Shuttle Funding

Baseline

Operating Grants

Baseline

JPB Member Agencies

No more

CARES ACT Fund

No more

Measure RR

Baseline

Assumes no increase to capital over \$25 million

Fiscal cliff

Growth

Assume eventual recovery

3.5% starting in FY29

Result

ARPA

No more

Check

PCEP TOTAL (REVENUE)

PCEP + DTX4 TOTAL (REVENUE)

PCEP + DTX6 TOTAL (REVENUE)

Link

FY17	FY18	FY19	FY20	FY21	FY22
		106,000,000			

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxYoVwBLG-KLWagq54ufiyJmyKgbQ?e=ZuTg0C>

https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxYoVwBLG-KLWagq54ufiyJmyKgbQ?e=ZuTg0C	62100	63620	65140	66660	68180	69700
		2.4%	2.4%	2.3%	2.3%	2.2%
						85000
						25%

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxYoVwBLG-KLWagq54ufiyJmyKgbQ?e=ZuTg0C>

PCEP RS Begins

FY23	FY24	FY25	FY26	FY27	FY28	FY29
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2.3%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
2.3%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
2.3%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%

87585.71429	90171.42857	92757.14286	95342.85714	97928.57143	100514.2857	103100
3.0%	3.0%	2.9%	2.8%	2.7%	2.6%	2.6%
						124900
						24.3%
						128900
						28.2%

45%	55%	60%	65%	70%	75%
\$ 47,700,000	\$ 58,300,000	\$ 63,600,000	\$ 68,900,000	\$ 74,200,000	\$ 79,500,000
\$ 47,700,000	\$ 58,300,000	\$ 63,600,000	\$ 68,900,000	\$ 74,200,000	\$ 79,500,000
\$ 47,700,000	\$ 58,300,000	\$ 63,600,000	\$ 68,900,000	\$ 74,200,000	\$ 79,500,000

4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
\$ 1,945,808	\$ 2,378,210	\$ 2,594,410	\$ 2,810,611	\$ 3,026,812	\$ 3,243,013
\$ 1,945,808	\$ 2,378,210	\$ 2,594,410	\$ 2,810,611	\$ 3,026,812	\$ 3,243,013
\$ 1,945,808	\$ 2,378,210	\$ 2,594,410	\$ 2,810,611	\$ 3,026,812	\$ 3,243,013

\$ 935,357	\$ 958,741	\$ 982,709	\$ 1,007,277	\$ 1,032,459	\$ 1,058,271	\$ 1,084,727
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
\$ 935,357	\$ 982,709	\$ 1,007,277	\$ 1,032,459	\$ 1,058,271	\$ 1,084,727	\$ 1,084,727
\$ 935,357	\$ 982,709	\$ 1,007,277	\$ 1,032,459	\$ 1,058,271	\$ 1,084,727	\$ 1,084,727

\$	935,357	\$	982,709	\$	1,007,277	\$	1,032,459	\$	1,058,271	\$	1,084,727
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\$	1,676,319	\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016
		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
\$		\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016
\$		\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016
\$		\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016

40,000	40,000	40,000	40,000	40,000	40,000	40,000
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6,488,161	6,488,161	6,488,161	6,488,161	6,488,161	6,488,161	6,488,161
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99,002,208	92,436,713	95,397,393	98,601,611	102,309,659	105,890,497
					3.5%
99,002,208	92,436,713	95,397,393	98,601,611	102,309,659	105,890,497

168,885,546	178,935,578	192,997,257	201,787,988	211,084,307	220,198,573
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\$	157,829,761	\$	162,386,976	\$	170,932,454	\$	179,723,185	\$	189,019,504	\$	198,190,415
\$	157,829,761	\$	162,386,976	\$	170,932,454	\$	179,723,185	\$	189,019,504	\$	198,190,415
\$	157,829,761	\$	162,386,976	\$	170,932,454	\$	179,723,185	\$	189,019,504	\$	198,190,415

DTX Opens

FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37
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		5.0%				5.0%		
2.8%	2.8%	2.8%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
2.8%	2.8%	20.6%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
2.8%	2.8%	24.3%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%

130600	132300	134000	135700					
1.3%	1.3%	1.3%	1.3%					
			137600	139614.2857	141628.5714	143642.8571	145657.1429	
			3%	1.5%	1.4%	1.4%	1.4%	1.4%

80%	90%	100%	100%	100%	100%	100%	100%	100%
\$ 84,800,000	\$ 100,170,000	\$ 111,300,000	\$ 112,817,514	\$ 114,355,719	\$ 121,710,641	\$ 123,370,099	\$ 125,052,182	
\$ 84,800,000	\$ 100,170,000	\$ 124,856,036	\$ 126,558,380	\$ 128,283,934	\$ 136,534,665	\$ 138,396,240	\$ 140,283,197	
\$ 84,800,000	\$ 100,170,000	\$ 128,752,491	\$ 130,507,960	\$ 132,287,365	\$ 140,795,581	\$ 142,715,252	\$ 144,661,096	

4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
\$ 3,459,214	\$ 4,086,196	\$ 4,540,218	\$ 4,602,122	\$ 4,664,869	\$ 4,964,895	\$ 5,032,589	\$ 5,101,206	
\$ 3,459,214	\$ 4,086,196	\$ 5,093,204	\$ 5,162,647	\$ 5,233,037	\$ 5,569,606	\$ 5,645,545	\$ 5,722,519	
\$ 3,459,214	\$ 4,086,196	\$ 5,252,151	\$ 5,323,761	\$ 5,396,348	\$ 5,743,420	\$ 5,821,728	\$ 5,901,105	

\$ 1,111,846	\$ 1,139,642	\$ 1,168,133	\$ 1,197,336	\$ 1,227,269	\$ 1,257,951	\$ 1,289,400	\$ 1,321,635	
2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
\$ 1,111,846	\$ 1,139,642	\$ 1,168,133	\$ 1,197,336	\$ 1,227,269	\$ 1,257,951	\$ 1,289,400	\$ 1,321,635	
\$ 1,111,846	\$ 1,139,642	\$ 1,168,133	\$ 1,197,336	\$ 1,227,269	\$ 1,257,951	\$ 1,289,400	\$ 1,321,635	

\$	1,111,846	\$	1,139,642	\$	1,168,133	\$	1,197,336	\$	1,227,269	\$	1,257,951	\$	1,289,400	\$	1,321,635
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
	2.5%		2.5%		2.5%		2.5%		2.5%		2.5%		2.5%		2.5%
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
	40,000		40,000		40,000		40,000		40,000		40,000		40,000		40,000
	6,488,161		6,488,161		6,488,161		6,488,161		6,488,161		6,488,161		6,488,161		6,488,161
	109,596,664		113,432,548		117,402,687		121,511,781		125,764,693		130,166,458		134,722,284		139,437,563
	3.5%		3.5%		3.5%		3.5%		3.5%		3.5%		3.5%		3.5%
	109,596,664		113,432,548		117,402,687		121,511,781		125,764,693		130,166,458		134,722,284		139,437,563
	229,446,557		249,432,960		256,100,649		262,965,420		270,033,467		282,485,632		290,083,109		297,905,752
\$	207,488,501	\$	227,398,979	\$	243,032,691	\$	248,802,744	\$	254,740,187	\$	266,882,569	\$	273,253,357	\$	279,809,342
\$	207,488,501	\$	227,398,979	\$	257,141,714	\$	263,104,135	\$	269,236,570	\$	282,311,304	\$	288,892,454	\$	295,661,670
\$	207,488,501	\$	227,398,979	\$	261,197,115	\$	267,214,829	\$	273,403,312	\$	286,746,034	\$	293,387,649	\$	300,218,155

FY38	FY39	FY40	FY41	FY42
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		5.0%			
1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
1.4%	1.4%	1.4%	1.4%	1.4%	1.4%

147671.4286	149685.7143	151700
1.4%	1.4%	1.3%

100%	100%	100%	100%	100%
\$ 126,757,200	\$ 134,909,738	\$ 136,749,158	\$ 138,613,658	\$ 140,503,579
\$ 142,195,881	\$ 151,341,376	\$ 153,404,832	\$ 155,496,423	\$ 157,616,531
\$ 146,633,470	\$ 156,064,374	\$ 158,192,226	\$ 160,349,090	\$ 162,535,361

4.1%	4.1%	4.1%	4.1%	4.1%
\$ 5,170,758	\$ 5,503,321	\$ 5,578,356	\$ 5,654,414	\$ 5,731,509
\$ 5,800,542	\$ 6,173,611	\$ 6,257,784	\$ 6,343,106	\$ 6,429,591
\$ 5,981,563	\$ 6,366,274	\$ 6,453,075	\$ 6,541,059	\$ 6,630,243

\$ 1,354,676	\$ 1,388,543	\$ 1,423,256	\$ 1,458,838	\$ 1,495,309
2.5%	2.5%	2.5%	2.5%	2.5%
\$ 1,354,676	\$ 1,388,543	\$ 1,423,256	\$ 1,458,838	\$ 1,495,309
\$ 1,354,676	\$ 1,388,543	\$ 1,423,256	\$ 1,458,838	\$ 1,495,309

\$	1,354,676	\$	1,388,543	\$	1,423,256	\$	1,458,838	\$	1,495,309
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\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848
	2.5%		2.5%		2.5%		2.5%		2.5%
\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848
\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848
\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848

40,000	40,000	40,000	40,000	40,000
--------	--------	--------	--------	--------

6,488,161	6,488,161	6,488,161	6,488,161	6,488,161
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144,317,878	149,369,004	154,596,919	160,007,811	165,608,085
3.5%	3.5%	3.5%	3.5%	3.5%
144,317,878	149,369,004	154,596,919	160,007,811	165,608,085

305,960,647	320,075,755	328,733,775	337,649,071	346,829,760	4,951,591,807
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\$	286,556,483	\$	300,187,272	\$	307,426,568	\$	314,877,367	\$	322,546,489	4,591,084,842
\$	302,624,948	\$	317,289,199	\$	324,761,671	\$	332,448,824	\$	340,357,524	4,766,799,785
\$	307,243,558	\$	322,204,861	\$	329,744,354	\$	337,499,444	\$	345,477,006	4,817,306,090

General

Post-Pandemic Volume Recovery

FY24	FY25	FY26	FY27
	45%	55%	60%

Operating Scenarios

	Unit	Source
Baseline		
Trains per Day (Weekday)	104 TPD	Fiscal Cliff (TASI tab)
EMU	0 TPD	
Diesel	104 TPD	
Trains per Day (Weekend)	32 TPD	Fiscal Cliff (TASI tab)
EMU	TPD	
Diesel	TPD	
Trainsets	28 trainsets	
EMU	0 trainsets	
Diesel	28 trainsets	
Crewsets	62 crewsets	
Track Length	54	
Stations	31	
		584.00

Electrification

Trains per Day (Weekday)	116 TPD	Fiscal Cliff (TASI tab)
EMU	92 TPD	ASSUMPTION
Diesel	24 TPD	ASSUMPTION
Trains per Day (Weekend)	68 TPD	
EMU	TPD	
Diesel	TPD	
Trainsets	28 trainsets	
EMU	19 trainsets	ASSUMPTION
Diesel	9 trainsets	
Crewsets	69 crewsets	
Overtime Multiplier	2	
FY25 Weekend Service Increase Multiplier	1.09	0.23
Track Length	54	

Baseline (FY25 Projection)	\$ 13,690,077	Fiscal Cliff (TASI tab)
Stations	31	

DTX 4

Trains per Day (Weekday)	116 TPD	Operations & Maintenance Cost Plan
EMU	92 TPD	Operations & Maintenance Cost Plan
Diesel	24 TPD	Operations & Maintenance Cost Plan
Trains per Day (Weekend)	68 TPD	Operations & Maintenance Cost Plan
EMU	TPD	Operations & Maintenance Cost Plan

Diesel		TPD
Trainsets	28	trainsets
EMU	19	trainsets
Diesel	9	trainsets
Crewsets	76	crewsets

Operations & Maintenance Cost Plan
19
0.86

DTX 5

Trains per Day (Weekday)	116	TPD
EMU	92	TPD
Diesel	24	TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trains per Day (Weekend)	68	TPD
EMU		TPD
Diesel		TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trainsets	31	trainsets
EMU	22	trainsets
Diesel	9	trainsets
Crewsets	77	crewsets

19
0.86

DTX 6

Trains per Day (Weekday)	116	TPD
EMU	92	TPD
Diesel	24	TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trains per Day (Weekend)	32	TPD
EMU	25	TPD
Diesel	7	TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trainsets	33	trainsets
EMU	24	trainsets
Diesel	9	trainsets
Crewsets	79	crewsets

ASSUMPTION
ASSUMPTION

Post-Diesel (2034)

EMU Trainsets	33	trainsets
---------------	----	-----------

ASSUMPTION

Track Length	54
DTX Extension Length	1.6
Track Length Increase	3.0%

Subsurface/ Complexity Cost Increase	100%
--------------------------------------	------

ASSUMPTION

Stations	33
Station Increase	6%

New service -- tunnel maintenance	0%
Levels of service -- additional support staff, training needed	0%
TASI Performance Payment	

Embedded in subsurface/ track complexity multiplier
Embedded in subsurface/ track complexity multiplier
ASSUMPTION

Revenue

Farebox Revenue

Baseline (Maximum Farebox Revenue)	\$ 106,000,000	Dollars
Fare Increase (Every 4 Years)	5%	

Source

Parking Revenue

% Farebox Revenue	4.1%	
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Source

Fiscal cliff (average 2007-2020 actuals)

Rental Revenue

Baseline (FY23 Budget)	\$ 935,357	Dollars
Annual Growth	2.5%	

Fiscal cliff

Fiscal cliff

Other Revenue

Baseline (FY23 Budget)	\$ 1,676,319	Dollars
Annual Growth	2.5%	

Fiscal cliff

Fiscal cliff

Expense

Expense Contingency	5%	
---------------------	----	--

Operator Expense

Baseline (FY23 Budget)	\$ 98,257,758	Dollars
Annual Growth	4.6%	

Fiscal cliff

Fiscal Cliff (TASI tab)

Security Services

Baseline (No DTX) (FY24)	\$ 8,332,150	
Annual Growth	5%	

Fiscal cliff

Fiscal cliff

Shuttle Services

Baseline (No DTX) (FY24)	\$ 125,248	
Annual Growth	3%	

Fiscal cliff

Fiscal cliff

Fuel and Lubricants

Baseline (No DTX) (FY24)	\$ 19,293,155	
Annual Growth	5%	

Fiscal cliff

Fiscal cliff

Timetables and Tickets

Baseline (No DTX) (FY24)	\$ 139,411	
Annual Growth	3%	

Fiscal cliff

Fiscal cliff

Insurance

Baseline (No DTX) (FY24)	\$ 10,229,703	
Annual Growth	10%	

Fiscal cliff

Fiscal cliff

Claims, Payments, and Reserves

Baseline (No DTX) (FY24)	\$ 1,452,000	
Annual Growth	4%	

Fiscal cliff

Fiscal cliff

Facilities and Equipment Maintenance

Baseline (No DTX) (FY24)	\$ 7,549,140	
Annual Growth	4%	

Fiscal cliff

Fiscal cliff

Utilities

Baseline (No DTX) (FY24)	\$ 2,722,304	Fiscal cliff
Annual Growth	4%	Fiscal cliff
Traction Electricity (FY25)	\$12,370,229	Fiscal cliff
Traction Electricity cost per Trainset (FY25)	\$651,065	Fiscal cliff
Increase from full electric fleet	35.70%	PCEP O&M plan
Increase from full electric fleet (\$)	\$ 971,862.53	
Increase from full electric fleet/trainset(\$)	\$ 29,450.38	

Maint & Services-Bldg & Other

Baseline (No DTX) (FY24)	\$ 1,824,264	Fiscal cliff
Annual Growth	4%	Fiscal cliff

Wages and Benefits

	FY24	FY25	FY26
Baseline (No DTX) (FY24)	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518
Annual Growth	7.5%		Fiscal cliff

Managing Agency Admin OH Cost

Baseline (No DTX) (FY24)	\$ 3,921,998	Fiscal cliff
Annual Growth	10.0%	Fiscal cliff

Board of Directors

Baseline (No DTX) (FY24)	\$ 60,139	Fiscal cliff
Annual Growth	5.0%	Fiscal cliff

Professional Services

Baseline (No DTX) (FY24)	\$ 9,771,043	Fiscal cliff
Annual Growth	5.0%	Fiscal cliff
PCEP Support Baseline (FY25)	\$ 2,250,000	Fiscal cliff
PCEP Support Baseline (FY26)	\$ 3,000,000	Fiscal cliff
Annual Growth (DTX Bonus)	0%	Fiscal cliff

Communications and Marketing

Baseline (No DTX) (FY24)	\$ 423,917	Fiscal cliff
Annual Growth	5.0%	Fiscal cliff

Other Office Expenses and Services

Baseline (No DTX) (FY24)	\$ 2,833,996	Fiscal cliff
Annual Growth	4.0%	Fiscal cliff

Debt Service Expense

Baseline (No DTX) (FY28)	\$ 3,472,500	Fiscal cliff
Annual Growth	0.0%	Fiscal cliff

FY28	FY29	FY30	FY31	FY32	FY33
70%	75%	80%	90%	100%	100%

Link

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

<https://www.caltrain.com/about-caltrain/statistics-reports/commute-fleets>

716.00 123%

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

<https://www.caltrain.com/media/21596/>

TPD Increase per Week (PCEP)	Weekend TPD Increase per week (PCEP)	% Increase TPD from Weekend (PCEP)
132.00	72.00	55%

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

3.83 TPD/trainsets
2.67 TPD/trainsets

FY34	FY35	FY36	FY37	FY38	FY39
100%	100%	100%	100%	100%	100%

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FY40	FY41	FY42
100%	100%	100%

Calculations of various values based off of the 20-Year Cash Flow workbook

Maintenance Costs	\$ Year	YOE	
		2016	2020
Diesel Fleet Maintenance		2016	2022
EMU		2016	2022

Base Year
 Escalation Rate
 Escalation Year
 Escalation Multiplier

Diesel Costs	\$ Year	YOE	
Diesel (\$)		2016	2020 \$ 14,030,503
Diesel (\$)		2016	2022 \$ 3,581,647

Source: 20-Year Cash Flo

Base Year
 Escalation Rate
 Escalation Year
 FY24 Escalation Multiplier
 Escalation Year
 FY25 Escalation Multiplier

Electricity Costs	\$ Year	YOE	
Electricity (\$)		2016	2022 \$ 7,159,183
Electricity (\$)		2016	2031 \$ 8,976,943

Source: 20-Year Cash Flo

Source:

1.1 20-Year Cash Flow Calculations 11 29 16 v4 SEG.xlsm <https://hntb.sharep>

		Runs
\$	20,261,916	92.00
\$	7,764,615	24.00
\$	12,065,000	90.00
		114.00
		2016
		4.6%
		2024
		1.43

Runs	Trainsets		\$/Run	
92		28.00	\$	152,505
24		9.00	\$	149,235
»w Sources & Uses tab	Average		\$	150,870
				2016
				5.0%
				2024
				1.48
				2025
				1.55

Reference Values to set above Diesel Calculations to same year values (2016)	
Desired Base Year	2016
	5.0%
YOE Year	2020
Discount multiplier	1.22

Runs	Trainsets		\$/Run	
90		19	\$	79,546
114		24	\$	78,745
»w Sources & Uses tab			\$	79,146

Reference Values to set above Diesel Calculations to same year values (2016)	
Desired Base Year	2016
	5.0%
YOE Year	2022
Discount multiplier	1.34

Trainsets		\$/Run		\$/Trainset		FY24 Escalation
	28.00	\$	220,238	\$	723,640	\$ 1,036,993
	9.00	\$	323,526	\$	862,735	\$ 1,236,320
	19.00	\$	134,056	\$	635,000	\$ 909,970
					74%	

\$/Trainset		FY24 Escalation		FY25 Escalation
\$	501,089	\$	225,320	\$ 236,586
\$	397,961	\$	220,489	\$ 231,513
*By Run preferred		\$	222,904	\$ 234,049

*FY24\$ Per Train Run Diesel cost value

	2022		FY24 Escalation		FY25 Escalation	
	1.34					
\$/Trainset		\$	376,799.08	\$	117,526.37	\$ 123,402.69
\$		\$	374,039.30	\$	116,342.40	\$ 122,159.52
*By Run preferred		\$	116,934.38	\$	122,781.10	

*FY24\$ Per Train Run Traction Electricity cost value

	2031
	2.08

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[2016v4SEG.xlsm&action=default&mobileredirect=true](#)

Assumptions Validation	Assumption	Consequences/Recommendatio
Revenue	<p>upon Fiscal Cliff through FY28, then assumes return to pre-covid levels in FY29. For PCEP and DTX, based on Weekday</p> <p>1 Crowding Constrained Ridership Ridership growth is not constrained (nor is the STOPS</p> <p>2 model).</p> <p>Ridership recovery is estimated as a % of all-time-high annual</p> <p>3 revenue (\$106M)</p> <p>4 Parking revenue is estimated as</p> <p>Shuttle revenue and operating</p> <p>5 grants are estimated as</p>	<p>What are the correct assumptions for ridership growth?</p> <p>-For COVID recovery</p> <p>-For PCEP</p> <p>-For DTX</p> <p>For DTX+4 (4 TPH to STC) accommodate anticipated ridership levels?</p> <p>For pandemic recovery, do we want to use pre-pandemic peak as the basis?</p> <p>Also, is percentage level the right approach?</p> <p>Is this accurate?</p> <p>Is this accurate?</p>
Expense	<p>Spares are not included in cost</p> <p>1 estimates.</p> <p>2 Assumed multiplier of 2.0 for Confirm expense assumptions including: trainsets by type,</p> <p>3 crewsets, number of trainsets</p> <p>4 Confirm presumed growth rate</p> <p>Confirm multiplation factors for</p> <p>5 new/expanded service</p> <p>6 Flat debt service payment carried</p> <p>Fuel costs and electricity costs</p> <p>7 are based on train runs per day</p>	<p>Should spare maintenance be calculated as a % o HNTB SME indicated underground doubles cost o</p> <p>Expense assumptions detailed in variable inputs; validate their use.</p> <p>Growth rates detailed in variable inputs; validate</p> <p>Factors detailed in expense detail; validate their use.</p> <p>How long does debt service continue? Does it</p> <p>Not based on number of train sets or number of actual trains</p>

Review the below matrix to determine which growth factors should apply to each expense line item.

Table 1: Cost Driver Matrix

Cost Driver Matrix	Annual Growth (General)	Total Trainsets (% Increase)	Crewsets (% Increase)	Track Length (% Increase)	Subsurface/Track Multiplier (2X)	Stations (% Increase)
Rail Operator Service						
Traincrew, Supervisors & expenses						
OPS & Dispatch Mgt						
Admin, Safety, Finance						
Rolling stock maintenance	X					
Diesel stock maintenance per trainset				X		
Diesel stock maintenance						
EMU stock maintenance per trainset						
EMU stock maintenance						
Track maintenance						
OCS/TPS maintenance						
Station mtce						
Performance		X				
Contractor Admin						
New service -- tunnel maintenance						
Levels of service -- additional support staff, t						
TASI Performance Payment						
Security Services	X			X		X
Shuttle Services	X					
Fuel and Lubricants	X					
Timetables and Tickets	X					X
Insurance	X			X		X
Claims, Payments, and Reserves	X			X		X
Facilities and Equipment Maintenance	X					X
Utilities						
Baseline	X			X		X
Traction Electricity Cost	X			X		
Maint & Services-Bldg & Other	X					
Wages and Benefits	X		X	X		X
Managing Agency Admin OH Cost	X					
Board of Directors	X					
Professional Services	X					
Communications and Marketing	X					X
Other Office Expenses and Services	X			X		X
Debt Service Expense						

	Variable Explained	PCEP RS Begins		
		FY24	FY25	FY26
Farebox Revenue				
Baseline	Fiscal cliff	58,300,000	74,200,000	84,800,000
Growth	Fare increases every four years			
	How much additional revenue due to DTX?			
Levels of Service/Ridership Result	Combo of increased ridership/new zone	58,300,000	74,200,000	84,800,000
Parking Revenue				
Baseline	Fiscal cliff	2,378,210	3,026,812	3,459,214
PCEP Bump	Already included			
DTX Bump?	No?			
Growth	Fiscal cliff			
Result		2,378,210	3,026,812	3,459,214
Shuttles				
	No revenue			
	Assumes no increases due to development, etc			
Rental Income				
Baseline	Fiscal cliff	958,741	982,709	1,007,277
Growth	Fiscal cliff			
Result		958,741	982,709	1,007,277
Other Income				
Baseline	Fiscal cliff	1,718,227	1,761,183	1,805,212
Growth	Fiscal cliff			
Gap Filler				
Result		1,718,227	1,761,183	1,805,212
AB434 Peninsula & TA Shuttle Funding				
Baseline		40,000	40,000	40,000
Operating Grants				
	Should these be included?			
Baseline		6,488,161	6,488,161	6,488,161
JPB Member Agencies CARES ACT Fund				
	No more			
	No more			
Measure RR				

Baseline	Fiscal cliff; assumes no increase to capitol over \$25 million	100,586,000	93,917,720	96,296,074
Growth Result	Assume eventual recovery	100,586,000	93,917,720	96,296,074
ARPA	No more			

98,721,996	101,196,436	104,738,311	108,404,152	112,198,297	116,125,238
		3.5%	3.5%	3.5%	3.5%
98,721,996	101,196,436	104,738,311	108,404,152	112,198,297	116,125,238

120,189,621	124,396,258	128,750,127	133,256,381	137,920,355	142,747,567	147,743,732
3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
120,189,621	124,396,258	128,750,127	133,256,381	137,920,355	142,747,567	147,743,732

FY40	FY41	FY42
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131,473,125 131,473,125 131,473,125

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6,302,875 6,561,293 6,830,306

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1,423,256 1,458,838 1,495,309

2,550,718 2,614,486 2,679,848
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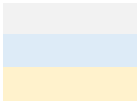
2,550,718 2,614,486 2,679,848

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152,914,762	158,266,779	163,806,116
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3.5%	3.5%	3.5%
152,914,762	158,266,779	163,806,116



Input from another cell
Calculated
Inputs

Acronym	Full Term	Notes
CAHSR	California High-Speed Rail	
DTX	Downtown Extension Tunnel	Terminating service at Salesforce Transit Center
EMU	Electric Multiple Unit	Caltrain's new electric train cars
IBF	Intercity Bus Facility	
NTD	National Transit Database	
OCS	Overhead Contact System	
PCEP	Peninsula Corridor Electrification Project	
TJPA	Transbay Joint Powers Authority	
TPH	Trains per Hour	Service Level
TPS	Traction Power Supply	

2) **The source of your information.**

Thank you in advance for your prompt response to this request.

CC

TJPA Board of Directors
Caltrain Board of Directors
SFCTA Commissioners
DTX Executive Steering Committee
TJPA CAC
Caltrain CAC
SFCTA CAC

From: Roland Lebrun
Sent: Monday, October 2, 2023 10:56 PM
To: Caltrain Public Records <pra@caltrain.com>
Subject: DTX O&M cost breakdown

Dear Sir or Madam,

Please refer to the attached slide and provide a breakdown of the following DTX O&M cost elements pursuant to Government Code 6250 et seq.

- Traincrews, Supervisors, Expenses, Operations and Dispatch Management, Administration, Safety, Finance, Timetables and Tickets, and Security \$6.9M
- Rolling Stock (Diesel and EMU) Maintenance, Fuel, Lubricants, and Utilities \$5.5M
- Stations, Track, OCS/TPS, Equipment Maintenance, and Spare Parts \$23.4M
- Wages and Benefits \$2.3M

Thank you in advance for your prompt response to this request.

Roland Lebrun

Overview

Caltrain has reviewed and updated its O&M model to reflect both the 4+2 and the 6 TPH scenarios. This will be updated 20 Year DTX Financial Plan. It incorporates five years of actuals (FY18-22) and 20 years of projections.

The numbers in this model do not tie exactly to the numbers found in the 20 Year Financial Plan. In reviewing that this is due to the tables in the Financial Plan being de-escalated and then re-escalated numbers which re

Changes

The model has been revised from an earlier version, transmitted on December 13, 2022, based upon new and Some significant changes include:

- The 6 TPH peak to Salesforce Transit Center scenario has been added and the equipment necessary to time performance has been updated.

- Per updates that occurred to the December 13 version, the acquisition of spare parts is now a capital model. Also, the model uses AECOM-developed cost estimates for maintenance of an underground station. The FY2024 and FY2025 figures in the model still need to be updated to reflect what the Board adopted; once from Caltrain, the model can be updated.

Outstanding Issues

As a reminder, there are still foundational items which are under negotiation or have not yet been addressed. Asset disposition issues have not yet been resolved between TJPA and Caltrain. This includes who owns asset responsible for their maintenance and replacement, any lease payments for use, and who bears risk associated include the tunnel, the U Wall, and fire/life/safety elements.

Although the issues around asset disposition have not been resolved, Caltrain has incorporated costs associated and Townsend station, the tunnel, and platforms at Salesforce Transit Center to provide a complete picture of the project. **This inclusion IS NOT a Caltrain commitment to operate nor maintain, nor to fund maintenance** As before Caltrain is not including revenue in this version of the O&M model.

- In terms of fare revenue, this is dependent on ongoing updates to ridership.

- Caltrain is still in discussion with AECOM over some of the underlying assumptions regarding fare revenue. Caltrain has made no commitments about which additional revenue, if any, will be allocated to the DFTA. FTA will be evaluating ridership based upon a STOPS model, a process being managed by SFCTA. Per FTA reporting needed by project sponsors to review its ridership forecasts in detail and to support grant applications. Also, per FTA, STOPS modeling is to be based upon a blend of 2019 and 2022 data.

The STOPS model is not capacity constrained – it does not consider whether or not there is sufficient space or number of riders projected.

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No Build Scenario -- 7/11/2023

	Actuals					Approved Budget	PCEP RS Begins							
	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
EXPENSE														
DIRECT EXPENSE:														
Rail Operator Service	\$ 83,193,402	\$ 86,230,812	\$ 83,915,012	\$ 85,108,192	\$ 93,808,976	\$ 98,257,758	\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057
Positive Train Control	\$ 169,619	\$ 63,394	\$ 1,669,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 10,640,458	\$ 9,953,125	\$ 10,197,696	\$ 8,667,551	\$ 9,347,589	\$ 8,192,331	\$ 8,596,809	\$ 9,021,356	\$ 9,466,972	\$ 9,934,705	\$ 10,425,656	\$ 10,940,982	\$ 11,481,895	\$ 12,049,669
Security Services	\$ 5,850,526	\$ 5,816,573	\$ 5,913,164	\$ 6,752,598	\$ 7,391,809	\$ 7,935,381	\$ 8,332,150	\$ 8,748,758	\$ 9,186,195	\$ 9,645,505	\$ 10,127,780	\$ 10,634,169	\$ 11,165,878	\$ 11,724,172
Shuttle Services	\$ 4,713,180	\$ 4,043,565	\$ 4,138,714	\$ 1,899,021	\$ 1,938,640	\$ 121,600	\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197	\$ 149,553	\$ 154,039
Timetables and Tickets	\$ 76,752	\$ 92,987	\$ 145,818	\$ 15,932	\$ 17,140	\$ 135,350	\$ 139,411	\$ 143,593	\$ 147,901	\$ 152,338	\$ 156,908	\$ 161,616	\$ 166,464	\$ 171,458
Fuel and Lubricants	\$ 10,301,806	\$ 11,160,475	\$ 9,289,638	\$ 7,205,280	\$ 13,491,343	\$ 17,539,232	\$ 23,182,044	\$ 5,617,188	\$ 5,898,047	\$ 6,192,949	\$ 6,502,597	\$ 6,827,727	\$ 7,169,113	\$ 7,527,569
Insurance and Claims	\$ 1,187,905	\$ 4,128,561	\$ 4,165,530	\$ 8,473,430	\$ 6,147,859	\$ 10,619,730	\$ 11,681,703	\$ 12,762,753	\$ 13,948,424	\$ 15,249,037	\$ 16,675,943	\$ 18,241,619	\$ 19,959,786	\$ 21,845,530
Facilities/Maintenance	\$ 3,963,381	\$ 4,321,688	\$ 4,282,697	\$ 5,646,004	\$ 7,377,708	\$ 9,012,888	\$ 9,373,404	\$ 9,748,340	\$ 10,138,274	\$ 10,543,805	\$ 10,965,557	\$ 11,404,179	\$ 11,860,346	\$ 12,334,760
Facilities and Equipment Maintenance	\$ 2,626,683	\$ 2,944,312	\$ 2,739,785	\$ 4,260,435	\$ 6,004,842	\$ 7,258,788	\$ 7,549,140	\$ 7,851,106	\$ 8,165,150	\$ 8,491,756	\$ 8,831,426	\$ 9,184,683	\$ 9,552,070	\$ 9,934,153
Maint & Services-Bldg & Other	\$ 1,336,698	\$ 1,377,376	\$ 1,542,912	\$ 1,385,569	\$ 1,372,866	\$ 1,754,100	\$ 1,824,264	\$ 1,897,235	\$ 1,973,124	\$ 2,052,049	\$ 2,134,131	\$ 2,219,496	\$ 2,308,276	\$ 2,400,607
Utilities	\$ 1,899,260	\$ 2,040,714	\$ 2,026,493	\$ 2,009,538	\$ 2,541,458	\$ 2,617,600	\$ 2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659	\$ 17,187,726	\$ 17,875,235
Spares	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL DIRECT EXPENSE	\$ 111,355,832	\$ 117,898,769	\$ 115,546,619	\$ 117,109,995	\$ 132,714,933	\$ 146,239,539	\$ 158,333,879	\$ 184,238,998	\$ 193,222,425	\$ 202,676,505	\$ 212,628,859	\$ 223,108,985	\$ 234,148,404	\$ 245,780,820
ADMINISTRATIVE EXPENSE								14%	7%	5%	5%	7%	7%	7%
Wages and Benefits	\$ 8,058,146	\$ 10,212,324	\$ 11,673,415	\$ 9,550,977	\$ 10,610,123	\$ 13,963,830	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518	\$ 22,866,394	\$ 24,009,714	\$ 25,810,442	\$ 27,746,225	\$ 29,827,192
Managing Agency Admin OH Cost	\$ 5,886,046	\$ 6,503,882	\$ 4,406,537	\$ 3,510,418	\$ 3,923,397	\$ 3,565,453	\$ 3,921,998	\$ 4,314,198	\$ 4,745,618	\$ 5,220,180	\$ 5,742,198	\$ 6,316,417	\$ 6,948,059	\$ 7,642,865
Other Administrative Expenses	\$ 7,656,915	\$ 9,056,129	\$ 4,097,160	\$ 6,917,572	\$ 9,180,025	\$ 12,491,756	\$ 13,089,094	\$ 15,965,209	\$ 17,371,495	\$ 18,209,418	\$ 19,088,010	\$ 20,009,257	\$ 20,975,240	\$ 21,988,143
TOTAL ADMINISTRATIVE EXPENSE	\$ 21,601,107	\$ 25,772,336	\$ 20,177,112	\$ 19,978,967	\$ 23,713,544	\$ 30,021,039	\$ 35,866,086	\$ 41,019,900	\$ 43,894,631	\$ 46,295,991	\$ 48,839,921	\$ 52,136,116	\$ 55,669,524	\$ 59,458,200
SUBTOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
OPERATING EXPENSE CONTINGENCY														
TOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
Measure RR Ballot Costs	\$ -	\$ -	\$ -	\$ -	\$ 5,396,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Governance	\$ -	\$ -	\$ -	\$ -	\$ 1,144,981	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service Expense	\$ 1,500,522	\$ 1,602,163	\$ 2,635,046	\$ 2,882,955	\$ 1,935,154	\$ 2,581,752	\$ 3,471,125	\$ 3,472,750	\$ 3,471,125	\$ 3,471,125	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables	\$ -	\$ -	\$ -	\$ -	\$ 7,300,042	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL EXPENSE	\$ 134,457,460	\$ 145,273,268	\$ 138,358,776	\$ 139,971,917	\$ 172,205,564	\$ 179,192,330	\$ 197,671,090	\$ 228,731,648	\$ 240,588,182	\$ 252,443,621	\$ 264,941,280	\$ 278,717,601	\$ 293,290,429	\$ 308,711,520

No Build Scenario -- 7/11/2023

	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
EXPENSE											
DIRECT EXPENSE:											
Rail Operator Service	\$ 182,158,868	\$ 190,538,176	\$ 199,302,932	\$ 208,470,867	\$ 218,060,527	\$ 228,091,311	\$ 238,583,511	\$ 249,558,353	\$ 261,038,037	\$ 273,045,787	\$ 285,605,893
Positive Train Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 12,645,642	\$ 13,271,219	\$ 13,927,874	\$ 14,617,154	\$ 15,340,685	\$ 16,100,172	\$ 16,897,408	\$ 17,734,272	\$ 18,612,739	\$ 19,534,881	\$ 20,502,877
Security Services	\$ 12,310,380	\$ 12,925,899	\$ 13,572,194	\$ 14,250,804	\$ 14,963,344	\$ 15,711,512	\$ 16,497,087	\$ 17,321,941	\$ 18,188,039	\$ 19,097,440	\$ 20,052,312
Shuttle Services	\$ 158,660	\$ 163,420	\$ 168,323	\$ 173,373	\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016	\$ 213,226
Timetables and Tickets	\$ 176,602	\$ 181,900	\$ 187,357	\$ 192,977	\$ 198,767	\$ 204,730	\$ 210,872	\$ 217,198	\$ 223,714	\$ 230,425	\$ 237,338
Fuel and Lubricants	\$ 7,903,947	\$ 8,299,144	\$ 8,714,102	\$ 9,149,807	\$ 9,607,297	\$ 10,087,662	\$ 10,592,045	\$ 11,121,647	\$ 11,677,730	\$ 12,261,616	\$ 12,874,697
Insurance and Claims	\$ 23,915,439	\$ 26,187,753	\$ 28,682,530	\$ 31,421,824	\$ 34,429,889	\$ 37,733,396	\$ 41,361,674	\$ 45,346,978	\$ 49,724,778	\$ 54,534,081	\$ 59,817,788
Facilities/Maintenance	\$ 12,828,151	\$ 13,341,277	\$ 13,874,928	\$ 14,429,925	\$ 15,007,122	\$ 15,607,407	\$ 16,231,703	\$ 16,880,971	\$ 17,556,210	\$ 18,258,458	\$ 18,988,797
Facilities and Equipment Maintenance	\$ 10,331,519	\$ 10,744,780	\$ 11,174,571	\$ 11,621,554	\$ 12,086,416	\$ 12,569,873	\$ 13,072,668	\$ 13,595,575	\$ 14,139,398	\$ 14,704,974	\$ 15,293,172
Maint & Services-Bldg & Other	\$ 2,496,631	\$ 2,596,497	\$ 2,700,356	\$ 2,808,371	\$ 2,920,705	\$ 3,037,534	\$ 3,159,035	\$ 3,285,396	\$ 3,416,812	\$ 3,553,485	\$ 3,695,624
Utilities	\$ 18,590,244	\$ 19,333,854	\$ 20,107,208	\$ 20,911,496	\$ 21,747,956	\$ 22,617,875	\$ 23,522,590	\$ 24,463,493	\$ 25,442,033	\$ 26,459,714	\$ 27,518,103
Spares	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL DIRECT EXPENSE	\$ 258,042,292	\$ 270,971,424	\$ 284,609,573	\$ 299,001,073	\$ 314,193,476	\$ 330,237,822	\$ 347,188,931	\$ 365,105,714	\$ 384,051,526	\$ 404,094,538	\$ 425,308,154
ADMINISTRATIVE EXPENSE											
	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Wages and Benefits	\$ 32,064,232	\$ 34,469,049	\$ 37,054,228	\$ 39,833,295	\$ 42,820,792	\$ 46,032,351	\$ 49,484,778	\$ 53,196,136	\$ 57,185,846	\$ 61,474,785	\$ 66,085,394
Managing Agency Admin OH Cost	\$ 8,407,152	\$ 9,247,867	\$ 10,172,654	\$ 11,189,919	\$ 12,308,911	\$ 13,539,802	\$ 14,893,782	\$ 16,383,160	\$ 18,021,476	\$ 19,823,624	\$ 21,805,986
Other Administrative Expenses	\$ 23,050,256	\$ 24,163,984	\$ 25,331,847	\$ 26,556,489	\$ 27,840,685	\$ 29,187,346	\$ 30,599,525	\$ 32,080,426	\$ 33,633,409	\$ 35,261,999	\$ 36,969,895
TOTAL ADMINISTRATIVE EXPENSE	\$ 63,521,640	\$ 67,880,900	\$ 72,558,728	\$ 77,579,702	\$ 82,970,388	\$ 88,759,499	\$ 94,978,085	\$ 101,659,722	\$ 108,840,731	\$ 116,560,407	\$ 124,861,275
SUBTOTAL OPERATING EXPENSE	\$ 321,563,931	\$ 338,852,324	\$ 357,168,301	\$ 376,580,775	\$ 397,163,864	\$ 418,997,322	\$ 442,167,016	\$ 466,765,436	\$ 492,892,257	\$ 520,654,946	\$ 550,169,430
OPERATING EXPENSE CONTINGENCY											
TOTAL OPERATING EXPENSE	\$ 321,563,931	\$ 338,852,324	\$ 357,168,301	\$ 376,580,775	\$ 397,163,864	\$ 418,997,322	\$ 442,167,016	\$ 466,765,436	\$ 492,892,257	\$ 520,654,946	\$ 550,169,430
Measure RR Ballot Costs											
Governance											
Debt Service Expense	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables											
GRAND TOTAL EXPENSE	\$ 325,036,431	\$ 342,324,824	\$ 360,640,801	\$ 380,053,275	\$ 400,636,364	\$ 422,469,822	\$ 445,639,516	\$ 470,237,936	\$ 496,364,757	\$ 524,127,446	\$ 553,641,930

DTX 4 Scenario 7/11/23

	Actuals					Approved Budget	PCEP RS Begins							
	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
EXPENSE														
DIRECT EXPENSE:														
Rail Operator Service	\$ 83,193,402	\$ 86,230,812	\$ 83,915,012	\$ 85,108,192	\$ 93,808,976	\$ 98,257,758	\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057
Positive Train Control	\$ 169,619	\$ 63,394	\$ 1,669,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 10,640,458	\$ 9,953,125	\$ 10,197,696	\$ 8,667,551	\$ 9,347,589	\$ 8,192,331	\$ 8,596,809	\$ 9,021,356	\$ 9,466,972	\$ 9,934,705	\$ 10,425,656	\$ 10,940,982	\$ 11,481,895	\$ 12,049,669
Security Services	\$ 5,850,526	\$ 5,816,573	\$ 5,913,164	\$ 6,752,598	\$ 7,391,809	\$ 7,935,381	\$ 8,332,150	\$ 8,748,758	\$ 9,186,195	\$ 9,645,505	\$ 10,127,780	\$ 10,634,169	\$ 11,165,878	\$ 11,724,172
Shuttle Services	\$ 4,713,180	\$ 4,043,565	\$ 4,138,714	\$ 1,899,021	\$ 1,938,640	\$ 121,600	\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197	\$ 149,553	\$ 154,039
Timetables and Tickets	\$ 76,752	\$ 92,987	\$ 145,818	\$ 15,932	\$ 17,140	\$ 135,350	\$ 139,411	\$ 143,593	\$ 147,901	\$ 152,338	\$ 156,908	\$ 161,616	\$ 166,464	\$ 171,458
Fuel and Lubricants	\$ 10,301,806	\$ 11,160,475	\$ 9,289,638	\$ 7,205,280	\$ 13,491,343	\$ 17,539,232	\$ 23,182,044	\$ 5,617,188	\$ 5,898,047	\$ 6,192,949	\$ 6,502,597	\$ 6,827,727	\$ 7,169,113	\$ 7,527,569
Insurance and Claims	\$ 1,187,905	\$ 4,128,561	\$ 4,165,530	\$ 8,473,430	\$ 6,147,859	\$ 10,619,730	\$ 11,681,703	\$ 12,762,753	\$ 13,948,424	\$ 15,249,037	\$ 16,675,943	\$ 18,241,619	\$ 19,959,786	\$ 21,845,530
Insurance	\$ 4,368,714	\$ 4,193,739	\$ 4,331,946	\$ 5,406,266	\$ 5,513,835	\$ 9,299,730	\$ 10,229,703	\$ 11,252,673	\$ 12,377,941	\$ 13,615,735	\$ 14,977,308	\$ 16,475,039	\$ 18,122,543	\$ 19,934,797
Claims, Payments, and Reserves	\$ (3,180,809)	\$ (65,178)	\$ (166,416)	\$ 3,067,164	\$ 634,024	\$ 1,320,000	\$ 1,452,000	\$ 1,510,080	\$ 1,570,483	\$ 1,633,303	\$ 1,698,635	\$ 1,766,580	\$ 1,837,243	\$ 1,910,733
Facilities/Maintenance	\$ 3,963,381	\$ 4,321,688	\$ 4,282,697	\$ 5,646,004	\$ 7,377,708	\$ 9,012,888	\$ 9,373,404	\$ 9,748,340	\$ 10,138,274	\$ 10,543,805	\$ 10,965,557	\$ 11,404,179	\$ 11,860,346	\$ 12,334,760
Facilities and Equipment Maintenance	\$ 2,626,683	\$ 2,944,312	\$ 2,739,785	\$ 4,260,435	\$ 6,004,842	\$ 7,258,788	\$ 7,549,140	\$ 7,851,106	\$ 8,165,150	\$ 8,491,756	\$ 8,831,426	\$ 9,184,683	\$ 9,552,070	\$ 9,934,153
Maint & Services-Bldg & Other	\$ 1,336,698	\$ 1,377,376	\$ 1,542,912	\$ 1,385,569	\$ 1,372,866	\$ 1,754,100	\$ 1,824,264	\$ 1,897,235	\$ 1,973,124	\$ 2,052,049	\$ 2,134,131	\$ 2,219,496	\$ 2,308,276	\$ 2,400,607
Utilities	\$ 1,899,260	\$ 2,040,714	\$ 2,026,493	\$ 2,009,538	\$ 2,541,458	\$ 2,617,600	\$ 2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659	\$ 17,187,726	\$ 17,875,235
Spares	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL DIRECT EXPENSE	\$ 111,355,832	\$ 117,898,769	\$ 115,546,619	\$ 117,109,995	\$ 132,714,933	\$ 146,239,539	\$ 158,333,879	\$ 184,238,998	\$ 193,222,425	\$ 202,676,505	\$ 212,628,859	\$ 223,108,985	\$ 234,148,404	\$ 245,780,820
														0%
ADMINISTRATIVE EXPENSE								14%	7%	5%	5%	7%	7%	7%
Wages and Benefits	\$ 8,058,146	\$ 10,212,324	\$ 11,673,415	\$ 9,550,977	\$ 10,610,123	\$ 13,963,830	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518	\$ 22,866,394	\$ 24,009,714	\$ 25,810,442	\$ 27,746,225	\$ 29,827,192
Managing Agency Admin OH Cost	\$ 5,886,046	\$ 6,503,882	\$ 4,406,537	\$ 3,510,418	\$ 3,923,397	\$ 3,565,453	\$ 3,921,998	\$ 4,314,198	\$ 4,745,618	\$ 5,220,180	\$ 5,742,198	\$ 6,316,417	\$ 6,948,059	\$ 7,642,865
Other Administrative Expenses	\$ 7,656,915	\$ 9,056,129	\$ 4,097,160	\$ 6,917,572	\$ 9,180,025	\$ 12,491,756	\$ 13,089,094	\$ 15,965,209	\$ 17,371,495	\$ 18,209,418	\$ 19,088,010	\$ 20,009,257	\$ 20,975,240	\$ 21,988,143
Board of Directors	\$ 14,057	\$ 18,659	\$ 24,588	\$ 26,998	\$ 22,285	\$ 57,275	\$ 60,139	\$ 63,146	\$ 66,303	\$ 69,618	\$ 73,099	\$ 76,754	\$ 80,592	\$ 84,621
Professional Services	\$ 5,073,344	\$ 3,440,617	\$ 1,989,266	\$ 5,168,264	\$ 6,731,087	\$ 9,305,755	\$ 9,771,043	\$ 12,509,595	\$ 13,772,575	\$ 14,461,203	\$ 15,184,264	\$ 15,943,477	\$ 16,740,651	\$ 17,577,683
Communications and Marketing	\$ 194,390	\$ 272,596	\$ 293,830	\$ 234,816	\$ 437,328	\$ 403,730	\$ 423,917	\$ 445,112	\$ 467,368	\$ 490,736	\$ 515,273	\$ 541,037	\$ 568,089	\$ 596,493
Other Office Expenses and Services	\$ 2,375,124	\$ 5,324,257	\$ 1,789,476	\$ 1,487,493	\$ 1,989,324	\$ 2,724,996	\$ 2,833,996	\$ 2,947,356	\$ 3,065,250	\$ 3,187,860	\$ 3,315,374	\$ 3,447,989	\$ 3,585,909	\$ 3,729,345
TOTAL ADMINISTRATIVE EXPENSE	\$ 21,601,107	\$ 25,772,336	\$ 20,177,112	\$ 19,978,967	\$ 23,713,544	\$ 30,021,039	\$ 35,866,086	\$ 41,019,900	\$ 43,894,631	\$ 46,295,991	\$ 48,839,921	\$ 52,136,116	\$ 55,669,524	\$ 59,458,200
SUBTOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
OPERATING EXPENSE CONTINGENCY														
TOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101	\$ 289,817,929	\$ 305,239,020
Measure RR Ballot Costs	\$ -	\$ -	\$ -	\$ -	\$ 5,396,910	\$ -								
Governance	\$ -	\$ -	\$ -	\$ -	\$ 1,144,981	\$ 350,000								
Debt Service Expense	\$ 1,500,522	\$ 1,602,163	\$ 2,635,046	\$ 2,882,955	\$ 1,935,154	\$ 2,581,752	\$ 3,471,125	\$ 3,472,750	\$ 3,471,125	\$ 3,471,125	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables	\$ -	\$ -	\$ -	\$ -	\$ 7,300,042									
GRAND TOTAL EXPENSE	\$ 134,457,460	\$ 145,273,268	\$ 138,358,776	\$ 139,971,917	\$ 172,205,564	\$ 179,192,330	\$ 197,671,090	\$ 228,731,648	\$ 240,588,182	\$ 252,443,621	\$ 264,941,280	\$ 278,717,601	\$ 293,290,429	\$ 308,711,520

DTX 4 Scenario 7/11/23

EXPENSE	DTX Opens										
	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
DIRECT EXPENSE:											
Rail Operator Service	\$ 213,207,890	\$ 223,015,453	\$ 233,274,164	\$ 244,004,775	\$ 255,228,995	\$ 266,969,529	\$ 279,250,127	\$ 292,095,633	\$ 305,532,032	\$ 319,586,506	\$ 334,287,485
Positive Train Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 14,639,117	\$ 15,364,140	\$ 16,125,205	\$ 16,924,110	\$ 17,762,740	\$ 18,643,074	\$ 19,567,190	\$ 20,537,271	\$ 21,555,608	\$ 22,624,605	\$ 23,746,789
Security Services	\$ 14,292,461	\$ 15,007,084	\$ 15,757,438	\$ 16,545,310	\$ 17,372,576	\$ 18,241,205	\$ 19,153,265	\$ 20,110,928	\$ 21,116,474	\$ 22,172,298	\$ 23,280,913
Shuttle Services	\$ 158,660	\$ 163,420	\$ 168,323	\$ 173,373	\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016	\$ 213,226
Timetables and Tickets	\$ 187,995	\$ 193,635	\$ 199,444	\$ 205,428	\$ 211,590	\$ 217,938	\$ 224,476	\$ 231,211	\$ 238,147	\$ 245,291	\$ 252,650
Fuel and Lubricants	\$ 8,138,138	\$ 8,545,045	\$ 8,972,297	\$ 9,420,912	\$ 9,891,958	\$ 10,386,556	\$ 10,905,883	\$ 11,451,178	\$ 12,023,736	\$ 12,624,923	\$ 13,256,169
Insurance and Claims	\$ 26,212,693	\$ 28,703,279	\$ 31,437,697	\$ 34,440,121	\$ 37,737,133	\$ 41,357,966	\$ 45,334,767	\$ 49,702,889	\$ 54,501,208	\$ 59,772,481	\$ 65,563,726
Insurance	\$ 24,034,649	\$ 26,438,114	\$ 29,081,925	\$ 31,990,118	\$ 35,189,130	\$ 38,708,043	\$ 42,578,847	\$ 46,836,731	\$ 51,520,405	\$ 56,672,445	\$ 62,339,690
Claims, Payments, and Reserves	\$ 2,178,044	\$ 2,265,166	\$ 2,355,772	\$ 2,450,003	\$ 2,548,003	\$ 2,649,923	\$ 2,755,920	\$ 2,866,157	\$ 2,980,803	\$ 3,100,035	\$ 3,224,037
Facilities/Maintenance	\$ 13,494,700	\$ 14,034,488	\$ 14,595,868	\$ 15,179,702	\$ 15,786,891	\$ 16,418,366	\$ 17,075,101	\$ 17,758,105	\$ 18,468,429	\$ 19,207,166	\$ 19,975,453
Facilities and Equipment Maintenance	\$ 10,998,069	\$ 11,437,992	\$ 11,895,511	\$ 12,371,332	\$ 12,866,185	\$ 13,380,833	\$ 13,916,066	\$ 14,472,709	\$ 15,051,617	\$ 15,653,682	\$ 16,279,829
Maint & Services-Bldg & Other	\$ 2,496,631	\$ 2,596,497	\$ 2,700,356	\$ 2,808,371	\$ 2,920,705	\$ 3,037,534	\$ 3,159,035	\$ 3,285,396	\$ 3,416,812	\$ 3,553,485	\$ 3,695,624
Utilities	\$ 19,907,127	\$ 20,703,412	\$ 21,531,548	\$ 22,392,810	\$ 23,288,523	\$ 24,220,063	\$ 25,188,866	\$ 26,196,421	\$ 27,244,277	\$ 28,334,049	\$ 29,467,410
Spares	\$ 4,631,981	\$ 4,770,940	\$ 4,914,069	\$ 5,061,491	\$ 5,213,335	\$ 5,369,735	\$ 5,530,828	\$ 5,696,752	\$ 5,867,655	\$ 6,043,685	\$ 6,224,718
TOTAL DIRECT EXPENSE	\$ 295,599,665	\$ 314,997,798	\$ 330,707,720	\$ 347,276,500	\$ 364,757,729	\$ 383,208,889	\$ 402,691,670	\$ 423,272,323	\$ 445,022,043	\$ 468,017,385	\$ 492,340,718
ADMINISTRATIVE EXPENSE	14%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Wages and Benefits	\$ 35,144,237	\$ 37,780,054	\$ 40,613,559	\$ 43,659,575	\$ 46,934,044	\$ 50,454,097	\$ 54,238,154	\$ 58,306,016	\$ 62,678,967	\$ 67,379,889	\$ 72,433,381
Managing Agency Admin OH Cost	\$ 8,407,152	\$ 9,247,867	\$ 10,172,654	\$ 11,189,919	\$ 12,308,911	\$ 13,539,802	\$ 14,893,782	\$ 16,383,160	\$ 18,021,476	\$ 19,823,624	\$ 21,805,986
Other Administrative Expenses	\$ 24,050,493	\$ 25,210,507	\$ 26,426,821	\$ 27,702,182	\$ 29,039,473	\$ 30,441,715	\$ 31,912,079	\$ 33,453,894	\$ 35,070,647	\$ 36,766,000	\$ 38,543,794
Board of Directors	\$ 88,852	\$ 93,295	\$ 97,960	\$ 102,858	\$ 108,001	\$ 113,401	\$ 119,071	\$ 125,024	\$ 131,275	\$ 137,839	\$ 144,731
Professional Services	\$ 19,003,428	\$ 19,953,600	\$ 20,951,280	\$ 21,998,844	\$ 23,098,786	\$ 24,253,725	\$ 25,466,412	\$ 26,739,732	\$ 28,076,719	\$ 29,480,555	\$ 30,954,583
Communications and Marketing	\$ 707,133	\$ 742,490	\$ 779,614	\$ 818,595	\$ 859,524	\$ 902,501	\$ 947,626	\$ 995,007	\$ 1,044,757	\$ 1,096,995	\$ 1,151,845
Other Office Expenses and Services	\$ 4,251,079	\$ 4,421,122	\$ 4,597,967	\$ 4,781,886	\$ 4,973,161	\$ 5,172,088	\$ 5,378,971	\$ 5,594,130	\$ 5,817,895	\$ 6,050,611	\$ 6,292,636
TOTAL ADMINISTRATIVE EXPENSE	\$ 67,601,881	\$ 72,238,428	\$ 77,213,033	\$ 82,551,677	\$ 88,282,427	\$ 94,435,613	\$ 101,044,016	\$ 108,143,070	\$ 115,771,090	\$ 123,969,514	\$ 132,783,162
SUBTOTAL OPERATING EXPENSE	\$ 363,201,546	\$ 387,236,226	\$ 407,920,754	\$ 429,828,177	\$ 453,040,156	\$ 477,644,502	\$ 503,735,686	\$ 531,415,393	\$ 560,793,133	\$ 591,986,898	\$ 625,123,880
OPERATING EXPENSE CONTINGENCY	\$ 2,081,881	\$ 2,419,195	\$ 2,537,623	\$ 2,662,370	\$ 2,793,815	\$ 2,932,359	\$ 3,078,433	\$ 3,232,498	\$ 3,395,044	\$ 3,566,598	\$ 3,747,723
TOTAL OPERATING EXPENSE	\$ 365,283,427	\$ 389,655,421	\$ 410,458,376	\$ 432,490,547	\$ 455,833,971	\$ 480,576,861	\$ 506,814,119	\$ 534,647,891	\$ 564,188,177	\$ 595,553,496	\$ 628,871,603
Measure RR Ballot Costs											
Governance											
Debt Service Expense	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables											
GRAND TOTAL EXPENSE	\$ 368,755,927	\$ 393,127,921	\$ 413,930,876	\$ 435,963,047	\$ 459,306,471	\$ 484,049,361	\$ 510,286,619	\$ 538,120,391	\$ 567,660,677	\$ 599,025,996	\$ 632,344,103

DTX 6 Scenario -- 711/23

	Actuals					Approved Budget	PCEP RS Begins					
	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
EXPENSE												
DIRECT EXPENSE:												
Rail Operator Service	\$ 83,193,402	\$ 86,230,812	\$ 83,915,012	\$ 85,108,192	\$ 93,808,976	\$ 98,257,758	\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819
Positive Train Control	\$ 169,619	\$ 63,394	\$ 1,669,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Support Services	\$ 10,640,458	\$ 9,953,125	\$ 10,197,696	\$ 8,667,551	\$ 9,347,589	\$ 8,192,331	\$ 8,596,809	\$ 9,021,356	\$ 9,466,972	\$ 9,934,705	\$ 10,425,656	\$ 10,940,982
Fuel and Lubricants	\$ 10,301,806	\$ 11,160,475	\$ 9,289,638	\$ 7,205,280	\$ 13,491,343	\$ 17,539,232	\$ 23,182,044	\$ 5,617,188	\$ 5,898,047	\$ 6,192,949	\$ 6,502,597	\$ 6,827,727
Insurance and Claims	\$ 1,187,905	\$ 4,128,561	\$ 4,165,530	\$ 8,473,430	\$ 6,147,859	\$ 10,619,730	\$ 11,681,703	\$ 12,762,753	\$ 13,948,424	\$ 15,249,037	\$ 16,675,943	\$ 18,241,619
Facilities/Maintenance	\$ 3,963,381	\$ 4,321,688	\$ 4,282,697	\$ 5,646,004	\$ 7,377,708	\$ 9,012,888	\$ 9,373,404	\$ 9,748,340	\$ 10,138,274	\$ 10,543,805	\$ 10,965,557	\$ 11,404,179
Utilities	\$ 1,899,260	\$ 2,040,714	\$ 2,026,493	\$ 2,009,538	\$ 2,541,458	\$ 2,617,600	\$ 2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659
Spares												
TOTAL DIRECT EXPENSE	\$ 111,355,832	\$ 117,898,769	\$ 115,546,619	\$ 117,109,995	\$ 132,714,933	\$ 146,239,539	\$ 158,333,879	\$ 184,238,998	\$ 193,222,425	\$ 202,676,505	\$ 212,628,859	\$ 223,108,985
ADMINISTRATIVE EXPENSE												
Wages and Benefits	\$ 8,058,146	\$ 10,212,324	\$ 11,673,415	\$ 9,550,977	\$ 10,610,123	\$ 13,963,830	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518	\$ 22,866,394	\$ 24,009,714	\$ 25,810,442
Managing Agency Admin OH Cost	\$ 5,886,046	\$ 6,503,882	\$ 4,406,537	\$ 3,510,418	\$ 3,923,397	\$ 3,565,453	\$ 3,921,998	\$ 4,314,198	\$ 4,745,618	\$ 5,220,180	\$ 5,742,198	\$ 6,316,417
Other Administrative Expenses	\$ 7,656,915	\$ 9,056,129	\$ 4,097,160	\$ 6,917,572	\$ 9,180,025	\$ 12,491,756	\$ 13,089,094	\$ 15,965,209	\$ 17,371,495	\$ 18,209,418	\$ 19,088,010	\$ 20,009,257
TOTAL ADMINISTRATIVE EXPENSE	\$ 21,601,107	\$ 25,772,336	\$ 20,177,112	\$ 19,978,967	\$ 23,713,544	\$ 30,021,039	\$ 35,866,086	\$ 41,019,900	\$ 43,894,631	\$ 46,295,991	\$ 48,839,921	\$ 52,136,116
SUBTOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101
OPERATING EXPENSE CONTINGENCY												
TOTAL OPERATING EXPENSE	\$ 132,956,938	\$ 143,671,105	\$ 135,723,730	\$ 137,088,962	\$ 156,428,477	\$ 176,260,578	\$ 194,199,965	\$ 225,258,898	\$ 237,117,057	\$ 248,972,496	\$ 261,468,780	\$ 275,245,101
Measure RR Ballot Costs	\$ -	\$ -	\$ -	\$ -	\$ 5,396,910	\$ -						
Governance	\$ -	\$ -	\$ -	\$ -	\$ 1,144,981	\$ 350,000						
Debt Service Expense	\$ 1,500,522	\$ 1,602,163	\$ 2,635,046	\$ 2,882,955	\$ 1,935,154	\$ 2,581,752	\$ 3,471,125	\$ 3,472,750	\$ 3,471,125	\$ 3,471,125	\$ 3,472,500	\$ 3,472,500
Write-off of Uncollectible Receivables	\$ -	\$ -	\$ -	\$ -	\$ 7,300,042							
GRAND TOTAL EXPENSE	\$ 134,457,460	\$ 145,273,268	\$ 138,358,776	\$ 139,971,917	\$ 172,205,564	\$ 179,192,330	\$ 197,671,090	\$ 228,731,648	\$ 240,588,182	\$ 252,443,621	\$ 264,941,280	\$ 278,717,601

DTX Opens

FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
\$ 166,489,539	\$ 174,148,057	\$ 224,101,837	\$ 234,410,522	\$ 245,193,406	\$ 256,472,302	\$ 268,270,028	\$ 280,610,449	\$ 293,518,530	\$ 307,020,382	\$ 321,143,320	\$ 335,915,913	\$ 351,368,045
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 11,481,895	\$ 12,049,669	\$ 14,639,117	\$ 15,364,140	\$ 16,125,205	\$ 16,924,110	\$ 17,762,740	\$ 18,643,074	\$ 19,567,190	\$ 20,537,271	\$ 21,555,608	\$ 22,624,605	\$ 23,746,789
\$ 7,169,113	\$ 7,527,569	\$ 8,138,138	\$ 8,545,045	\$ 8,972,297	\$ 9,420,912	\$ 9,891,958	\$ 10,386,556	\$ 10,905,883	\$ 11,451,178	\$ 12,023,736	\$ 12,624,923	\$ 13,256,169
\$ 19,959,786	\$ 21,845,530	\$ 26,212,693	\$ 28,703,279	\$ 31,437,697	\$ 34,440,121	\$ 37,737,133	\$ 41,357,966	\$ 45,334,767	\$ 49,702,889	\$ 54,501,208	\$ 59,772,481	\$ 65,563,726
\$ 11,860,346	\$ 12,334,760	\$ 13,494,700	\$ 14,034,488	\$ 14,595,868	\$ 15,179,702	\$ 15,786,891	\$ 16,418,366	\$ 17,075,101	\$ 17,758,105	\$ 18,468,429	\$ 19,207,166	\$ 19,975,453
\$ 17,187,726	\$ 17,875,235	\$ 19,388,553	\$ 20,164,096	\$ 20,970,659	\$ 21,809,486	\$ 22,681,865	\$ 23,589,140	\$ 24,532,705	\$ 25,514,014	\$ 26,534,574	\$ 27,595,957	\$ 28,699,795
\$ -	\$ -	\$ -	\$ 4,631,981	\$ 4,770,940	\$ 4,914,069	\$ 5,061,491	\$ 5,213,335	\$ 5,369,735	\$ 5,530,828	\$ 5,696,752	\$ 5,867,655	\$ 6,043,685
\$ 234,148,404	\$ 245,780,820	\$ 305,975,038	\$ 325,853,550	\$ 342,066,073	\$ 359,160,702	\$ 377,192,105	\$ 396,218,886	\$ 416,303,912	\$ 437,514,665	\$ 459,923,628	\$ 483,608,700	\$ 508,653,663
\$ 27,746,225	\$ 29,827,192	\$ 35,144,237	\$ 37,780,054	\$ 40,613,559	\$ 43,659,575	\$ 46,934,044	\$ 50,454,097	\$ 54,238,154	\$ 58,306,016	\$ 62,678,967	\$ 67,379,889	\$ 72,433,381
\$ 6,948,059	\$ 7,642,865	\$ 8,407,152	\$ 9,247,867	\$ 10,172,654	\$ 11,189,919	\$ 12,308,911	\$ 13,539,802	\$ 14,893,782	\$ 16,383,160	\$ 18,021,476	\$ 19,823,624	\$ 21,805,986
\$ 20,975,240	\$ 21,988,143	\$ 24,050,493	\$ 25,210,507	\$ 26,426,821	\$ 27,702,182	\$ 29,039,473	\$ 30,441,715	\$ 31,912,079	\$ 33,453,894	\$ 35,070,647	\$ 36,766,000	\$ 38,543,794
\$ 55,669,524	\$ 59,458,200	\$ 67,601,881	\$ 72,238,428	\$ 77,213,033	\$ 82,551,677	\$ 88,282,427	\$ 94,435,613	\$ 101,044,016	\$ 108,143,070	\$ 115,771,090	\$ 123,969,514	\$ 132,783,162
\$ 289,817,929	\$ 305,239,020	\$ 373,576,920	\$ 398,091,978	\$ 419,279,106	\$ 441,712,379	\$ 465,474,532	\$ 490,654,499	\$ 517,347,928	\$ 545,657,735	\$ 575,694,718	\$ 607,578,214	\$ 641,436,825
		\$ 2,600,649	\$ 2,961,983	\$ 3,105,540	\$ 3,256,580	\$ 3,415,533	\$ 3,582,859	\$ 3,759,046	\$ 3,944,615	\$ 4,140,123	\$ 4,346,163	\$ 4,563,370
\$ 289,817,929	\$ 305,239,020	\$ 376,177,569	\$ 401,053,961	\$ 422,384,647	\$ 444,968,959	\$ 468,890,065	\$ 494,237,358	\$ 521,106,973	\$ 549,602,350	\$ 579,834,841	\$ 611,924,377	\$ 646,000,194
\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500	\$ 3,472,500
\$ 293,290,429	\$ 308,711,520	\$ 379,650,069	\$ 404,526,461	\$ 425,857,147	\$ 448,441,459	\$ 472,362,565	\$ 497,709,858	\$ 524,579,473	\$ 553,074,850	\$ 583,307,341	\$ 615,396,877	\$ 649,472,694

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q											
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	DTX Opens FY32	FY33	FY34	FY35	FY36
3	Growth Variables															
4	<i>PCEP</i>															
5	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
6	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
7	Electric Trainsets				19	19	19	19	19	19	19	19	19	19	19	19
8	Total Trainsets			28	28	28	28	28	28	28	28	28	28	28	28	28
9	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
11	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92
12	Crewsets			62	69	69	69	69	69	69	69	69	69	69	69	69
13	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	Track Length (% Increase)															
15	Subsurface/Complexity Multiplier															
16	Stations (% Increase)															
17																
18	<i>PCEP + DTX 4</i>															
19	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
20	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
21	Electric Trainsets				19	19	19	19	19	19	19	19	19	19	19	19
22	Total Trainsets			28	28	28	28	28	28	28	28	28	28	28	28	28
23	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
24	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
25					-77%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
26	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92
27						0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28	Crewsets			62	69	69	69	69	69	69	69	76	76	76	76	76
29	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
30	Track Length (% Increase)											3%				
31	Subsurface/Complexity Multiplier											100%				
32	Stations (% Increase)/Cost Increase (AECOM \$)			\$	19,444,836							6%				
33	New service -- tunnel maintenance	Embedded in maintenance costs Additional maintenance issues with tunnels: water intrusion requiring pumping, trench cleaning, maintenance OCS, traction power need more frequent inspection underground greater collection of debris requiring cleaning clearance challenges slow maintenance and inspection maintenance of fire and life safety systems redundant power supply needed and maintained	SMEs										0%			
34	Levels of service -- additional support staff, training	Tied to increase in crew size and embedded in contingency. Need staff for control center at STC. Training for substation service. Emergency crews for tunnel rescue.	SMEs										0%			
35	TASI Performance Payment	2.8% of base services amount in 2021; escalated by CPI annually	Agenda item for adoption of contract (1/7/2021)										0%			
36																
37	<i>PCEP + DTX 5</i>															
38	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
39	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
40	Electric Trainsets				19	19	19	19	19	19	19	22	22	22	22	22
41	Total Trainsets			28	28	28	28	28	28	28	28	31	31	31	31	31
42	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%
43	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
44					-77%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
45	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q							DTX Opens				
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
46						0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
47	Crewsets			62	69	69	69	69	69	69	69	77	77	77	77	77
48	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
49	Track Length (% Increase)											3%				
50	Subsurface/Complexity Multiplier											100%				
51	Stations (% Increase)/Cost Increase (AECOM \$)	\$	19,444,836									6%				
52	New service -- tunnel maintenance	Embedded in maintenance costs Additional maintenance issues with tunnels: water intrusion requiring pumping, trench cleaning, maintenance OCS, traction power need more frequent inspection underground greater collection of debris requiring cleaning clearance challenges slow maintenance and inspection maintenance of fire and life safety systems redundant power supply needed and maintained	SMEs									0%				
53	Levels of service -- additional support staff, training	Tied to increase in crew size and embedded in contingency. Need staff for control center at STC. Training for substation service. Emergency crews for tunnel rescue.	SMEs									0%				
54	TASI Performance Payment	2.8% of base services amount in 2021; escalated by CPI annually	Agenda item for adoption of contract (1/7/2021)									0%				
55																
56	PCEP + DTX 6															
57	Annual Growth			4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%
58	Diesel Trainsets			28	9	9	9	9	9	9	9	9	9	9	9	9
59	Electric Trainsets				19	19	19	19	19	19	19	24	24	24	24	24
60	Total Trainsets			28	28	28	28	28	28	28	28	33	33	33	33	33
61	Total Trainsets (% Increase)				0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%
62	Diesel TPD			104	24	24	24	24	24	24	24	24	24	24	24	24
63					-77%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
64	EMU TPD			0	92	92	92	92	92	92	92	92	92	92	92	92
65						0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
66	Crewsets			62	69	69	69	69	69	69	69	79	79	79	79	79
67	Crewsets (% Increase)				11%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%
68	Track Length (% Increase)											3%				
69	Subsurface/Complexity Multiplier											100%				
70	Stations (% Increase)/Cost Increase (AECOM \$)	\$	19,444,836									6%				
71	New service -- tunnel maintenance	Embedded in maintenance costs Additional maintenance issues with tunnels: water intrusion requiring pumping, trench cleaning, maintenance OCS, traction power need more frequent inspection underground greater collection of debris requiring cleaning clearance challenges slow maintenance and inspection maintenance of fire and life safety systems redundant power supply needed and maintained	SMEs									0%				
72	Levels of service -- additional support staff, training	Tied to increase in crew size and embedded in contingency. Need staff for control center at STC. Training for substation service. Emergency crews for tunnel rescue.	SMEs									0%				
73	TASI Performance Payment	2.8% of base services amount in 2021; escalated by CPI annually	Agenda item for adoption of contract (1/7/2021)									0%				
74																
75	Operator Expense (PCEP)															
76	Rail Operator Service			\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057	\$ 182,158,868	\$ 190,538,176	\$ 199,302,932	\$ 208,470,867	\$ 218,060,527

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q											
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
77	Traincrew, Supervisors & expenses			\$ 40,270,129	\$ 46,878,327	\$ 49,034,730	\$ 51,290,328	\$ 53,649,683	\$ 56,117,568	\$ 58,698,976	\$ 61,399,129	\$ 64,223,489	\$ 67,177,770	\$ 70,267,947	\$ 73,500,273	\$ 76,881,285
78	OPS & Dispatch Mgt			\$ 3,294,244	\$ 3,445,780	\$ 3,604,285	\$ 3,770,083	\$ 3,943,506	\$ 4,124,908	\$ 4,314,653	\$ 4,513,127	\$ 4,720,731	\$ 4,937,885	\$ 5,165,028	\$ 5,402,619	\$ 5,651,139
79	Admin, Safety, Finance			\$ 7,865,614	\$ 9,156,335	\$ 9,577,527	\$ 10,018,093	\$ 10,478,925	\$ 10,960,956	\$ 11,465,160	\$ 11,992,557	\$ 12,544,215	\$ 13,121,249	\$ 13,724,826	\$ 14,356,168	\$ 15,016,552
80	Rolling stock maintenance			\$ 29,035,813	\$ 29,723,465	\$ 31,090,745	\$ 32,520,919	\$ 34,016,881	\$ 35,581,658	\$ 37,218,414	\$ 38,930,461	\$ 40,721,262	\$ 42,594,440	\$ 44,553,785	\$ 46,603,259	\$ 48,747,009
81	Diesel stock maintenance per trainset			\$ 1,036,993	\$ 1,293,191	\$ 1,352,677	\$ 1,414,901	\$ 1,479,986	\$ 1,548,065	\$ 1,619,276	\$ 1,693,763	\$ 1,771,676	\$ 1,853,173	\$ 1,938,419	\$ 2,027,587	\$ 2,120,856
82	Diesel stock maintenance			\$ 29,035,813	\$ 11,638,716	\$ 12,174,097	\$ 12,734,106	\$ 13,319,875	\$ 13,932,589	\$ 14,573,488	\$ 15,243,868	\$ 15,945,086	\$ 16,678,560	\$ 17,445,774	\$ 18,248,280	\$ 19,087,700
83	EMU stock maintenance per trainset			\$ 909,970	\$ 951,829	\$ 995,613	\$ 1,041,411	\$ 1,089,316	\$ 1,139,425	\$ 1,191,838	\$ 1,246,663	\$ 1,304,009	\$ 1,363,994	\$ 1,426,737	\$ 1,492,367	\$ 1,561,016
84	EMU stock maintenance			\$ -	\$ 18,084,749	\$ 18,916,648	\$ 19,786,813	\$ 20,697,007	\$ 21,649,069	\$ 22,644,926	\$ 23,686,593	\$ 24,776,176	\$ 25,915,880	\$ 27,108,011	\$ 28,354,979	\$ 29,659,308
85	Track maintenance			\$ 9,753,996	\$ 10,202,680	\$ 10,672,003	\$ 11,162,915	\$ 11,676,409	\$ 12,213,524	\$ 12,775,346	\$ 13,363,012	\$ 13,977,711	\$ 14,620,686	\$ 15,293,237	\$ 15,996,726	\$ 16,732,576
86	OCS/TPS maintenance			\$ -	\$ 13,690,077	\$ 14,319,821	\$ 14,978,533	\$ 15,667,545	\$ 16,388,252	\$ 17,142,112	\$ 17,930,649	\$ 18,755,459	\$ 19,618,210	\$ 20,520,647	\$ 21,464,597	\$ 22,451,969
87	Station mtce			\$ 5,672,576	\$ 5,933,515	\$ 6,206,456	\$ 6,491,953	\$ 6,790,583	\$ 7,102,950	\$ 7,429,686	\$ 7,771,451	\$ 8,128,938	\$ 8,502,869	\$ 8,894,001	\$ 9,303,125	\$ 9,731,069
88	Performance			\$ 4,791,703	\$ 5,012,121	\$ 5,242,679	\$ 5,483,842	\$ 5,736,099	\$ 5,999,959	\$ 6,275,958	\$ 6,564,652	\$ 6,866,626	\$ 7,182,490	\$ 7,512,885	\$ 7,858,478	\$ 8,219,968
89	Contractor Admin			\$ 8,527,727	\$ 8,920,002	\$ 9,330,322	\$ 9,759,517	\$ 10,208,455	\$ 10,678,044	\$ 11,169,234	\$ 11,683,019	\$ 12,220,437	\$ 12,782,578	\$ 13,370,576	\$ 13,985,623	\$ 14,628,961
90																
91	Operator Expense (PCEP + DTX 4)															
92	Rail Operator Service			\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057	\$ 213,207,890	\$ 223,015,453	\$ 233,274,164	\$ 244,004,775	\$ 255,228,995
93	Traincrew, Supervisors & expenses			\$ 40,270,129	\$ 46,878,327	\$ 49,034,730	\$ 51,290,328	\$ 53,649,683	\$ 56,117,568	\$ 58,698,976	\$ 61,399,129	\$ 64,223,489	\$ 67,177,770	\$ 70,267,947	\$ 73,500,273	\$ 76,881,285
94	OPS & Dispatch Mgt			\$ 3,294,244	\$ 3,445,780	\$ 3,604,285	\$ 3,770,083	\$ 3,943,506	\$ 4,124,908	\$ 4,314,653	\$ 4,513,127	\$ 4,720,731	\$ 4,937,885	\$ 5,165,028	\$ 5,402,619	\$ 5,651,139
95	Admin, Safety, Finance			\$ 7,865,614	\$ 9,156,335	\$ 9,577,527	\$ 10,018,093	\$ 10,478,925	\$ 10,960,956	\$ 11,465,160	\$ 11,992,557	\$ 12,544,215	\$ 13,121,249	\$ 13,724,826	\$ 14,356,168	\$ 15,016,552
96	Rolling stock maintenance			\$ 29,035,813	\$ 29,723,465	\$ 31,090,745	\$ 32,520,919	\$ 34,016,881	\$ 35,581,658	\$ 37,218,414	\$ 38,930,461	\$ 40,721,262	\$ 42,594,440	\$ 44,553,785	\$ 46,603,259	\$ 48,747,009
97	Diesel stock maintenance per trainset			\$ 1,036,993	\$ 1,293,191	\$ 1,352,677	\$ 1,414,901	\$ 1,479,986	\$ 1,548,065	\$ 1,619,276	\$ 1,693,763	\$ 1,771,676	\$ 1,853,173	\$ 1,938,419	\$ 2,027,587	\$ 2,120,856
98	Diesel stock maintenance			\$ 29,035,813	\$ 11,638,716	\$ 12,174,097	\$ 12,734,106	\$ 13,319,875	\$ 13,932,589	\$ 14,573,488	\$ 15,243,868	\$ 15,945,086	\$ 16,678,560	\$ 17,445,774	\$ 18,248,280	\$ 19,087,700
99	EMU stock maintenance per trainset			\$ 909,970	\$ 951,829	\$ 995,613	\$ 1,041,411	\$ 1,089,316	\$ 1,139,425	\$ 1,191,838	\$ 1,246,663	\$ 1,304,009	\$ 1,363,994	\$ 1,426,737	\$ 1,492,367	\$ 1,561,016
100	EMU stock maintenance			\$ -	\$ 18,084,749	\$ 18,916,648	\$ 19,786,813	\$ 20,697,007	\$ 21,649,069	\$ 22,644,926	\$ 23,686,593	\$ 24,776,176	\$ 25,915,880	\$ 27,108,011	\$ 28,354,979	\$ 29,659,308
101	Track maintenance			\$ 9,753,996	\$ 10,202,680	\$ 10,672,003	\$ 11,162,915	\$ 11,676,409	\$ 12,213,524	\$ 12,775,346	\$ 13,363,012	\$ 13,977,711	\$ 14,620,686	\$ 15,293,237	\$ 15,996,726	\$ 16,732,576
102	OCS/TPS maintenance			\$ -	\$ 13,690,077	\$ 14,319,821	\$ 14,978,533	\$ 15,667,545	\$ 16,388,252	\$ 17,142,112	\$ 17,930,649	\$ 18,755,459	\$ 19,618,210	\$ 20,520,647	\$ 21,464,597	\$ 22,451,969
103	Station mtce			\$ 5,672,576	\$ 5,933,515	\$ 6,206,456	\$ 6,491,953	\$ 6,790,583	\$ 7,102,950	\$ 7,429,686	\$ 7,771,451	\$ 8,128,938	\$ 8,502,869	\$ 8,894,001	\$ 9,303,125	\$ 9,731,069
104	Performance			\$ 4,791,703	\$ 5,012,121	\$ 5,242,679	\$ 5,483,842	\$ 5,736,099	\$ 5,999,959	\$ 6,275,958	\$ 6,564,652	\$ 6,866,626	\$ 7,182,490	\$ 7,512,885	\$ 7,858,478	\$ 8,219,968
105	Contractor Admin			\$ 8,527,727	\$ 8,920,002	\$ 9,330,322	\$ 9,759,517	\$ 10,208,455	\$ 10,678,044	\$ 11,169,234	\$ 11,683,019	\$ 12,220,437	\$ 12,782,578	\$ 13,370,576	\$ 13,985,623	\$ 14,628,961
106	New service -- tunnel maintenance		Embedded in maintenance of track, OCS and Stations above.													
107	Levels of service -- additional support staff, training needed		Covered by contingency.													
108	TASI Performance Payment															
109																
110	Operator Expense (PCEP + DTX 5)															
111	Rail Operator Service			\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057	\$ 218,854,198	\$ 228,921,491	\$ 239,451,880	\$ 250,466,666	\$ 261,988,133
112	Traincrew, Supervisors & expenses			\$ 40,270,129	\$ 46,878,327	\$ 49,034,730	\$ 51,290,328	\$ 53,649,683	\$ 56,117,568	\$ 58,698,976	\$ 61,399,129	\$ 64,223,489	\$ 67,177,770	\$ 70,267,947	\$ 73,500,273	\$ 76,881,285
113	OPS & Dispatch Mgt			\$ 3,294,244	\$ 3,445,780	\$ 3,604,285	\$ 3,770,083	\$ 3,943,506	\$ 4,124,908	\$ 4,314,653	\$ 4,513,127	\$ 4,720,731	\$ 4,937,885	\$ 5,165,028	\$ 5,402,619	\$ 5,651,139
114	Admin, Safety, Finance			\$ 7,865,614	\$ 9,156,335	\$ 9,577,527	\$ 10,018,093	\$ 10,478,925	\$ 10,960,956	\$ 11,465,160	\$ 11,992,557	\$ 12,544,215	\$ 13,121,249	\$ 13,724,826	\$ 14,356,168	\$ 15,016,552
115	Rolling stock maintenance			\$ 29,035,813	\$ 29,723,465	\$ 31,090,745	\$ 32,520,919	\$ 34,016,881	\$ 35,581,658	\$ 37,218,414	\$ 38,930,461	\$ 40,721,262	\$ 42,594,440	\$ 44,553,785	\$ 46,603,259	\$ 48,747,009
116	Diesel stock maintenance per trainset			\$ 1,036,993	\$ 1,293,191	\$ 1,352,677	\$ 1,414,901	\$ 1,479,986	\$ 1,548,065	\$ 1,619,276	\$ 1,693,763	\$ 1,771,676	\$ 1,853,173	\$ 1,938,419	\$ 2,027,587	\$ 2,120,856
117	Diesel stock maintenance			\$ 29,035,813	\$ 11,638,716	\$ 12,174,097	\$ 12,734,106	\$ 13,319,875	\$ 13,932,589	\$ 14,573,488	\$ 15,243,868	\$ 15,945,086	\$ 16,678,560	\$ 17,445,774	\$ 18,248,280	\$ 19,087,700
118	EMU stock maintenance per trainset			\$ 909,970	\$ 951,829	\$ 995,613	\$ 1,041,411	\$ 1,089,316	\$ 1,139,425	\$ 1,191,838	\$ 1,246,663	\$ 1,304,009	\$ 1,363,994	\$ 1,426,737	\$ 1,492,367	\$ 1,561,016
119	EMU stock maintenance			\$ -	\$ 18,084,749	\$ 18,916,648	\$ 19,786,813	\$ 20,697,007	\$ 21,649,069	\$ 22,644,926	\$ 23,686,593	\$ 24,776,176	\$ 25,915,880	\$ 27,108,011	\$ 28,354,979	\$ 29,659,308
120	Track maintenance			\$ 9,753,996	\$ 10,202,680	\$ 10,672,003	\$ 11,162,915	\$ 11,676,409	\$ 12,213,524	\$ 12,775,346	\$ 13,363,012	\$ 13,977,711	\$ 14,620,686	\$ 15,293,237	\$ 15,996,726	\$ 16,732,576
121	OCS/TPS maintenance			\$ -	\$ 13,690,077	\$ 14,319,821	\$ 14,978,533	\$ 15,667,545	\$ 16,388,252	\$ 17,142,112	\$ 17,930,649	\$ 18,755,459	\$ 19,618,210	\$ 20,520,647	\$ 21,464,597	\$ 22,451,969
122	Station mtce			\$ 5,672,576	\$ 5,933,515	\$ 6,206,456	\$ 6,491,953	\$ 6,790,583	\$ 7,102,950	\$ 7,429,686	\$ 7,771,451	\$ 8,128,938	\$ 8,502,869	\$ 8,894,001	\$ 9,303,125	\$ 9,731,069
123	Performance			\$ 4,791,703	\$ 5,012,121	\$ 5,242,679	\$ 5,483,842	\$ 5,736,099	\$ 5,999,959	\$ 6,275,958	\$ 6,564,652	\$ 6,866,626	\$ 7,182,490	\$ 7,512,885	\$ 7,858,478	\$ 8,219,968
124	Contractor Admin			\$ 8,527,727	\$ 8,920,002	\$ 9,330,322	\$ 9,759,517	\$ 10,208,455	\$ 10,678,044	\$ 11,169,234	\$ 11,683,019	\$ 12,220,437	\$ 12,782,578	\$ 13,370,576	\$ 13,985,623	\$ 14,628,961
125	New service -- tunnel maintenance		Embedded in maintenance of track, OCS and Stations above.													
126	Levels of service -- additional support staff, training needed		Covered by contingency.													
127	TASI Performance Payment															
128																
129	Operator Expense (PCEP + DTX 6)															
130	Rail Operator Service			\$ 102,777,615	\$ 132,962,303	\$ 139,078,568	\$ 145,476,183	\$ 152,168,087	\$ 159,167,819	\$ 166,489,539	\$ 174,148,057	\$ 224,101,837	\$ 234,410,522	\$ 245,193,406	\$ 256,472,302	\$ 268,270,028
131	Traincrew, Supervisors & expenses			\$ 40,270,129	\$ 46,878,327	\$ 49,034,730	\$ 51,290,328	\$ 53,649,683	\$ 56,117,568	\$ 58,698,976	\$ 61					

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q								DTX Opens			
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
180																
181	Security Services	Assume PCEP does not change security needs														
182	<i>PCEP</i>															
183	Growth Rate	Fiscal Cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
184	Baseline (No DTX)	Fiscal Cliff		8,332,150	8,748,758	9,186,195	9,645,505	10,127,780	10,634,169	11,165,878	11,724,172	12,310,380	12,925,899	13,572,194	14,250,804	14,963,344
185																
186	<i>PCEP + DTX 4</i>															
187	Growth Rate	Fiscal Cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
188	DTX Additional Facilities/Track Multiplier	Longer system, new station, underground facilities			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.16	1.00	1.00	1.00	1.00
189	Baseline (No DTX)	Fiscal Cliff		8,332,150	8,748,758	9,186,195	9,645,505	10,127,780	10,634,169	11,165,878	11,724,172	14,292,461	15,007,084	15,757,438	16,545,310	17,372,576
190																
191	<i>PCEP + DTX 6</i>															
192	Growth Rate	Fiscal Cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
193	DTX Additional Facilities/Track Multiplier	Longer system, new station, underground facilities			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.16	1.00	1.00	1.00	1.00
194	Baseline (No DTX)	Fiscal Cliff		8,332,150	8,748,758	9,186,195	9,645,505	10,127,780	10,634,169	11,165,878	11,724,172	14,292,461	15,007,084	15,757,438	16,545,310	17,372,576
195																
196	Shuttle Services															
197	Growth Rate	Fiscal cliff exercise			3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
198	Baseline (No DTX)	FY23 budget		\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197	\$ 149,553	\$ 154,039	\$ 158,660	\$ 163,420	\$ 168,323	\$ 173,373	\$ 178,574
199	Result			\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197	\$ 149,553	\$ 154,039	\$ 158,660	\$ 163,420	\$ 168,323	\$ 173,373	\$ 178,574
200																
201	Fuel and Lubricants															
202	<i>PCEP</i>															
203	<i>Diesel Usage</i>															
204	Growth Rate	Fiscal cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
205	Diesel (\$) per train run			\$ 222,904	\$ 234,049	\$ 245,752	\$ 258,040	\$ 270,942	\$ 284,489	\$ 298,713	\$ 313,649	\$ 329,331	\$ 345,798	\$ 363,088	\$ 381,242	\$ 400,304
206	Diesel (\$)	Fiscal cliff		23,182,044	5,617,188	5,898,047	6,192,949	6,502,597	6,827,727	7,169,113	7,527,569	7,903,947	8,299,144	8,714,102	9,149,807	9,607,297
207	Result															
208																
209																
210	<i>PCEP + DTX 4</i>															
211	Growth Rate				5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
212	Diesel (\$) per train run			\$ 222,904	\$ 234,049	\$ 245,752	\$ 258,040	\$ 270,942	\$ 284,489	\$ 298,713	\$ 313,649	\$ 339,089	\$ 356,044	\$ 373,846	\$ 392,538	\$ 412,165
213	Diesel (\$)			23,182,044	5,617,188	5,898,047	6,192,949	6,502,597	6,827,727	7,169,113	7,527,569	8,138,138	8,545,045	8,972,297	9,420,912	9,891,958
214																
215	<i>PCEP + DTX 6</i>															
216	Growth Rate				5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
217	Diesel (\$) per train run			\$ 222,904	\$ 234,049	\$ 245,752	\$ 258,040	\$ 270,942	\$ 284,489	\$ 298,713	\$ 313,649	\$ 339,089	\$ 356,044	\$ 373,846	\$ 392,538	\$ 412,165
218	Diesel (\$)			23,182,044	5,617,188	5,898,047	6,192,949	6,502,597	6,827,727	7,169,113	7,527,569	8,138,138	8,545,045	8,972,297	9,420,912	9,891,958
219				23,182,044	5,617,188	5,898,047	6,192,949	6,502,597	6,827,727	7,169,113	7,527,569	8,138,138	8,545,045	8,972,297	9,420,912	9,891,958
220																
221	Timetables and Tickets															
222	<i>PCEP</i>															
223	Growth rate	Fiscal cliff			3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
224	Base	Fiscal cliff		139,411	143,593	147,901	152,338	156,908	161,616	166,464	171,458	176,602	181,900	187,357	192,977	198,767
225	Result			139,411	143,593	147,901	152,338	156,908	161,616	166,464	171,458	176,602	181,900	187,357	192,977	198,767
226																
227	<i>PCEP + DTX 4</i>															
228	Growth rate				3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
229	Base			139,411	143,593	147,901	152,338	156,908	161,616	166,464	171,458	187,995	193,635	199,444	205,428	211,590
230	Result			139,411	143,593	147,901	152,338	156,908	161,616	166,464	171,458	187,995	193,635	199,444	205,428	211,590
231																
232	<i>PCEP + DTX 6</i>															
233	Growth rate				3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
234	Base			139,411	143,593	147,901	152,338	156,908	161,616	166,464	171,458	187,995	193,635	199,444	205,428	211,590
235	Result			139,411	143,593	147,901	152,338	156,908	161,616	166,464	171,458	187,995	193,635	199,444	205,428	211,590
236																
237	Insurance	Assumes no change for PCEP														
238	<i>PCEP</i>															
239	Growth rate	Fiscal cliff			10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
240	Baseline (No DTX)	Fiscal cliff		10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039	18,122,543	19,934,797	21,928,277	24,121,105	26,533,215	29,186,537	32,105,190
241																
242	<i>PCEP + DTX 4</i>															
243	Growth rate	Fiscal cliff			10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
244	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
245	DTX Additional Facilities Multiplier	Additional insurance needed for tunnel, 4th and Townsend, STC			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
246	DTX Underground Services Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
247	Baseline	Fiscal cliff		10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039	18,122,543	19,934,797	24,034,649	26,438,114	29,081,925	31,990,118	35,189,130
248																
249	<i>PCEP + DTX 6</i>															
250	Growth rate	Fiscal cliff			10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
251	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
252	DTX Additional Facilities Multiplier	Additional insurance needed for tunnel, 4th and Townsend, STC			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
253	DTX Underground Services Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q											
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	DTX Opens FY32	FY33	FY34	FY35	FY36
254	Baseline		Fiscal cliff	10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039	18,122,543	19,934,797	24,034,649	26,438,114	29,081,925	31,990,118	35,189,130
255																
263	Claims, Payments, and Reserves															
264	<i>PCEP</i>															
265	Growth rate		Fiscal cliff exercise		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
266	Baseline		Fiscal cliff	1,452,000	1,510,080	1,570,483	1,633,303	1,698,635	1,766,580	1,837,243	1,910,733	1,987,162	2,066,649	2,149,315	2,235,287	2,324,699
267																
268	<i>PCEP + DTX 4</i>															
269	Growth rate		Fiscal cliff exercise		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
270	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00
271	DTX Additional Facilities Multiplier	Potential additional claims risk due to new stations, tunnel			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00
272	DTX Underground Services Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
273	Baseline		Fiscal cliff	1,452,000	1,510,080	1,570,483	1,633,303	1,698,635	1,766,580	1,837,243	1,910,733	2,178,044	2,265,166	2,355,772	2,450,003	2,548,003
274																
275	<i>PCEP + DTX 6</i>															
276	Growth rate		Fiscal cliff exercise		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
277	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00
278	DTX Additional Facilities Multiplier	Number includes contingency to account for uncertainty Additional claims risk due to new station, tunnel			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00
279	DTX Underground Services Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
280	Baseline		Fiscal cliff	1,452,000	1,510,080	1,570,483	1,633,303	1,698,635	1,766,580	1,837,243	1,910,733	2,178,044	2,265,166	2,355,772	2,450,003	2,548,003
281																
282	Facilities and Equipment Maintenance	This includes Clipper operator charges, revenue collection services, ticketing vending machines, etc.	This budget item covers expenses related to Clipper Operator charges, revenue collection services, ticket vending machines, data line services and other contract services.													
283	<i>PCEP</i>															
284	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
285	Baseline (No DTX)		Fiscal cliff	7,549,140	7,851,106	8,165,150	8,491,756	8,831,426	9,184,683	9,552,070	9,934,153	10,331,519	10,744,780	11,174,571	11,621,554	12,086,416
286																
287	<i>PCEP + DTX 6</i>															
288	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
289	DTX Additional Facilities Multiplier	Additional station will require equipment			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00
290	Baseline (No DTX)		Fiscal cliff	7,549,140	7,851,106	8,165,150	8,491,756	8,831,426	9,184,683	9,552,070	9,934,153	10,998,069	11,437,992	11,895,511	12,371,332	12,866,185
291																
292	<i>PCEP + DTX 6</i>															
293	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
294	DTX Additional Facilities Multiplier	Additional station will require equipment			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00
295	Baseline (No DTX)		Fiscal cliff	7,549,140	7,851,106	8,165,150	8,491,756	8,831,426	9,184,683	9,552,070	9,934,153	10,998,069	11,437,992	11,895,511	12,371,332	12,866,185
296																
297	Utilities															
298	<i>PCEP</i>															
299	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
300	Baseline		Fiscal cliff	2,722,304	2,831,196	2,944,444	3,062,222	3,184,711	3,312,099	3,444,583	3,582,366	3,725,661	3,874,687	4,029,675	4,190,862	4,358,496
301																
302	Traction Electricity Cost per Trainset				\$ 122,781	\$ 127,692	\$ 132,800	\$ 138,112	\$ 143,637	\$ 149,382	\$ 155,357	\$ 161,572	\$ 168,034	\$ 174,756	\$ 181,746	\$ 189,016
303	Traction Electricity Cost	Additional EMUs for service	Vehicles		\$ 11,295,862	\$ 11,747,696	\$ 12,217,604	\$ 12,706,308	\$ 13,214,560	\$ 13,743,143	\$ 14,292,868	\$ 14,864,583	\$ 15,459,167	\$ 16,077,533	\$ 16,720,634	\$ 17,389,460
304																
305	Utilities Subtotal			2,722,304	14,127,058	14,692,140	15,279,826	15,891,019	16,526,659	17,187,726	17,875,235	18,590,244	19,333,854	20,107,208	20,911,496	21,747,956
306																
307	<i>PCEP + DTX 4</i>															
308	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
309	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00
310	DTX Track Length Multiplier	5%			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00
311	Baseline		Fiscal cliff	2,722,304	2,831,196	2,944,444	3,062,222	3,184,711	3,312,099	3,444,583	3,582,366	4,083,538	4,246,880	4,416,755	4,593,425	4,777,162
312																
313	Traction Electricity Cost per Trainset				\$ 122,781	\$ 127,692.35	\$ 132,800.04	\$ 138,112.04	\$ 143,636.53	\$ 149,381.99	\$ 155,357.27	\$ 171,995.53	\$ 178,875.35	\$ 186,030.36	\$ 193,471.58	\$ 201,210.44
314	DTX Additional Facilities Multiplier	Extra mileage for service	Mileage		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00
315	Traction Electricity Cost	Additional EMUs for service	Vehicles		\$ 11,295,862	\$ 11,747,696	\$ 12,217,604	\$ 12,706,308	\$ 13,214,560	\$ 13,743,143	\$ 14,292,868	\$ 15,823,589	\$ 16,456,532	\$ 17,114,793	\$ 17,799,385	\$ 18,511,361
316					\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
317	Utilities Subtotal			2,722,304	\$ 14,127,058	\$ 14,692,140	\$ 15,279,826	\$ 15,891,019	\$ 16,526,659	\$ 17,187,726	\$ 17,875,235	\$ 19,907,127	\$ 20,703,412	\$ 21,531,548	\$ 22,392,810	\$ 23,288,523
318																
319																
320																
321	<i>PCEP + DTX 6</i>															
322	Growth Rate		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
323	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00
324	DTX Track Length Multiplier	5%			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00
325	Baseline		Fiscal cliff	2,722,304	\$ 2,831,196	\$ 2,944,444	\$ 3,062,222	\$ 3,184,711	\$ 3,312,099	\$ 3,444,583	\$ 3,582,366	\$ 4,083,538	\$ 4,246,880	\$ 4,416,755	\$ 4,593,425	\$ 4,777,162
326																
327	Traction Electricity Cost per Trainset				\$ 122,781	\$ 127,692	\$ 132,800	\$ 138,112	\$ 143,637	\$ 149,382	\$ 155,357	\$ 166,359	\$ 173,013	\$ 179,934	\$ 187,131	\$ 194,616

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q											
2				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
328	DTX Track Length Multiplier	Extra mileage for service	Mileage		\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1.00	\$ 1.03	\$ 1	\$ 1	\$ 1	\$ 1
329	Traction Electricity Cost	Additional EMUs for service	Vehicles		\$ 11,295,862	\$ 11,747,696	\$ 12,217,604	\$ 12,706,308	\$ 13,214,560	\$ 13,743,143	\$ 14,292,868	\$ 15,305,015	\$ 15,917,216	\$ 16,553,905	\$ 17,216,061	\$ 17,904,703
330					\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21
331	Utilities Subtotal			2,722,304	14,127,058	14,692,140	15,279,826	15,891,019	16,526,659	17,187,726	17,875,235	19,388,553	20,164,096	20,970,659	21,809,486	22,681,865
332																
333	Maint & Services-Bldg & Other															
334	Growth rate	Fiscal Cliff	Assumes no change due to PCEP or DTX		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
335	Baseline	Fiscal Cliff		1,824,264	1,897,235	1,973,124	2,052,049	2,134,131	2,219,496	2,308,276	2,400,607	2,496,631	2,596,497	2,700,356	2,808,371	2,920,705
336																
337	Wages and Benefits															
338	PCEP															
339	Growth	Labor and benefit costs	Fiscal cliff		7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
340	Crewsets Multiplier	Additional staffing needed for oversight			1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
341	Baseline	Fiscal cliff		18,854,994	20,740,493	21,777,518	22,866,394	24,009,714	25,810,442	27,746,225	29,827,192	32,064,232	34,469,049	37,054,228	39,833,295	42,820,792
342																
343	PCEP + DTX 4															
344	Growth	Labor and benefit costs	Fiscal cliff		7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
345	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
346	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
347	Baseline	Fiscal cliff		18,854,994	20,740,493	21,777,518	22,866,394	24,009,714	25,810,442	27,746,225	29,827,192	35,144,237	37,780,054	40,613,559	43,659,575	46,934,044
348																
349	PCEP + DTX 6															
350	Growth	Labor and benefit costs	Fiscal cliff		7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
351	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
352	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
353	Baseline	Fiscal cliff		18,854,994	20,740,493	21,777,518	22,866,394	24,009,714	25,810,442	27,746,225	29,827,192	35,144,237	37,780,054	40,613,559	43,659,575	46,934,044
354																
355																
356																
357																
358																
359	Managing Agency Admin OH Cost															
360	Growth	Assumes no change due to PCEP	Fiscal cliff		10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
361	Baseline	Fiscal cliff		3,921,998	4,314,198	4,745,618	5,220,180	5,742,198	6,316,417	6,948,059	7,642,865	8,407,152	9,247,867	10,172,654	11,189,919	12,308,911
362																
363	Board of Directors															
364	Growth	Assumes no change due to PCEP or DTX	Fiscal cliff		5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
365	Baseline	Fiscal cliff		60,139	63,146	66,303	69,618	73,099	76,754	80,592	84,621	88,852	93,295	97,960	102,858	108,001
366																
367	Professional Services															
368	PCEP															
369	Growth	Fiscal cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
370	Baseline	Fiscal cliff		9,771,043	10,259,595	10,772,575	11,311,203	11,876,764	12,470,602	13,094,132	13,748,838	14,436,280	15,158,094	15,915,999	16,711,799	17,547,389
371	PCEP	Program Manager for oversight of maintenance work	Additional support PCEP		2,250,000	3,000,000	3,150,000	3,307,500	3,472,875	3,646,519	3,828,845	4,020,287	4,221,301	4,432,366	4,653,985	4,886,684
372	Result			9,771,043	12,509,595	13,772,575	14,461,203	15,184,264	15,943,477	16,740,651	17,577,683	18,456,567	19,379,396	20,348,365	21,365,784	22,434,073
373																
374	PCEP + DTX 4															
375	Growth	Fiscal cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
376	Growth (DTX)	Need for additional consulting support post DTX									0%	0%	0%	0%	0%	0%
377	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
378	Baseline	Fiscal cliff		9,771,043	10,259,595	10,772,575	11,311,203	11,876,764	12,470,602	13,094,132	13,748,838	14,864,022	15,607,223	16,387,584	17,206,963	18,067,312
379	PCEP	Program Manager for oversight of maintenance work	Additional support PCEP		2,250,000	3,000,000	3,150,000	3,307,500	3,472,875	3,646,519	3,828,845	4,139,407	4,346,377	4,563,696	4,791,880	5,031,475
380	Result			9,771,043	12,509,595	13,772,575	14,461,203	15,184,264	15,943,477	16,740,651	17,577,683	19,003,428	19,953,600	20,951,280	21,998,844	23,098,786
381																
382	PCEP + DTX 6															
383	Growth	Fiscal cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
384	Growth (DTX)	Need for additional consulting support post DTX									0%	0%	0%	0%	0%	0%
385	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
386	Baseline	Fiscal cliff		9,771,043	10,259,595	10,772,575	11,311,203	11,876,764	12,470,602	13,094,132	13,748,838	14,864,022	15,607,223	16,387,584	17,206,963	18,067,312
387	PCEP	Program Manager for oversight of maintenance work	Additional support PCEP		2,250,000	3,000,000	3,150,000	3,307,500	3,472,875	3,646,519	3,828,845	4,139,407	4,346,377	4,563,696	4,791,880	5,031,475
388	Result			9,771,043	12,509,595	13,772,575	14,461,203	15,184,264	15,943,477	16,740,651	17,577,683	19,003,428	19,953,600	20,951,280	21,998,844	23,098,786
389																
390	Communications and Marketing															
391	PCEP	Assumes no change due to PCEP or DTX														
392	Growth	Fiscal cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
393	Baseline	Fiscal cliff		423,917	445,112	467,368	490,736	515,273	541,037	568,089	596,493	626,318	657,634	690,515	725,041	761,293
394																
395	PCEP + DTX 4															
396	Growth	Fiscal cliff			5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
397	Baseline	Fiscal cliff		423,917	445,112	467,368	490,736	515,273	541,037	568,089	596,493	707,133	742,490	779,614	818,595	859,524
398																
399	PCEP + DTX 6															

1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
2		Definition (if needed)	Source/Basis		PCEP RS Begins 2nd Q							DTX Opens				
				FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
400	Growth		Fiscal cliff		5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
401	Baseline		Fiscal cliff	423,917	445,112	467,368	490,736	515,273	541,037	568,089	596,493	707,133	742,490	779,614	818,595	859,524
402																
403	Other Office Expenses and Services	Assumes no change due to PCEP														
404	<i>PCEP</i>															
405	Growth		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
406	Baseline		Fiscal cliff	2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	3,447,989	3,585,909	3,729,345	3,878,519	4,033,660	4,195,006	4,362,806	4,537,319
407																
408	<i>PCEP + DTX 4</i>															
409	Growth		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
410	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
411	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
412	Baseline		Fiscal cliff	2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	3,447,989	3,585,909	3,729,345	4,251,079	4,421,122	4,597,967	4,781,886	4,973,161
413																
414	<i>PCEP + DTX 6</i>															
415	Growth		Fiscal cliff		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
416	DTX Additional Facilities Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.00	1.00
417	DTX Track Length Multiplier				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00
418	Baseline		Fiscal cliff	2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	3,447,989	3,585,909	3,729,345	4,251,079	4,421,122	4,597,967	4,781,886	4,973,161
419																
420	Spares															
421	<i>PCEP + DTX 4</i>	Source: Preliminary Engineering Construction Draft Final Cost Estimate, October 17, 2022														
422	Growth											3%	3%	3%	3%	3%
423												44,970,689	4,631,981	4,770,940	4,914,069	5,061,491
424																
425	<i>PCEP + DTX 6</i>	Source: Preliminary Engineering Construction Draft Final Cost Estimate, October 17, 2022														
426	Growth											3%	3%	3%	3%	3%
427												44,970,689	4,631,981	4,770,940	4,914,069	5,061,491
428																
429	Debt Service Expense															
430	Growth		Fiscal cliff													
431	Baseline		Fiscal cliff	3,471,125	3,472,750	3,471,125	3,471,125	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500
432																
433	PCEP TOTAL (EXPENSE)			197,671,090	228,731,648	240,588,182	252,443,621	264,941,280	278,717,601	293,290,429	308,711,520	325,036,431	342,324,824	360,640,801	380,053,275	400,636,364
434	PCEP + DTX 4 TOTAL (EXPENSE)			197,671,090	228,731,648	240,588,182	252,443,621	264,941,280	278,717,601	293,290,429	308,711,520	411,644,735	390,708,726	411,393,254	433,300,677	456,512,656
435	PCEP + DTX 6 TOTAL (EXPENSE)			197,671,090	228,731,648	240,588,182	252,443,621	264,941,280	278,717,601	293,290,429	308,711,520	377,038,026	396,920,762	417,968,578	440,258,360	463,872,718

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
3	Growth Variables																	
4	<i>PCEP</i>																	
5	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
6	Diesel Trainsets	9	9	9	9	9	9											
7	Electric Trainsets	19	19	19	19	19	19											
8	Total Trainsets	28	28	28	28	28	28											
9	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
10	Diesel TPD	24	24	24	24	24	24											
11	EMU TPD	92	92	92	92	92	92											
12	Crewsets	69	69	69	69	69	69											
13	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
14	Track Length (% Increase)																	
15	Subsurface/Complexity Multiplier																	
16	Stations (% Increase)																	
17																		
18	<i>PCEP + DTX 4</i>																	
19	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
20	Diesel Trainsets	9	9	9	9	9	9											
21	Electric Trainsets	19	19	19	19	19	19											
22	Total Trainsets	28	28	28	28	28	28											
23	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
24	Diesel TPD	24	24	24	24	24	24											
25	EMU TPD	92	92	92	92	92	92											
26	Crewsets	76	76	76	76	76	76											
27	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
28	Track Length (% Increase)																	
29	Subsurface/Complexity Multiplier																	
30	Stations (% Increase)/Cost Increase (AECOM \$)																	
31																		
32																		
33	New service -- tunnel maintenance																	
34	Levels of service -- additional support staff, training																	
35	TASI Performance Payment																	
36																		
37	<i>PCEP + DTX 5</i>																	
38	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
39	Diesel Trainsets	9	9	9	9	9	9											
40	Electric Trainsets	22	22	22	22	22	22											
41	Total Trainsets	31	31	31	31	31	31											
42	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
43	Diesel TPD	24	24	24	24	24	24											
44	EMU TPD	92	92	92	92	92	92											

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
46		0%	0%	0%	0%	0%	0%											
47	Crewsets	77	77	77	77	77	77											
48	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
49	Track Length (% Increase)																	
50	Subsurface/Complexity Multiplier																	
51	Stations (% Increase)/Cost Increase (AECOM \$)																	
52	New service -- tunnel maintenance																	
53	Levels of service -- additional support staff, training																	
54	TASI Performance Payment																	
55																		
56	<i>PCEP + DTX 6</i>																	
57	Annual Growth	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%											
58	Diesel Trainsets	9	9	9	9	9	9											
59	Electric Trainsets	24	24	24	24	24	24											
60	Total Trainsets	33	33	33	33	33	33											
61	Total Trainsets (% Increase)	0%	0%	0%	0%	0%	0%											
62	Diesel TPD	24	24	24	24	24	24											
63		0%	0%	0%	0%	0%	0%											
64	EMU TPD	92	92	92	92	92	92											
65		0%	0%	0%	0%	0%	0%											
66	Crewsets	79	79	79	79	79	79											
67	Crewsets (% Increase)	0%	0%	0%	0%	0%	0%											
68	Track Length (% Increase)																	
69	Subsurface/Complexity Multiplier																	
70	Stations (% Increase)/Cost Increase (AECOM \$)																	
71	New service -- tunnel maintenance																	
72	Levels of service -- additional support staff, training																	
73	TASI Performance Payment																	
74																		
75	Operator Expense (PCEP)																	
76	Rail Operator Service	\$ 228,091,311	\$ 238,583,511	\$ 249,558,353	\$ 261,038,037	\$ 273,045,787	\$ 285,605,893											

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
180																		
181	Security Services																	
182	<i>PCEP</i>																	
183	Growth Rate	5%	5%	5%	5%	5%	5%											
184	Baseline (No DTX)	15,711,512	16,497,087	17,321,941	18,188,039	19,097,440	20,052,312											
185																		
186	<i>PCEP + DTX 4</i>																	
187	Growth Rate	5%	5%	5%	5%	5%	5%											
188	DTX Additional Facilities/Track Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
189	Baseline (No DTX)	18,241,205	19,153,265	20,110,928	21,116,474	22,172,298	23,280,913											
190																		
191	<i>PCEP + DTX 6</i>																	
192	Growth Rate	5%	5%	5%	5%	5%	5%											
193	DTX Additional Facilities/Track Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
194	Baseline (No DTX)	18,241,205	19,153,265	20,110,928	21,116,474	22,172,298	23,280,913											
195																		
196	Shuttle Services																	
197	Growth Rate	3%	3%	3%	3%	3%	3%											
198	Baseline (No DTX)	183,931	189,449	195,132	200,986	207,016	213,226											
199	Result	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016	\$ 213,226											
200																		
201	Fuel and Lubricants																	
202	<i>PCEP</i>																	
203	<i>Diesel Usage</i>																	
204	Growth Rate	5%	5%	5%	5%	5%	5%											
205	Diesel (\$) per train run	\$ 420,319	\$ 441,335	\$ 463,402	\$ 486,572	\$ 510,901	\$ 536,446											
206	Diesel (\$)	10,087,662	10,592,045	11,121,647	11,677,730	12,261,616	12,874,697											
207	Result																	
208																		
209																		
210	<i>PCEP + DTX 4</i>																	
211	Growth Rate	5%	5%	5%	5%	5%	5%											
212	Diesel (\$) per train run	\$ 432,773	\$ 454,412	\$ 477,132	\$ 500,989	\$ 526,038	\$ 552,340											
213	Diesel (\$)	10,386,556	10,905,883	11,451,178	12,023,736	12,624,923	13,256,169											
214																		
215	<i>PCEP + DTX 6</i>																	
216	Growth Rate	5%	5%	5%	5%	5%	5%											
217	Diesel (\$) per train run	\$ 432,773	\$ 454,412	\$ 477,132	\$ 500,989	\$ 526,038	\$ 552,340											
218	Diesel (\$)	10,386,556	10,905,883	11,451,178	12,023,736	12,624,923	13,256,169											
219		10,386,556	10,905,883	11,451,178	12,023,736	12,624,923	13,256,169											
220																		
221	Timetables and Tickets																	
222	<i>PCEP</i>																	
223	Growth rate	3%	3%	3%	3%	3%	3%											
224	Base	204,730	210,872	217,198	223,714	230,425	237,338											
225	Result	204,730	210,872	217,198	223,714	230,425	237,338											
226																		
227	<i>PCEP + DTX 4</i>																	
228	Growth rate	3%	3%	3%	3%	3%	3%											
229	Base	217,938	224,476	231,211	238,147	245,291	252,650											
230	Result	217,938	224,476	231,211	238,147	245,291	252,650											
231																		
232	<i>PCEP + DTX 6</i>																	
233	Growth rate	3%	3%	3%	3%	3%	3%											
234	Base	217,938	224,476	231,211	238,147	245,291	252,650											
235	Result	217,938	224,476	231,211	238,147	245,291	252,650											
236																		
237	Insurance																	
238	<i>PCEP</i>																	
239	Growth rate	10%	10%	10%	10%	10%	10%											
240	Baseline (No DTX)	35,315,709	38,847,280	42,732,008	47,005,209	51,705,730	56,876,303											
241																		
242	<i>PCEP + DTX 4</i>																	
243	Growth rate	10%	10%	10%	10%	10%	10%											
244	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
245	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
246	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
247	Baseline	38,708,043	42,578,847	46,836,731	51,520,405	56,672,445	62,339,690											
248																		
249	<i>PCEP + DTX 6</i>																	
250	Growth rate	10%	10%	10%	10%	10%	10%											
251	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
252	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
253	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											

3 MJ Additions: Comments addressed
 3 Insurance for the tunnel itself and 4th/King station
 3 Additional insurance for the railroad's assets (for subsurface ops coverage)
 3 Additional insurance for external claims in tunnel / new stations
 2 Other insurance needs?

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
254	Baseline	38,708,043	42,578,847	46,836,731	51,520,405	56,672,445	62,339,690											
255																		
263	Claims, Payments, and Reserves																	
264	<i>PCEP</i>																	
265	Growth rate	4%	4%	4%	4%	4%	4%											
266	Baseline	2,417,687	2,514,394	2,614,970	2,719,569	2,828,352	2,941,486											
267																		
268	<i>PCEP + DTX 4</i>																	
269	Growth rate	4%	4%	4%	4%	4%	4%											
270	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
271	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
272	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
273	Baseline	2,649,923	2,755,920	2,866,157	2,980,803	3,100,035	3,224,037											
274																		
275	<i>PCEP + DTX 6</i>																	
276	Growth rate	4%	4%	4%	4%	4%	4%											
277	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
278	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
279	DTX Underground Services Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
280	Baseline	2,649,923	2,755,920	2,866,157	2,980,803	3,100,035	3,224,037											
281																		
282	Facilities and Equipment Maintenance																	
283	<i>PCEP</i>																	
284	Growth Rate	4%	4%	4%	4%	4%	4%											
285	Baseline (No DTX)	12,569,873	13,072,668	13,595,575	14,139,398	14,704,974	15,293,172											
286																		
287	<i>PCEP + DTX 6</i>																	
288	Growth Rate	4%	4%	4%	4%	4%	4%											
289	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
290	Baseline (No DTX)	13,380,833	13,916,066	14,472,709	15,051,617	15,653,682	16,279,829											
291																		
292	<i>PCEP + DTX 6</i>																	
293	Growth Rate	4%	4%	4%	4%	4%	4%											
294	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
295	Baseline (No DTX)	13,380,833	13,916,066	14,472,709	15,051,617	15,653,682	16,279,829											
296																		
297	Utilities																	
298	<i>PCEP</i>																	
299	Growth Rate	4%	4%	4%	4%	4%	4%											
300	Baseline	4,532,836	4,714,150	4,902,716	5,098,824	5,302,777	5,514,888											
301																		
302	Traction Electricity Cost per Trainset	\$ 196,577	\$ 204,440	\$ 212,617	\$ 221,122	\$ 229,967	\$ 239,165											
303	Traction Electricity Cost	\$ 18,085,038	\$ 18,808,440	\$ 19,560,777	\$ 20,343,208	\$ 21,156,937	\$ 22,003,214											
304																		
305	Utilities Subtotal	22,617,875	23,522,590	24,463,493	25,442,033	26,459,714	27,518,103											
306																		
307	<i>PCEP + DTX 4</i>																	
308	Growth Rate	4%	4%	4%	4%	4%	4%											
309	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
310	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
311	Baseline	4,968,248	5,166,978	5,373,658	5,588,604	5,812,148	6,044,634											
312																		
313	Traction Electricity Cost per Trainset	\$ 209,258.86	\$ 217,629.21	\$ 226,334.38	\$ 235,387.76	\$ 244,803.27	\$ 254,595.40											
314	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
315	Traction Electricity Cost	\$ 19,251,815	\$ 20,021,888	\$ 20,822,763	\$ 21,655,674	\$ 22,521,900	\$ 23,422,777											
316		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0											
317	Utilities Subtotal	\$ 24,220,063	\$ 25,188,866	\$ 26,196,421	\$ 27,244,277	\$ 28,334,049	\$ 29,467,410											
318																		
319																		
320																		
321	<i>PCEP + DTX 6</i>																	
322	Growth Rate	4%	4%	4%	4%	4%	4%											
323	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
324	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
325	Baseline	\$ 4,968,248	\$ 5,166,978	\$ 5,373,658	\$ 5,588,604	\$ 5,812,148	\$ 6,044,634											
326																		
327	Traction Electricity Cost per Trainset	\$ 202,401	\$ 210,497	\$ 218,917	\$ 227,674	\$ 236,781	\$ 246,252											

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
328	DTX Track Length Multiplier	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1											
329	Traction Electricity Cost	\$ 18,620,891	\$ 19,365,727	\$ 20,140,356	\$ 20,945,970	\$ 21,783,809	\$ 22,655,161											
330		\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21	\$ 0.21											
331	Utilities Subtotal	23,589,140	24,532,705	25,514,014	26,534,574	27,595,957	28,699,795											
332																		
333	Maint & Services-Bldg & Other																	
334	Growth rate	4%	4%	4%	4%	4%	4%											
335	Baseline	3,037,534	3,159,035	3,285,396	3,416,812	3,553,485	3,695,624											
336																		
337	Wages and Benefits																	
338	<i>PCEP</i>																	
339	Growth	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%											
340	Crewsets Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
341	Baseline	46,032,351	49,484,778	53,196,136	57,185,846	61,474,785	66,085,394											
342																		
343	<i>PCEP + DTX 4</i>																	
344	Growth	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%											
345	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
346	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
347	Baseline	50,454,097	54,238,154	58,306,016	62,678,967	67,379,889	72,433,381											
348																		
349	<i>PCEP + DTX 6</i>																	
350	Growth	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%											
351	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
352	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
353	Baseline	50,454,097	54,238,154	58,306,016	62,678,967	67,379,889	72,433,381											
354																		
358																		
359	Managing Agency Admin OH Cost	-	-	-	-	-	-											
360	Growth	10%	10%	10%	10%	10%	10%											
361	Baseline	13,539,802	14,893,782	16,383,160	18,021,476	19,823,624	21,805,986											
362																		
363	Board of Directors																	
364	Growth	5%	5%	5%	5%	5%	5%											
365	Baseline	113,401	119,071	125,024	131,275	137,839	144,731											
366																		
367	Professional Services																	
368	<i>PCEP</i>																	
369	Growth	5%	5%	5%	5%	5%	5%											
370	Baseline	18,424,758	19,345,996	20,313,296	21,328,961	22,395,409	23,515,179											
371	<i>PCEP</i>	5,131,018	5,387,569	5,656,947	5,939,795	6,236,785	6,548,624											
372	Result	23,555,776	24,733,565	25,970,244	27,268,756	28,632,194	30,063,803											
373																		
374	<i>PCEP + DTX 4</i>																	
375	Growth	5%	5%	5%	5%	5%	5%											
376	Growth (DTX)	0%	0%	0%	0%	0%	0%											
377	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
378	Baseline	18,970,677	19,919,211	20,915,172	21,960,930	23,058,977	24,211,925											
379	<i>PCEP</i>	5,283,048	5,547,201	5,824,561	6,115,789	6,421,578	6,742,657											
380	Result	24,253,725	25,466,412	26,739,732	28,076,719	29,480,555	30,954,583											
381																		
382	<i>PCEP + DTX 6</i>																	
383	Growth	5%	5%	5%	5%	5%	5%											
384	Growth (DTX)	0%	0%	0%	0%	0%	0%											
385	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
386	Baseline	18,970,677	19,919,211	20,915,172	21,960,930	23,058,977	24,211,925											
387	<i>PCEP</i>	5,283,048	5,547,201	5,824,561	6,115,789	6,421,578	6,742,657											
388	Result	24,253,725	25,466,412	26,739,732	28,076,719	29,480,555	30,954,583											
389																		
390	Communications and Marketing																	
391	<i>PCEP</i>																	
392	Growth	5%	5%	5%	5%	5%	5%											
393	Baseline	799,358	839,326	881,292	925,357	971,624	1,020,206											
394																		
395	<i>PCEP + DTX 4</i>																	
396	Growth	5%	5%	5%	5%	5%	5%											
397	Baseline	902,501	947,626	995,007	1,044,757	1,096,995	1,151,845											
398																		
399	<i>PCEP + DTX 6</i>																	

MJ Additions:
 Incremental admin staff for subsurface operations (Safety, TASI oversight) Added
 New training for admin staff on safe subsurface operations (is this covered by Wages/Benefits @7.5% and Professional Services @5%) Added

	A	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG
1																		
2		FY37	FY38	FY39	FY40	FY41	FY42											
400	Growth	5%	5%	5%	5%	5%	5%											
401	Baseline	902,501	947,626	995,007	1,044,757	1,096,995	1,151,845											
402																		
403	Other Office Expenses and Services																	
404	<i>PCEP</i>																	
405	Growth	4%	4%	4%	4%	4%	4%											
406	Baseline	4,718,811	4,907,564	5,103,866	5,308,021	5,520,342	5,741,156	Any regulatory-associated expense we need to account for? (Licenses, elevators, etc.?)										
407																		
408	<i>PCEP + DTX 4</i>																	
409	Growth	4%	4%	4%	4%	4%	4%											
410	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
411	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
412	Baseline	5,172,088	5,378,971	5,594,130	5,817,895	6,050,611	6,292,636	Any regulatory-associated expense we need to account for? (Licenses, elevators, etc.?)										
413																		
414	<i>PCEP + DTX 6</i>																	
415	Growth	4%	4%	4%	4%	4%	4%											
416	DTX Additional Facilities Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
417	DTX Track Length Multiplier	1.00	1.00	1.00	1.00	1.00	1.00											
418	Baseline	5,172,088	5,378,971	5,594,130	5,817,895	6,050,611	6,292,636	Any regulatory-associated expense we need to account for? (Licenses, elevators, etc.?)										
419																		
420	Spares																	
421	<i>PCEP + DTX 4</i>																	
422	Growth	3%	3%	3%	3%	3%	3%											
423	Baseline	5,213,335	5,369,735	5,530,828	5,696,752	5,867,655	6,043,685											
424																		
425	<i>PCEP + DTX 6</i>																	
426	Growth	3%	3%	3%	3%	3%	3%											
427	Baseline	5,213,335	5,369,735	5,530,828	5,696,752	5,867,655	6,043,685											
428																		
429	Debt Service Expense																	
430	Growth	-	-	-	-	-	-											
431	Baseline	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500											
432																		
433	PCEP TOTAL (EXPENSE)	422,469,822	445,639,516	470,237,936	496,364,757	524,127,446	553,641,930	6,786,268,472										
434	PCEP + DTX 4 TOTAL (EXPENSE)	481,117,002	507,208,186	534,887,893	564,265,633	595,459,398	628,596,380	7,480,189,912										
435	PCEP + DTX 6 TOTAL (EXPENSE)	488,900,455	515,437,088	543,585,395	573,456,032	605,168,193	638,850,328	7,526,551,306										

Cell: K35
Comment: Shannon Gaffney
Assume embedded in 30% increase for PCEP.
10/14/2022 2:11 PM

Cell: K54
Comment: Shannon Gaffney
Assume embedded in 30% increase for PCEP.
10/14/2022 2:11 PM

Cell: K73
Comment: Shannon Gaffney
Assume embedded in 30% increase for PCEP.
10/14/2022 2:11 PM

Cell: E150
Comment: Jones, Melissa
Fiscal cliff has 133,151,417. Not a big diff
10/11/2022 10:00 AM
Reply: Shannon Gaffney
Let's discuss -- my backup shows the number I have used is correct.
10/13/2022 11:05 AM

Cell: K155
Comment: Michael Brown - OAK
Updated formula here (was adding the 6%) to just equal J6.
10/10/2022 10:10 AM
Reply: Shannon Gaffney
Formula changes here to make it easier to distinguish DTX costs.
10/14/2022 9:21 AM

Cell: A196
Comment: Chazan, Dahlia
I thought we were intending to get out of this business?
10/11/2022 11:29 AM

Cell: A201
Comment: Shannon Gaffney
This appears to be just fuel.
10/6/2022 11:56 AM

Cell: K271
Comment: Shannon Gaffney
The additional 1.6 miles of DTX is an increase of 2% in term sof track miles over existing 77.2 miles. How account for an additional station?
10/6/2022 2:46 PM
Reply: Chazan, Dahlia
I think we should re-name this to track and call out the increase in track miles (but only for JPB-owned track -- don't think we maintain the UP tracks south of Tamien)
10/11/2022 10:51 AM

Cell: K278
Comment: Shannon Gaffney
The additional 1.6 miles of DTX is an increase of 2% in term sof track miles over existing 77.2 miles. How account for an additional station?
10/6/2022 2:46 PM
Reply: Chazan, Dahlia
I think we should re-name this to track and call out the increase in track miles (but only for JPB-owned track -- don't think we maintain the UP tracks south of Tamien)
10/11/2022 10:51 AM

Cell: C364
Comment: Chazan, Dahlia
Similar question to Professional services -- what is causing this growth -- inflation or other?
10/11/2022 11:26 AM
Reply: Shannon Gaffney
Fiscal cliff has growth; assume due to HC benefits
10/14/2022 11:53 AM

Cell: C369
Comment: Chazan, Dahlia
Is this growth in staff numbers? Seems high to go on forever. If salary increase, I think it's generally 3% and that inflation won't continue for the next 20 years like now.
10/11/2022 11:24 AM

Cell: C375
Comment: Chazan, Dahlia
Is this growth in staff numbers? Seems high to go on forever. If salary increase, I think it's generally 3% and that inflation won't continue for the next 20 years like now.
10/11/2022 11:24 AM

Cell: C383
Comment: Chazan, Dahlia
Is this growth in staff numbers? Seems high to go on forever. If salary increase, I think it's generally 3% and that inflation won't continue for the next 20 years like now.
10/11/2022 11:24 AM

Cell: A429
Comment: Shannon Gaffney
How long pay?
10/9/2022 7:44 PM

Variable Explained**MJ Notes****Rail Operator Service**

Baseline (Pre-PCEP) Fiscal cliff
 Fiscal cliff; crews from 62-69;
 Baseline PCEP maintenance of OCS
 New contract
 Growth rate

10% bump for new contract

Levels of Service/Ridership Variable What is crew/train set ratio?
 Result

Won't account for additional mileage for DTX...

Positive Train Control Not needed

Assume PCEP does not change
 security needs

Security Services

Baseline (No DTX) Fiscal Cliff
 Growth Rate Fiscal Cliff
 DTX Additional Facilities/Track Variable Longer system, new station
 Result

Shuttle Services

Baseline (No DTX) FY23 budget
 Growth Rate Fiscal cliff exercise
 Result

Fuel and Lubricants

Diesel Usage Does the need ever go away? No, maintain diesel for this
 Baseline Fiscal cliff
 Growth Rate Fiscal cliff
 Result

Timetables and Tickets

Base Fiscal cliff
 Growth rate Fiscal cliff
 Result

Insurance

Assumes no change for PCEP
 Baseline (No DTX) Fiscal cliff
 Growth rate Fiscal cliff
 DTX Additional Facilities/Track Variable Assume 25% increase
 Result

Claims, Payments, and Reserves

Baseline Fiscal cliff
 Growth rate Fiscal cliff exercise
 PCEP Additional Facilities/Track
 DTX Additional Facilities/Track 10% increase
 Result

Facilities and Equipment Maintenance

Baseline (No DTX) Fiscal cliff

Growth Rate	Fiscal cliff
EMU Fleet Maintenance	PCEP Inputs; inflated OCS embedded in Operator contract
PCEP Maintenance	
DTX Vehicle Maintenance	124 to 152 vehicles 23%
4th and Townsend Maintenance Result	

Double counting (MOE is in TASI line) - needs to be resolved

Reconsider how these costs are accounted for, based on C53 resolution

Where is the tunnel maintenance?

Utilities

Baseline	Fiscal cliff
Growth Rate	Fiscal cliff
PCEP	Fiscal cliff
Additional Levels of Service -- DTX Mileage	
Additional Levels of Service -- EMUS	
Result	

Maint & Services-Bldg & Other

Baseline	Fiscal Cliff
Growth rate	Fiscal Cliff
Additional Levels of Service	Does this change with PCEP, DTX?
Result	

Wages and Benefits

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff
Result	

Managing Agency Admin OH Cos

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff
Result	

Board of Directors

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff
Result	

Professional Services

Baseline	Fiscal cliff
PCEP	Additional support PCEP
Growth	Fiscal cliff
Result	

Communications and Marketing

	Assumes no change due to PCEP or DTX
Baseline	Fiscal cliff
Growth	Fiscal cliff

Result

Assumes no change due to PCEP

Other Office Expenses and Services or DTX

Baseline

Fiscal cliff

Growth

Fiscal cliff

Result

Debt Service Expense

Baseline

Fiscal cliff

Growth

Fiscal cliff

Result

**PCEP RS Begins
2nd Q**

FY24	FY25	FY26	FY27	FY28	FY29
102,777,615					
	133,161,615	139,286,842	145,694,037 14,569,404	168,276,613 5%	176,690,443 5%
102,777,615	133,161,615	139,286,842	160,263,441	168,276,613	176,690,443
8,332,150	8,748,758	9,186,195	9,645,505	10,127,780	10,634,169 5%
8,332,150	8,748,758	9,186,195	9,645,505	10,127,780	10,634,169
\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197 3%
\$ 125,248	\$ 129,005	\$ 132,876	\$ 136,862	\$ 140,968	\$ 145,197
19,293,155	4,885,525	5,129,801	5,386,291	5,655,605	5,938,385 5%
19,293,155	4,885,525	5,129,801	5,386,291	5,655,605	5,938,385
139,411	143,593	147,901	152,338	156,908	161,615 3%
139,411	143,593	147,901	152,338	156,908	161,615
10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039 10%
10,229,703	11,252,673	12,377,941	13,615,735	14,977,308	16,475,039
1452000	1,597,200	1,756,920	1,932,612	2,125,873	2,210,908 4%
1,452,000	1,597,200	1,756,920	1,932,612	2,125,873	2,210,908
7,549,140	7,851,105	8,165,149	8,491,755	8,831,425.20	9,184,682.21

				4%	4%	4%
	11,775,440	14,719,300	15,308,072	15,920,395	16,557,211	
7,549,140	19,626,545	22,884,449	23,799,827	24,751,820	25,741,893	
2,722,304	2,831,196	2,944,444	3,062,222	3,184,711	3,312,099	
	12,370,229	12,996,163	13,653,768	14,199,919	14,767,915	4%
2,722,304	15,201,425	15,940,607	16,715,990	17,384,630	18,080,015	
1,824,264	1,897,235	1,973,124	2,052,049	2,134,131	2,219,496	4%
1,824,264	1,897,235	1,973,124	2,052,049	2,134,131	2,219,496	
18,854,994	20,740,493	21,777,518	22,866,394	24,009,714		7.5%
18,854,994	20,740,493	21,777,518	22,866,394	24,009,714	25,810,442	
3,921,998	4,314,198	4,745,618	5,220,180	5,742,198		10%
3,921,998	4,314,198	4,745,618	5,220,180	5,742,198	6,316,417	
60,139	63,146	66,303	69,618	73,099		5%
60,139	63,146	66,303	69,618	73,099	76,754	
9,771,043	10,259,595	10,772,575	11,311,203	11,876,764	12,470,602	
	2,250,000	3,000,000	3,150,000	3,307,500	3,472,875	
	5%	5%	5%	5%	5%	
9,771,043	12,509,595	13,772,575	14,461,203	15,184,264	15,943,477	
423,917	445,112	467,368	490,736	515,273		5%

423,917	445,112	467,368	490,736	515,273	541,037
2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	
2,833,996	2,947,356	3,065,250	3,187,860	3,315,374	4% 3,447,989
3,471,125	3,472,750	3,471,125	3,471,125	3,472,500	3,472,500
3,471,125	3,472,750	3,471,125	3,471,125	3,472,500	3,472,500

DTX Opens

FY30	FY31	FY32	FY33	FY34	FY35
185,524,966 5%	205,556,284 5%	215,834,099 5%	226,625,803 5%	237,957,094 5%	249,854,948 5%
	6%				
185,524,966	205,556,284	215,834,099	226,625,803	237,957,094	249,854,948
11,165,878 5%	13,957,347 5%	17,446,684 5%	21,808,355 5%	27,260,444 5%	34,075,555 5%
	20%	20%	20%	20%	20%
11,165,878	13,957,347	17,446,684	21,808,355	27,260,444	34,075,555
\$ 149,553 3%	\$ 154,039 3%	\$ 158,661 3%	\$ 163,420 3%	\$ 168,323 3%	\$ 173,373 3%
\$ 149,553	\$ 154,039	\$ 158,661	\$ 163,420	\$ 168,323	\$ 173,373
6,235,305 5%	6,547,070 5%	6,874,423 5%	7,218,144 5%	7,579,052 5%	7,958,004 5%
6,235,305	6,547,070	6,874,423	7,218,144	7,579,052	7,958,004
166,464 3%	171,458 3%	176,601 3%	181,899 3%	187,356 3%	192,977 3%
166,464	171,458	176,601	181,899	187,356	192,977
18,122,543 10%	24,465,433 10%	26,911,976 10%	29,603,174 10%	32,563,491 10%	35,819,840 10%
	25%				
18,122,543	24,465,433	26,911,976	29,603,174	32,563,491	35,819,840
2,299,344 4%	2,621,253 4%	2,726,103 4%	2,835,147 4%	2,948,553 4%	3,066,495 4%
	10%				
2,299,344	2,621,253	2,726,103	2,835,147	2,948,553	3,066,495
9,552,069.50	9,934,152.28	10,331,518.37	10,744,779.10	11,174,570.27	11,621,553.08

	4%	4%	4%	4%	4%	4%
17,219,499	17,908,279	18,624,610	19,369,595	20,144,378	20,950,154	
	4,118,904	4,283,660	4,455,007	4,633,207	4,818,535	
	858,400	892,736	928,445	965,583	1,004,207	
26,771,569	32,819,736	34,132,525	35,497,826	36,917,739	38,394,449	
3,444,583	3,582,367	3,725,661	3,874,688	4,029,675	4,190,862	
4%	4%	4%	4%	4%	4%	
15,358,632	19,812,635	20,605,141	21,429,346	22,286,520	23,177,981	
	2%					
	23%					
18,803,215	23,395,002	24,330,802	25,304,034	26,316,196	27,368,843	
2,308,276	2,400,607	2,496,631	2,596,497	2,700,356	2,808,371	
4%	4%	4%	4%	4%	4%	
2,308,276	2,400,607	2,496,631	2,596,497	2,700,356	2,808,371	
7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	
27,746,225	29,827,192	32,064,232	34,469,049	37,054,228	39,833,295	
	-	-	-	-	-	
10%	10%	10%	10%	10%	10%	
6,948,059	7,642,865	8,407,152	9,247,867	10,172,654	11,189,919	
5%	5%	5%	5%	5%	5%	
80,592	84,621	88,852	93,295	97,960	102,858	
13,094,132	13,748,838	14,436,280	15,158,094	15,915,999	16,711,799	
3,646,519	3,828,845	4,020,287	4,221,301	4,432,366	4,653,985	
5%	5%	5%	5%	5%	5%	
16,740,651	17,577,683	18,456,567	19,379,396	20,348,365	21,365,784	
5%	5%	5%	5%	5%	5%	

568,089	596,493	626,318	657,634	690,515	725,041
4%	4%	4%	4%	4%	4%
3,585,909	3,729,345	3,878,519	4,033,660	4,195,006	4,362,806
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500

FY36	FY37	FY38	FY39	FY40	FY41
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262,347,696	275,465,081	289,238,335	303,700,251	318,885,264	334,829,527
5%	5%	5%	5%	5%	5%

262,347,696	275,465,081	289,238,335	303,700,251	318,885,264	334,829,527
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42,594,443	53,243,054	66,553,818	83,192,272	103,990,340	129,987,925
5%	5%	5%	5%	5%	5%
20%	20%	20%	20%	20%	20%
42,594,443	53,243,054	66,553,818	83,192,272	103,990,340	129,987,925

\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016
3%	3%	3%	3%	3%	3%
\$ 178,574	\$ 183,931	\$ 189,449	\$ 195,132	\$ 200,986	\$ 207,016

8,355,904	8,773,700	9,212,385	9,673,004	10,156,654	10,664,487
5%	5%	5%	5%	5%	5%
8,355,904	8,773,700	9,212,385	9,673,004	10,156,654	10,664,487

198,766	204,729	210,871	217,197	223,713	230,425
3%	3%	3%	3%	3%	3%
198,766	204,729	210,871	217,197	223,713	230,425

39,401,824	43,342,007	47,676,207	52,443,828	57,688,211	63,457,032
10%	10%	10%	10%	10%	10%

39,401,824	43,342,007	47,676,207	52,443,828	57,688,211	63,457,032
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3,189,155	3,316,721	3,449,390	3,587,365	3,730,860	3,880,094
4%	4%	4%	4%	4%	4%

3,189,155	3,316,721	3,449,390	3,587,365	3,730,860	3,880,094
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12,086,415.20	12,569,871.81	13,072,666.68	13,595,573.35	14,139,396.28	14,704,972.13
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4%	4%	4%	4%	4%	4%
21,788,160	22,659,686	23,566,074	24,508,716	25,489,065	26,508,628
5,011,277	5,211,728	5,420,197	5,637,005	5,862,485	6,096,984
1,044,375	1,086,150	1,129,596	1,174,780	1,221,771	1,270,642
39,930,226	41,527,436	43,188,533	44,916,074	46,712,717	48,581,226
4,358,497	4,532,837	4,714,150	4,902,716	5,098,825	5,302,778
4%	4%	4%	4%	4%	4%
24,105,100	25,069,304	26,072,077	27,114,960	28,199,558	29,327,540
28,463,597	29,602,141	30,786,227	32,017,676	33,298,383	34,630,318
2,920,706	3,037,534	3,159,035	3,285,397	3,416,812	3,553,485
4%	4%	4%	4%	4%	4%
2,920,706	3,037,534	3,159,035	3,285,397	3,416,812	3,553,485
7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
42,820,792	46,032,351	49,484,778	53,196,136	57,185,846	61,474,785
-	-	-	-	-	-
10%	10%	10%	10%	10%	10%
12,308,911	13,539,802	14,893,782	16,383,160	18,021,476	19,823,624
5%	5%	5%	5%	5%	5%
108,001	113,401	119,071	125,024	131,275	137,839
17,547,389	18,424,758	19,345,996	20,313,296	21,328,961	22,395,409
4,886,684	5,131,018	5,387,569	5,656,947	5,939,795	6,236,785
5%	5%	5%	5%	5%	5%
22,434,073	23,555,776	24,733,565	25,970,244	27,268,756	28,632,194
5%	5%	5%	5%	5%	5%

761,293	799,358	839,326	881,292	925,357	971,624
4,537,319	4,718,811	4,907,564	5,103,866	5,308,021	5,520,342
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500
3,472,500	3,472,500	3,472,500	3,472,500	3,472,500	3,472,500

FY42

351,571,003
5%

351,571,003

162,484,906
5%
20%
162,484,906

\$ 213,227
3%
\$ 213,227

11,197,711
5%
11,197,711

237,337
3%
237,337

69,802,735
10%

69,802,735

4,035,298
4%

4,035,298

15,293,171.02

4%
27,568,973

6,340,864
1,321,467
50,524,475

5,514,889
4%
30,500,642

36,015,531

3,695,624
4%

3,695,624

7.5%
66,085,394

-

10%
21,805,986

5%
144,731

23,515,179
6,548,624
5%
30,063,803

5%

1,020,206

4%
5,741,156

3,472,500

3,472,500

Source: <https://data.worldbank.org/indicator/FP.CPI.TOTL.ZG?locations=US>

			1960	1961	1962	1963	1964
United States	USA	Inflation, ccFP.CPI.TO	1.457976	1.070724	1.198773	1.239669	1.278912

Average
Inflation
(2012-2021) 1.885295

Average
Inflation
(1992-2021) 2.324789

2022 Conversion Index

2022	2023	2024	2025	2026
1.000	0.977	0.955	0.933	0.912

1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
1.585169	3.015075	2.772786	4.271796	5.462386	5.838255	4.292767	3.272278	6.17776	11.0548

2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
0.891	0.871	0.851	0.832	0.813	0.795	0.777	0.759	0.742	0.725

1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
9.143147	5.744813	6.501684	7.630964	11.25447	13.5492	10.33472	6.131427	3.212435	4.300535

2037	2038	2039	2040	2041	2042
0.708	0.692	0.677	0.661	0.646	0.632

1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
3.545644	1.898048	3.664563	4.077741	4.827003	5.397956	4.234964	3.02882	2.951657	2.607442

1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
2.80542	2.931204	2.33769	1.552279	2.188027	3.376857	2.826171	1.586032	2.270095	2.677237

2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
3.392747	3.225944	2.852672	3.8391	-0.35555	1.640043	3.156842	2.069337	1.464833	1.622223

2015	2016	2017	2018	2019	2020	2021
0.118627	1.261583	2.13011	2.442583	1.81221	1.233584	4.697859

As of Nov 28, 2022

Revenue -

1. Ridership increase assumption –

1. For PCEP, why FY25-31 growth % based on FY22-29 growth %?

2. For DTX 4 and 6, why FY32-42 growth % based on FY30-40 growth %?

1.3 Why FY31 ridership increase for DTX 6 is not 28.2%? Currently the model uses 24.3% for DTX 6, based on 6 TPH Medium (I thought 6 TPH High should be used)

1.4 Walk thru the average ridership increase calculation.

2. Fare Revenue recovery –

2.1 FY29 Fare revenue lower than the FY19 peak \$106M even it's assumed 100% recovered (Andrew to update the formulas)

2.2 Exam the pace of recovery assumptions (current assumptions on recovery pace seems too fast/optimistic)

3. Operating Grants – Should it be included and how the is the number derived?

Expense –

4. Understand what drives the following expense growth in the scenarios of PCEP, DTX 4, and DTX 6:

Utility

Facility Maintenance

TASI contracts (breaking down crewing costs by weekdays and weekends)

How # of TPD is converted by Trainsets and TPD/Trainsets and vice-versa

of Crewsets by Diesel and Electric (DTX 4 has 3 more crewsets and DTX 6 has 10 more crewsets than no DTX)

of Trainsets by Diesel and Electric (DTX 4 has 1 more diesel trainset and DTX 6 has 5 more diesel trainsets than no DTX)

5. Per Unit Fuel calculations – why does it increase almost 3x in FY25

6. Understand how FY24 Performance and Contractor Admin were modeled (\$5M and \$9M hard coded)

7. Discuss how expense line items were determined to have/not have additional DTX Facilities/Track Multiplier and/or Underground Service Multiplier

8. Tunnel Maintenance and additional support don't seem to be factored in the Expense Detail tab

9. Overall expense trend –

1. DTX 4 - Why 10% Crewsets increase in FY35 for DTX 4? It drove Rail Op Service expense up by extra 4% from FY35 and forward (Andrew to update the formulas)

2. DTX 4 – Why Diesel TPD goes up by 5 when DTX opens in FY31 vs DTX 6 has Diesel TPD only go up by 1 in FY31 (compared to PCEP)? It drove up Fuel cost for DTX 4

3. For Utility, what should be used for DTX underground service multiplier? DTX 4 used Station Increase % vs DTX 6 used Track Length Increase %

10. Add summary of assumptions by the 3 scenarios and exam each of them and assess the impact

11. Add overall operating cost per TPD by scenario

12. Consider additional cost for spare infrastructures (one time and can be material)

Questions	Definition	Source/Basis/HP Notes
Fare Revenue Peak	Growth Variables	
	Fare increase	
	Ridership Increases (PCEP)	
	Ridership Increases (PCEP + DTX4)	
	Ridership Increases (PCEP + DTX6)	
	<i>Ridership Increases (Reference)</i>	
	5 TPH (Existing)	
	6 TPH (Electrification)	
	6 TPH (Electrification + DTX) - Low	
	6 TPH (Electrification + DTX) - Medium	
	6 TPH (Electrification + DTX) - High	
	Farebox Revenue	
	COVID Pandemic Recovery Adjustment	
	<i>Fare Revenue (PCEP)</i>	
	<i>Fare Revenue (PCEP + DTX4)</i>	
	<i>Fare Revenue (PCEP + DTX6)</i>	
	Parking Revenue	
	Parking Revenue as % Farebox Revenue	Fiscal cliff
	PCEP	Fiscal cliff
	PCEP + DTX4	
	PCEP + DTX6	Already included
	Rental Income	
	Assumes no increases due to development, etc	
	Baseline	Fiscal cliff
	Growth	Fiscal cliff
	PCEP	
	PCEP + DTX4	

PCEP + DTX6

Other Income

Baseline

Fiscal cliff

Growth

Fiscal cliff

PCEP

PCEP + DTX4

PCEP + DTX6

AB434 Peninsula & TA Shuttle Funding

Baseline

Operating Grants

Baseline

JPB Member Agencies

No more

CARES ACT Fund

No more

Measure RR

Baseline

Assumes no increase to
capital over \$25 million

Fiscal cliff

Growth

Assume eventual recovery

3.5% starting in FY29

Result

ARPA

No more

Check

PCEP TOTAL (REVENUE)

PCEP + DTX4 TOTAL (REVENUE)

PCEP + DTX6 TOTAL (REVENUE)

Link

FY17	FY18	FY19	FY20	FY21	FY22
		106,000,000			

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxYoVwBLG-KLWagq54ufiyJmyKgbQ?e=ZuTg0C>

https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxYoVwBLG-KLWagq54ufiyJmyKgbQ?e=ZuTg0C	62100	63620	65140	66660	68180	69700
		2.4%	2.4%	2.3%	2.3%	2.2%
						85000
						25%

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxYoVwBLG-KLWagq54ufiyJmyKgbQ?e=ZuTg0C>

PCEP RS Begins

FY23	FY24	FY25	FY26	FY27	FY28	FY29
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2.3%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
2.3%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
2.3%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%

87585.71429	90171.42857	92757.14286	95342.85714	97928.57143	100514.2857	103100
3.0%	3.0%	2.9%	2.8%	2.7%	2.6%	2.6%
						124900
						24.3%
						128900
						28.2%

45%	55%	60%	65%	70%	75%
\$ 47,700,000	\$ 58,300,000	\$ 63,600,000	\$ 68,900,000	\$ 74,200,000	\$ 79,500,000
\$ 47,700,000	\$ 58,300,000	\$ 63,600,000	\$ 68,900,000	\$ 74,200,000	\$ 79,500,000
\$ 47,700,000	\$ 58,300,000	\$ 63,600,000	\$ 68,900,000	\$ 74,200,000	\$ 79,500,000

4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
\$ 1,945,808	\$ 2,378,210	\$ 2,594,410	\$ 2,810,611	\$ 3,026,812	\$ 3,243,013
\$ 1,945,808	\$ 2,378,210	\$ 2,594,410	\$ 2,810,611	\$ 3,026,812	\$ 3,243,013
\$ 1,945,808	\$ 2,378,210	\$ 2,594,410	\$ 2,810,611	\$ 3,026,812	\$ 3,243,013

\$ 935,357	\$ 958,741	\$ 982,709	\$ 1,007,277	\$ 1,032,459	\$ 1,058,271	\$ 1,084,727
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
\$ 935,357	\$ 982,709	\$ 1,007,277	\$ 1,032,459	\$ 1,058,271	\$ 1,084,727	\$ 1,084,727
\$ 935,357	\$ 982,709	\$ 1,007,277	\$ 1,032,459	\$ 1,058,271	\$ 1,084,727	\$ 1,084,727

\$	935,357	\$	982,709	\$	1,007,277	\$	1,032,459	\$	1,058,271	\$	1,084,727
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\$	1,676,319	\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016
		2.5%		2.5%		2.5%		2.5%		2.5%		2.5%	
\$		\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016
\$		\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016
\$		\$	1,718,227	\$	1,761,183	\$	1,805,212	\$	1,850,343	\$	1,896,601	\$	1,944,016

40,000	40,000	40,000	40,000	40,000	40,000	40,000
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6,488,161	6,488,161	6,488,161	6,488,161	6,488,161	6,488,161	6,488,161
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99,002,208	92,436,713	95,397,393	98,601,611	102,309,659	105,890,497
					3.5%

99,002,208	92,436,713	95,397,393	98,601,611	102,309,659	105,890,497
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168,885,546	178,935,578	192,997,257	201,787,988	211,084,307	220,198,573
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\$	157,829,761	\$	162,386,976	\$	170,932,454	\$	179,723,185	\$	189,019,504	\$	198,190,415
\$	157,829,761	\$	162,386,976	\$	170,932,454	\$	179,723,185	\$	189,019,504	\$	198,190,415
\$	157,829,761	\$	162,386,976	\$	170,932,454	\$	179,723,185	\$	189,019,504	\$	198,190,415

DTX Opens

FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37
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		5.0%				5.0%		
2.8%	2.8%	2.8%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
2.8%	2.8%	20.6%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
2.8%	2.8%	24.3%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%

130600	132300	134000	135700					
1.3%	1.3%	1.3%	1.3%					
			137600	139614.2857	141628.5714	143642.8571	145657.1429	
			3%	1.5%	1.4%	1.4%	1.4%	1.4%

80%	90%	100%	100%	100%	100%	100%	100%	100%
\$ 84,800,000	\$ 100,170,000	\$ 111,300,000	\$ 112,817,514	\$ 114,355,719	\$ 121,710,641	\$ 123,370,099	\$ 125,052,182	
\$ 84,800,000	\$ 100,170,000	\$ 124,856,036	\$ 126,558,380	\$ 128,283,934	\$ 136,534,665	\$ 138,396,240	\$ 140,283,197	
\$ 84,800,000	\$ 100,170,000	\$ 128,752,491	\$ 130,507,960	\$ 132,287,365	\$ 140,795,581	\$ 142,715,252	\$ 144,661,096	

4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
\$ 3,459,214	\$ 4,086,196	\$ 4,540,218	\$ 4,602,122	\$ 4,664,869	\$ 4,964,895	\$ 5,032,589	\$ 5,101,206	
\$ 3,459,214	\$ 4,086,196	\$ 5,093,204	\$ 5,162,647	\$ 5,233,037	\$ 5,569,606	\$ 5,645,545	\$ 5,722,519	
\$ 3,459,214	\$ 4,086,196	\$ 5,252,151	\$ 5,323,761	\$ 5,396,348	\$ 5,743,420	\$ 5,821,728	\$ 5,901,105	

\$ 1,111,846	\$ 1,139,642	\$ 1,168,133	\$ 1,197,336	\$ 1,227,269	\$ 1,257,951	\$ 1,289,400	\$ 1,321,635	
2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
\$ 1,111,846	\$ 1,139,642	\$ 1,168,133	\$ 1,197,336	\$ 1,227,269	\$ 1,257,951	\$ 1,289,400	\$ 1,321,635	
\$ 1,111,846	\$ 1,139,642	\$ 1,168,133	\$ 1,197,336	\$ 1,227,269	\$ 1,257,951	\$ 1,289,400	\$ 1,321,635	

\$	1,111,846	\$	1,139,642	\$	1,168,133	\$	1,197,336	\$	1,227,269	\$	1,257,951	\$	1,289,400	\$	1,321,635
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
	2.5%		2.5%		2.5%		2.5%		2.5%		2.5%		2.5%		2.5%
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
\$	1,992,617	\$	2,042,432	\$	2,093,493	\$	2,145,830	\$	2,199,476	\$	2,254,463	\$	2,310,824	\$	2,368,595
	40,000		40,000		40,000		40,000		40,000		40,000		40,000		40,000
	6,488,161		6,488,161		6,488,161		6,488,161		6,488,161		6,488,161		6,488,161		6,488,161
	109,596,664		113,432,548		117,402,687		121,511,781		125,764,693		130,166,458		134,722,284		139,437,563
	3.5%		3.5%		3.5%		3.5%		3.5%		3.5%		3.5%		3.5%
	109,596,664		113,432,548		117,402,687		121,511,781		125,764,693		130,166,458		134,722,284		139,437,563
	229,446,557		249,432,960		256,100,649		262,965,420		270,033,467		282,485,632		290,083,109		297,905,752
\$	207,488,501	\$	227,398,979	\$	243,032,691	\$	248,802,744	\$	254,740,187	\$	266,882,569	\$	273,253,357	\$	279,809,342
\$	207,488,501	\$	227,398,979	\$	257,141,714	\$	263,104,135	\$	269,236,570	\$	282,311,304	\$	288,892,454	\$	295,661,670
\$	207,488,501	\$	227,398,979	\$	261,197,115	\$	267,214,829	\$	273,403,312	\$	286,746,034	\$	293,387,649	\$	300,218,155

FY38	FY39	FY40	FY41	FY42
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		5.0%			
1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
1.4%	1.4%	1.4%	1.4%	1.4%	1.4%

147671.4286	149685.7143	151700
1.4%	1.4%	1.3%

100%	100%	100%	100%	100%
\$ 126,757,200	\$ 134,909,738	\$ 136,749,158	\$ 138,613,658	\$ 140,503,579
\$ 142,195,881	\$ 151,341,376	\$ 153,404,832	\$ 155,496,423	\$ 157,616,531
\$ 146,633,470	\$ 156,064,374	\$ 158,192,226	\$ 160,349,090	\$ 162,535,361

4.1%	4.1%	4.1%	4.1%	4.1%
\$ 5,170,758	\$ 5,503,321	\$ 5,578,356	\$ 5,654,414	\$ 5,731,509
\$ 5,800,542	\$ 6,173,611	\$ 6,257,784	\$ 6,343,106	\$ 6,429,591
\$ 5,981,563	\$ 6,366,274	\$ 6,453,075	\$ 6,541,059	\$ 6,630,243

\$ 1,354,676	\$ 1,388,543	\$ 1,423,256	\$ 1,458,838	\$ 1,495,309
2.5%	2.5%	2.5%	2.5%	2.5%
\$ 1,354,676	\$ 1,388,543	\$ 1,423,256	\$ 1,458,838	\$ 1,495,309
\$ 1,354,676	\$ 1,388,543	\$ 1,423,256	\$ 1,458,838	\$ 1,495,309

\$	1,354,676	\$	1,388,543	\$	1,423,256	\$	1,458,838	\$	1,495,309
----	-----------	----	-----------	----	-----------	----	-----------	----	-----------

\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848
	2.5%		2.5%		2.5%		2.5%		2.5%
\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848
\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848
\$	2,427,810	\$	2,488,505	\$	2,550,718	\$	2,614,486	\$	2,679,848

40,000	40,000	40,000	40,000	40,000
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6,488,161	6,488,161	6,488,161	6,488,161	6,488,161
-----------	-----------	-----------	-----------	-----------

144,317,878	149,369,004	154,596,919	160,007,811	165,608,085
3.5%	3.5%	3.5%	3.5%	3.5%
144,317,878	149,369,004	154,596,919	160,007,811	165,608,085

305,960,647	320,075,755	328,733,775	337,649,071	346,829,760	4,951,591,807
-------------	-------------	-------------	-------------	-------------	---------------

\$	286,556,483	\$	300,187,272	\$	307,426,568	\$	314,877,367	\$	322,546,489	4,591,084,842
\$	302,624,948	\$	317,289,199	\$	324,761,671	\$	332,448,824	\$	340,357,524	4,766,799,785
\$	307,243,558	\$	322,204,861	\$	329,744,354	\$	337,499,444	\$	345,477,006	4,817,306,090

General

Post-Pandemic Volume Recovery

FY24	FY25	FY26	FY27
	45%	55%	60%

Operating Scenarios *Baseline*

	Unit	Source
Trains per Day (Weekday)	104 TPD	Fiscal Cliff (TASI tab)
EMU	0 TPD	
Diesel	104 TPD	
Trains per Day (Weekend)	32 TPD	Fiscal Cliff (TASI tab)
EMU	TPD	
Diesel	TPD	
Trainsets	28 trainsets	
EMU	0 trainsets	
Diesel	28 trainsets	
Crewsets	62 crewsets	
Track Length	54	
Stations	31	
		584.00

Electrification

Trains per Day (Weekday)	116 TPD	Fiscal Cliff (TASI tab)
EMU	92 TPD	ASSUMPTION
Diesel	24 TPD	ASSUMPTION
Trains per Day (Weekend)	68 TPD	
EMU	TPD	
Diesel	TPD	
Trainsets	28 trainsets	
EMU	19 trainsets	ASSUMPTION
Diesel	9 trainsets	
Crewsets	69 crewsets	
Overtime Multiplier	2	
FY25 Weekend Service Increase Multiplier	1.09	0.23
Track Length	54	

Baseline (FY25 Projection)	\$ 13,690,077	Fiscal Cliff (TASI tab)
Stations	31	

DTX 4

Trains per Day (Weekday)	116 TPD	Operations & Maintenance Cost Plan
EMU	92 TPD	Operations & Maintenance Cost Plan
Diesel	24 TPD	Operations & Maintenance Cost Plan
Trains per Day (Weekend)	68 TPD	Operations & Maintenance Cost Plan
EMU	TPD	Operations & Maintenance Cost Plan

Diesel		TPD
Trainsets	28	trainsets
EMU	19	trainsets
Diesel	9	trainsets
Crewsets	76	crewsets

Operations & Maintenance Cost Plan

19
0.86

DTX 5

Trains per Day (Weekday)	116	TPD
EMU	92	TPD
Diesel	24	TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trains per Day (Weekend)	68	TPD
EMU		TPD
Diesel		TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trainsets	31	trainsets
EMU	22	trainsets
Diesel	9	trainsets
Crewsets	77	crewsets

19
0.86

DTX 6

Trains per Day (Weekday)	116	TPD
EMU	92	TPD
Diesel	24	TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trains per Day (Weekend)	32	TPD
EMU	25	TPD
Diesel	7	TPD

Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan
Operations & Maintenance Cost Plan

Trainsets	33	trainsets
EMU	24	trainsets
Diesel	9	trainsets
Crewsets	79	crewsets

ASSUMPTION
ASSUMPTION

Post-Diesel (2034)

EMU Trainsets	33	trainsets
---------------	----	-----------

ASSUMPTION

Track Length	54
DTX Extension Length	1.6
Track Length Increase	3.0%

Subsurface/ Complexity Cost Increase	100%
--------------------------------------	------

ASSUMPTION

Stations	33
Station Increase	6%

New service -- tunnel maintenance	0%
Levels of service -- additional support staff, training needed	0%
TASI Performance Payment	

Embedded in subsurface/ track complexity multiplier

Embedded in subsurface/ track complexity multiplier

ASSUMPTION

Revenue

Farebox Revenue

Baseline (Maximum Farebox Revenue)	\$ 106,000,000	Dollars
Fare Increase (Every 4 Years)	5%	

Source

Parking Revenue

% Farebox Revenue	4.1%	
-------------------	------	--

Source

Fiscal cliff (average 2007-2020 actuals)

Rental Revenue

Baseline (FY23 Budget)	\$ 935,357	Dollars
Annual Growth	2.5%	

Fiscal cliff

Fiscal cliff

Other Revenue

Baseline (FY23 Budget)	\$ 1,676,319	Dollars
Annual Growth	2.5%	

Fiscal cliff

Fiscal cliff

Expense

Expense Contingency	5%	
---------------------	----	--

Operator Expense

Baseline (FY23 Budget)	\$ 98,257,758	Dollars
Annual Growth	4.6%	

Fiscal cliff

Fiscal Cliff (TASI tab)

Security Services

Baseline (No DTX) (FY24)	\$ 8,332,150	
Annual Growth	5%	

Fiscal cliff

Fiscal cliff

Shuttle Services

Baseline (No DTX) (FY24)	\$ 125,248	
Annual Growth	3%	

Fiscal cliff

Fiscal cliff

Fuel and Lubricants

Baseline (No DTX) (FY24)	\$ 19,293,155	
Annual Growth	5%	

Fiscal cliff

Fiscal cliff

Timetables and Tickets

Baseline (No DTX) (FY24)	\$ 139,411	
Annual Growth	3%	

Fiscal cliff

Fiscal cliff

Insurance

Baseline (No DTX) (FY24)	\$ 10,229,703	
Annual Growth	10%	

Fiscal cliff

Fiscal cliff

Claims, Payments, and Reserves

Baseline (No DTX) (FY24)	\$ 1,452,000	
Annual Growth	4%	

Fiscal cliff

Fiscal cliff

Facilities and Equipment Maintenance

Baseline (No DTX) (FY24)	\$ 7,549,140	
Annual Growth	4%	

Fiscal cliff

Fiscal cliff

Utilities

Baseline (No DTX) (FY24)	\$ 2,722,304	Fiscal cliff
Annual Growth	4%	Fiscal cliff
Traction Electricity (FY25)	\$12,370,229	Fiscal cliff
Traction Electricity cost per Trainset (FY25)	\$651,065	Fiscal cliff
Increase from full electric fleet	35.70%	PCEP O&M plan
Increase from full electric fleet (\$)	\$ 971,862.53	
Increase from full electric fleet/trainset(\$)	\$ 29,450.38	

Maint & Services-Bldg & Other

Baseline (No DTX) (FY24)	\$ 1,824,264	Fiscal cliff
Annual Growth	4%	Fiscal cliff

Wages and Benefits

	FY24	FY25	FY26
Baseline (No DTX) (FY24)	\$ 18,854,994	\$ 20,740,493	\$ 21,777,518
Annual Growth	7.5%		Fiscal cliff

Managing Agency Admin OH Cost

Baseline (No DTX) (FY24)	\$ 3,921,998	Fiscal cliff
Annual Growth	10.0%	Fiscal cliff

Board of Directors

Baseline (No DTX) (FY24)	\$ 60,139	Fiscal cliff
Annual Growth	5.0%	Fiscal cliff

Professional Services

Baseline (No DTX) (FY24)	\$ 9,771,043	Fiscal cliff
Annual Growth	5.0%	Fiscal cliff
PCEP Support Baseline (FY25)	\$ 2,250,000	Fiscal cliff
PCEP Support Baseline (FY26)	\$ 3,000,000	Fiscal cliff
Annual Growth (DTX Bonus)	0%	Fiscal cliff

Communications and Marketing

Baseline (No DTX) (FY24)	\$ 423,917	Fiscal cliff
Annual Growth	5.0%	Fiscal cliff

Other Office Expenses and Services

Baseline (No DTX) (FY24)	\$ 2,833,996	Fiscal cliff
Annual Growth	4.0%	Fiscal cliff

Debt Service Expense

Baseline (No DTX) (FY28)	\$ 3,472,500	Fiscal cliff
Annual Growth	0.0%	Fiscal cliff

FY28	FY29	FY30	FY31	FY32	FY33
70%	75%	80%	90%	100%	100%

Link

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

<https://www.caltrain.com/about-caltrain/statistics-reports/commute-fleets>

716.00 123%

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

<https://www.caltrain.com/media/21596/>

TPD Increase per Week (PCEP)	Weekend TPD Increase per week (PCEP)	% Increase TPD from Weekend (PCEP)
132.00	72.00	55%

<https://hntb.sharepoint.com/:x:/s/Caltrain%20DTX%20Collaboration%20Site/EQFuqonNkVIKrHvrPUxY>

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)
[2022-07-15-RPT-DTX-OMPlan-RevC.pdf](#)

3.83 TPD/trainsets
2.67 TPD/trainsets

FY34	FY35	FY36	FY37	FY38	FY39
100%	100%	100%	100%	100%	100%

[/oVwBLG-KLWagg54ufiyJmyKgbQ?e=ZuTg0C](#)

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FY40	FY41	FY42
100%	100%	100%

Calculations of various values based off of the 20-Year Cash Flow workbook

Maintenance Costs	\$ Year	YOE	
		2016	2020
Diesel Fleet Maintenance		2016	2022
EMU		2016	2022

Base Year
 Escalation Rate
 Escalation Year
 Escalation Multiplier

Diesel Costs	\$ Year	YOE	
Diesel (\$)		2016	2020 \$ 14,030,503
Diesel (\$)		2016	2022 \$ 3,581,647

Source: 20-Year Cash Flo

Base Year
 Escalation Rate
 Escalation Year
 FY24 Escalation Multiplier
 Escalation Year
 FY25 Escalation Multiplier

Electricity Costs	\$ Year	YOE	
Electricity (\$)		2016	2022 \$ 7,159,183
Electricity (\$)		2016	2031 \$ 8,976,943

Source: 20-Year Cash Flo

Source:

1.1 20-Year Cash Flow Calculations 11 29 16 v4 SEG.xlsm <https://hntb.sharep>

		Runs
\$	20,261,916	92.00
\$	7,764,615	24.00
\$	12,065,000	90.00
		114.00
		2016
		4.6%
		2024
		1.43

Runs	Trainsets		\$/Run	
92		28.00	\$	152,505
24		9.00	\$	149,235
»w Sources & Uses tab	Average		\$	150,870
				2016
				5.0%
				2024
				1.48
				2025
				1.55

Reference Values to set above Diesel Calculations to same year values (2016)	
Desired Base Year	2016
	5.0%
YOE Year	2020
Discount multiplier	1.22

Runs	Trainsets		\$/Run	
90		19	\$	79,546
114		24	\$	78,745
»w Sources & Uses tab			\$	79,146

Reference Values to set above Diesel Calculations to same year values (2016)	
Desired Base Year	2016
	5.0%
YOE Year	2022
Discount multiplier	1.34

Trainsets		\$/Run		\$/Trainset		FY24 Escalation
	28.00	\$	220,238	\$	723,640	\$ 1,036,993
	9.00	\$	323,526	\$	862,735	\$ 1,236,320
	19.00	\$	134,056	\$	635,000	\$ 909,970
					74%	

\$/Trainset		FY24 Escalation		FY25 Escalation
\$	501,089	\$	225,320	\$ 236,586
\$	397,961	\$	220,489	\$ 231,513
*By Run preferred		\$	222,904	\$ 234,049

*FY24\$ Per Train Run Diesel cost value

	2022		FY24 Escalation		FY25 Escalation
	1.34				
\$/Trainset					
\$	376,799.08	\$	117,526.37	\$	123,402.69
\$	374,039.30	\$	116,342.40	\$	122,159.52
*By Run preferred		\$	116,934.38	\$	122,781.10

*FY24\$ Per Train Run Traction Electricity cost value

	2031
	2.08

[E0-2A86-47C1-A6AC-6B3D31CD9304%7D&file=1.1%2020-Year%20Cash%20Flow%20Calculations%2011%202020](#)

[2016v4SEG.xlsm&action=default&mobileredirect=true](#)

Assumptions Validation

Revenue

Assumption	Consequences/Recommendatio
upon Fiscal Cliff through FY28, then assumes return to pre-covid levels in FY29. For PCEP and DTX, based on Weekday	What are the correct assumptions for ridership growth? -For COVID recovery -For PCEP -For DTX
1 Crowding Constrained Ridership Ridership growth is not constrained (nor is the STOPS	For DTX+4 (4 TPH to STC) accommodate anticipated ridership levels?
2 model). Ridership recovery is estimated as a % of all-time-high annual	For pandemic recovery, do we want to use pre-pandemic peak as the basis?
3 revenue (\$106M)	Also, is percentage level the right approach?
4 Parking revenue is estimated as	Is this accurate?
5 Shuttle revenue and operating grants are estimated as	Is this accurate?

Expense

1 Spares are not included in cost estimates.	Should spare maintenance be calculated as a % o HNTB SME indicated underground doubles cost o
2 Assumed multiplier of 2.0 for Confirm expense assumptions including: trainsets by type,	
3 crewsets, number of trainsets	Expense assumptions detailed in variable inputs; validate their use.
4 Confirm presumed growth rate	Growth rates detailed in variable inputs; validate
5 Confirm multiplation factors for new/expanded service	Factors detailed in expense detail; validate their use.
6 Flat debt service payment carried	How long does debt service continue? Does it
7 Fuel costs and electricity costs are based on train runs per day	Not based on number of train sets or number of actual trains

Review the below matrix to determine which growth factors should apply to each expense line item.

Table 1: Cost Driver Matrix

Cost Driver Matrix	Annual Growth (General)	Total Trainsets (% Increase)	Crewsets (% Increase)	Track Length (% Increase)	Subsurface/Track Multiplier (2X)	Stations (% Increase)
Rail Operator Service						
Traincrew, Supervisors & expenses						
OPS & Dispatch Mgt						
Admin, Safety, Finance						
Rolling stock maintenance	X					
Diesel stock maintenance per trainset				X		
Diesel stock maintenance						
EMU stock maintenance per trainset						
EMU stock maintenance						
Track maintenance						
OCS/TPS maintenance						
Station mtce						
Performance		X				
Contractor Admin						
New service -- tunnel maintenance						
Levels of service -- additional support staff, t						
TASI Performance Payment						
Security Services	X			X		X
Shuttle Services	X					
Fuel and Lubricants	X					
Timetables and Tickets	X					X
Insurance	X			X		X
Claims, Payments, and Reserves	X			X		X
Facilities and Equipment Maintenance	X					X
Utilities						
Baseline	X			X		X
Traction Electricity Cost	X			X		
Maint & Services-Bldg & Other	X					
Wages and Benefits	X		X	X		X
Managing Agency Admin OH Cost	X					
Board of Directors	X					
Professional Services	X					
Communications and Marketing	X					X
Other Office Expenses and Services	X			X		X
Debt Service Expense						

	Variable Explained	PCEP RS Begins		
		FY24	FY25	FY26
Farebox Revenue				
Baseline	Fiscal cliff	58,300,000	74,200,000	84,800,000
Growth	Fare increases every four years			
	How much additional revenue due to DTX?			
Levels of Service/Ridership Result	Combo of increased ridership/new zone	58,300,000	74,200,000	84,800,000
Parking Revenue				
Baseline	Fiscal cliff	2,378,210	3,026,812	3,459,214
PCEP Bump	Already included			
DTX Bump?	No?			
Growth	Fiscal cliff			
Result		2,378,210	3,026,812	3,459,214
Shuttles				
	No revenue			
	Assumes no increases due to development, etc			
Rental Income				
Baseline	Fiscal cliff	958,741	982,709	1,007,277
Growth	Fiscal cliff			
Result		958,741	982,709	1,007,277
Other Income				
Baseline	Fiscal cliff	1,718,227	1,761,183	1,805,212
Growth	Fiscal cliff			
Gap Filler				
Result		1,718,227	1,761,183	1,805,212
AB434 Peninsula & TA Shuttle Funding				
Baseline		40,000	40,000	40,000
Operating Grants				
	Should these be included?			
Baseline		6,488,161	6,488,161	6,488,161
JPB Member Agencies CARES ACT Fund				
	No more			
	No more			
Measure RR				

Baseline	Fiscal cliff; assumes no increase to capitol over \$25 million	100,586,000	93,917,720	96,296,074
Growth Result	Assume eventual recovery	100,586,000	93,917,720	96,296,074
ARPA	No more			

98,721,996	101,196,436	104,738,311	108,404,152	112,198,297	116,125,238
		3.5%	3.5%	3.5%	3.5%
98,721,996	101,196,436	104,738,311	108,404,152	112,198,297	116,125,238

120,189,621	124,396,258	128,750,127	133,256,381	137,920,355	142,747,567	147,743,732
3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
120,189,621	124,396,258	128,750,127	133,256,381	137,920,355	142,747,567	147,743,732

FY40	FY41	FY42
------	------	------

131,473,125 131,473,125 131,473,125

131,473,125 131,473,125 131,473,125

6,302,875 6,561,293 6,830,306

4.1% 4.1% 4.1%
6,302,875 6,561,293 6,830,306

1,423,256 1,458,838 1,495,309
2.5% 2.5% 2.5%
1,423,256 1,458,838 1,495,309

2,550,718 2,614,486 2,679,848
2.5% 2.5% 2.5%

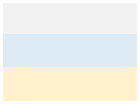
2,550,718 2,614,486 2,679,848

40,000 40,000 40,000

6,488,161 6,488,161 6,488,161

152,914,762	158,266,779	163,806,116
-------------	-------------	-------------

3.5%	3.5%	3.5%
152,914,762	158,266,779	163,806,116



Input from another cell
Calculated
Inputs

Acronym	Full Term	Notes
CAHSR	California High-Speed Rail	
DTX	Downtown Extension Tunnel	Terminating service at Salesforce Transit Center
EMU	Electric Multiple Unit	Caltrain's new electric train cars
IBF	Intercity Bus Facility	
NTD	National Transit Database	
OCS	Overhead Contact System	
PCEP	Peninsula Corridor Electrification Project	
TJPA	Transbay Joint Powers Authority	
TPH	Trains per Hour	Service Level
TPS	Traction Power Supply	

From: [Sarah Nabong](#)
To: [Dorian Lemarchand; Board \(@caltrain.com\)](#)
Subject: RE: Comments about electric train schedule
Date: Tuesday, October 24, 2023 1:03:34 PM
Attachments: [image001.png](#)

Dear Dorian Lemarchand,

Your email to the Caltrain Board of Directors has been forwarded to me for response. They will receive a copy of this email.

Thank you for sharing your thoughts and ideas for Caltrain's future electrified service. We appreciate your feedback! We will be considering it along with the other public input Caltrain receives this fall to develop the final electrified service plan for both weekdays and weekends by the end of this year.

Once more, we appreciate your comments.

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Dorian Lemarchand <gamerdgl@gmail.com>
Sent: Sunday, September 24, 2023 11:30 AM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Comments about electric train schedule

You don't often get email from gamerdgl@gmail.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

Please abolish the express A and turn it into another run of the express B! It will provide continuous 15 minute service throughout santa clara county up to redwood city, a vast improvement!! The faster service is nice, but marginal when considering the existing waiting times. We need more frequent (15 minute) service.

Thanks,
Dorian

From: [Sarah Nabong](#)
To: [Doc Sportello](#); [Board \(@caltrain.com\)](#)
Subject: RE: Feedback on electrified Caltrain service
Date: Tuesday, October 24, 2023 1:06:37 PM
Attachments: [image001.png](#)

Dear Doc Sportello,

Your email to the Caltrain Board of Directors has been forwarded to me for response. They will receive a copy of this email.

Thank you for sharing your thoughts and ideas for Caltrain's future electrified service. We appreciate your feedback! We will be considering it along with the other public input Caltrain receives this fall to develop the final electrified service plan for both weekdays and weekends by the end of this year.

Once more, we appreciate your comments.

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Doc Sportello <novicedetective@gmail.com>
Sent: Saturday, September 23, 2023 8:55 AM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Feedback on electrified Caltrain service

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I urge you to adopt the international regional rail best practice of frequent, all-day and weekend service! I also urge you to schedule integration with BART!

Weekend service should be the same as other off-peak service, and shouldn't stay at the inconvenient hourly level.

Even if Caltrain does not have the budget next year, it would make a lot of sense to create a "world class schedule goal" of all-day, all-week frequent service that could be funded with a regional ballot measure or state sources, or with local sources if ridership and fare revenue improves.

Thank you!

Todd Snyder
San Francisco, CA 94115

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Tuesday, October 24, 2023 4:00 PM
To: Board (@caltrain.com)
Subject: Notice of Geotechnical Work along Diridon 11/3 - 11/17

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Notice of Geotechnical Work along Diridon 11/3 - 11/17

What

- Contractors will be conducting geotechnical explorations around the future Diridon Station to help prepare for VTA's BART Silicon Valley Phase II Project.

Where

- The work will take place along W Santa Clara St. between White St and Barack Obama Blvd.



When*

- Work will be conducted as early as Fri Nov 3 – Thurs Nov. 17
- General working hours will be 9:00AM-3:00 PM.

** Please note that timelines for construction activity have some inherent uncertainty and may change depending on field conditions and/or inclement weather.*

What To Expect

- The work activity will be conducted with Cone Penetrometer Testing rig, which is self-contained within a panel truck.
- This work activity does not typically generate dust.
- The bus stop located between Cahill St and S. Montgomery St will be temporarily relocated to W. Santa Clara St and Delmas.

Why

This work is necessary to help prepare for VTA's BART Silicon Valley Phase II Project.

Have a question for us about Phase II?

Visit www.vta.org/bart or email us vtabart@vtabsv.com



Forward



Share



Share

VTA BART Phase II

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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From: [Sarah Nabong](#)
To: [Shakthi Kumaran Ramasamy](#); [Board \(@caltrain.com\)](#)
Subject: RE: Urgent Concern Regarding Unprofessional Conduct on Train L3 #313 Northbound on 09/21/2023
Date: Thursday, October 26, 2023 7:54:48 AM
Attachments: [image001.png](#)

Dear Shakthi,

I appreciate your follow up and thank you for sharing your concerns. I provided your feedback to the necessary parties and again assure you that the proper steps were taken with this employee to ensure this type of fare handling will not happen again. Caltrain truly regrets you and your partner were left with such a negative impression of our service. Although we cannot discuss personnel matters as they are dealt with confidentially, please know we take all complaints seriously.

We appreciate your follow up and look forward to providing a more positive experiences and improved customer service interactions!

Regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Shakthi Kumaran Ramasamy <shakthi@stanford.edu>

Sent: Thursday, October 26, 2023 7:47 AM

To: Sarah Nabong <nabongs@samtrans.com>; Board (@caltrain.com)

<BoardCaltrain@samtrans.com>

Subject: Re: Urgent Concern Regarding Unprofessional Conduct on Train L3 #313 Northbound on 09/21/2023

Importance: High

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Dear Sarah,

Thank you for your response. I appreciate Caltrain's commitment to addressing issues of discrimination and am grateful for the provision of the Title VI Discrimination Complaint Form.

However, I would like to re-emphasize my concern regarding the **aggressive behavior** exhibited by the conductors, which was a significant part of the distressing experience my partner and I encountered. I intend to understand if there are any measures being taken to address and rectify such behavioral issues to ensure a safe and respectful environment for all Caltrain passengers.

I am looking forward to hearing about any steps Caltrain is taking or plans to take to address this aspect of my complaint. Thank you once again for your attention to this matter, and I hope we can work together to improve the Caltrain riding experience for everyone.

Sincerely,
Shakthi

From: Sarah Nabong <nabongs@samtrans.com>

Date: Friday, October 20, 2023 at 11:12 AM

To: Shakthi Kumaran Ramasamy <shakthi@stanford.edu>, Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Subject: RE: Urgent Concern Regarding Unprofessional Conduct on Train L3 #313 Northbound on 09/21/2023

Deare Shakthi Ramasamy,

Your email to the Caltrain Board of Directors has been forwarded to me for response. They will receive a copy of this email.

Thank you for contacting Caltrain, though we regret to hear it was due to issues with our service. We sincerely apologize for the poor experience. Know that your report concerning this conductor you encountered while taking Train 313 was forwarded to the proper parties for review. This includes our Claims Administrator and our Title VI Officer, as you noted you felt this conductor's actions were discriminatory.

Rest assured, Caltrain will take the necessary steps to ensure we continue to provide our riders with safe, reliable service without regards to race, nationality, or color. However, in addition to your report, our Title VI Officer instructed that you also be provided a Title VI Discrimination Complaint Form. You can find information about Title VI and the complaint form here: <https://www.caltrain.com/rider-information/title-vi>.

Again, we apologize for the trouble, and we thank you for taking the time to reach out to us about this issue. We look forward to providing you with a better transit experience going forward.

Kind regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Shakthi Kumaran Ramasamy <shakthi@stanford.edu>

Sent: Friday, September 22, 2023 4:09 PM

To: Board (@caltrain.com) <board@caltrain.com>

Subject: Urgent Concern Regarding Unprofessional Conduct on Train L3 #313 Northbound on 09/21/2023

Importance: High

You don't often get email from shakthi@stanford.edu. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Board of Directors of Caltrain,

I am writing to bring to your attention a deeply distressing incident we experienced on September 21, 2023, aboard the L3 #313 Northbound train, which stopped at Palo Alto at 6:54 PM. As a regular and loyal Caltrain rider, I never anticipated facing such a situation on one of your trains.

Yesterday evening, my partner visited me at work from SF and tagged on her clipper card at the San Francisco 4th and King Street Caltrain station. She is not a regular Caltrain rider and forgot to tag off at the Palo Alto Caltrain station immediately upon disembarking. Later, when we returned to the Palo Alto Caltrain station, she first tagged off on the Southbound platform for the previous ride and then tagged on again on the Northbound platform for our return journey. However, there was an error with the tagging machine on the Northbound platform she used, and when checked by the onboard conductors, her card showed it was not tagged on, despite having a sufficient balance.

Both of us were confronted and threatened by conductors Kathleen and Michael, who insisted that we disembark the train. Kathleen not only threatened to call the police on us but, after we complied and disembarked, she waved goodbye and took off, leaving us stranded in the cold at Belmont station, waiting for the next Caltrain. Due to this prolonged exposure to the cold, my partner fell ill last night. This aggressive and discriminatory behavior is deeply concerning and suggests a potential lapse in the training or oversight of Caltrain staff. I can provide evidence to confirm that I had a valid train ticket and that I was unjustly forced off the train due to the inappropriate actions of your employees.

I urge the Board to treat this matter with the seriousness it deserves and to ensure that such incidents do not recur. Passengers should feel safe and respected when using Caltrain services, and the behavior we experienced is a stark deviation from the standards one would expect from a reputable transportation service.

I look forward to your prompt attention to this matter and hope for a thorough investigation and appropriate action.

Thank you.

Sincerely,
Shakthi