



Metro

Los Angeles County
Metropolitan Transportation Authority

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REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2015

SUBJECT: METROLINK REHABILITATION AND RENOVATION PROGRAM

ACTION: REINSTATE PROGRAMMING OF \$8,375,000 FOR FY 2014-15

RECOMMENDATION

- A. Authorize the Chief Executive Officer to reinstate \$8,375,000 in programming authority to increase the total FY 2014-15 Metrolink rehabilitation and renovation (R&R) program to \$16,375,000.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute all agreements necessary for this action.

ISSUE

Since 2011, Metro has programmed \$36 million in R&R funds to SCRRA which remain unbilled. Due to this apparent surplus of funds, as part of the FY 2014-15 budget process, Metro reduced funding for the Metrolink R&R program from \$16,375,000 to \$8,000,000. Metro reduced the R&R funding with the caveat that certain conditions be met by SCRRA for reinstatement of the funding. SCRRA has substantially met these conditions and has now asked that the funds be reinstated.

DISCUSSION

SCRRA receives funds annually from Metro and the other four member agencies for the Metrolink R&R program. These funds are used to keep the existing Metrolink commuter rail infrastructure in a state of good repair. This includes projects such as track, signal, bridges and culverts, rolling stock, facilities, and IT systems. These projects are located on rights-of-way owned by the member agencies plus system-wide projects with costs that are shared by all five member agencies.

SCRRA programs its R&R investments over a projected five year period and budgets against that longer term plan on an annual basis. In recent years there have been delays with SCRRA's ability to implement R&R projects in a timely manner. Some of the delays have been a result of their agency deferring major decisions on rolling stock rehabilitation until there is an overall fleet management strategy. Delays for signal rehabilitation have been delayed due to the need for the signal department to meet the

Federal mandate to implement Positive Train Control (PTC) by December 2015. These delays required Metro staff to return to the board to request extension of R&R funds which would have otherwise lapsed. There have also been concerns about SCRRA's overall financial management system and their ability to track their expenses.

As part of the FY 2014-15 budget process Metro's **programming** contribution to the SCRRA R&R program budget was reduced from \$16.375M requested to \$8M. This 50% reduction in the R&R program reduced the overall investment in R&R, deferred spending on some Los Angeles County specific projects (see Attachment A) and in some cases the other member agencies left R&R funds on the table without a means to spend it.

Metro created an action plan of items for SCRRA to meet to reinstate confidence in the R&R program. Metro staff has met regularly with SCRRA for updates on these action items. Most of the action items have been completed; SCRRA has updated its financial system and is becoming more current on invoicing. Overall, SCRRA has made substantial progress towards meeting the action plan objectives, and has asked that the \$8.375M in R&R funds be reinstated.

ACTION PLAN ITEM	STATUS
Identify projects impacted by the programming reduction	Completed
Prepare cash flow forecast for the total FY 2014-15 budget of \$16,375,000 which includes reinstatement of the \$8,375,000 (See Attachment B)	Completed
Investigate potential L.A. County projects not started that can be swapped for projects that need funding	In Process
Future rehabilitation projects – forecast programming requirements and cash flow	Completed (FY 2015-16)
Metro MOU reconciliation	In Process/Completed 1/15
Provide plan for drawing down the \$36 million surplus in unspent prior year rehabilitation funds	In Process
Set up meeting between Metro and SCRRA CFO's	Completed (12/5/14)
Reconcile deferred revenue balance (\$12 million)	In Process
Conduct quarterly project and MOU reconciliation meetings	2 Completed/on-going

This action will program the additional \$8.375M for the R&R program. Once programmed, SCRRA will begin the process of developing projects such as seeking Federal grants, ordering materials, and establishing the work orders necessary to initiate R&R projects. The programming of these funds allows for multi-year R&R programs for locomotives and other equipment. The funds will be budgeted during the appropriate fiscal year, per the SCRRA R&R plan.

Metro reimburses for SCRRA for R&R on valid invoices as the work is completed.

DETERMINATION OF SAFETY IMPACT

Recommendation A will provide the short-term investment necessary for SCRRA to maintain the Metrolink commuter rail system in an overall state of good repair.

FINANCIAL IMPACT

There is no financial impact to the FY 2014-15 budget since this is a programming action only. Reinstatement of the \$8,375,000 will be funded with Measure R 3% funds in cost center 0444, Non-Department Regional Rail, project number 410064, commuter rail operations. Staff will budget funds in future years through the Metrolink Annual Work Program budget process.

ALTERNATIVES CONSIDERED

An alternative is to not reinstate the \$8,375,000 in rehabilitation and renovation programming funding. This is not recommended since SCRRA has demonstrated substantial progress towards completing the action items and there is a significant need for additional R&R budgeting in L.A. County.

NEXT STEPS

Staff will continue to conduct quarterly MOU reconciliation and R&R review meetings with SCRRA to monitor compliance with action plan requirements.

ATTACHMENTS

- A. Metrolink Rehab. Projects Deleted or Impacted by the Metro Budget Reduction
- B. LACMTA Programming and Estimated Billings by Fiscal Year

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METROLINK REHAB PROJECTS DELETED or IMPACTED BY THE METRO BUDGET REDUCTION
FY 2014-15

Project Title	REHABILITATION PROJECT DESCRIPTION	PROJECT JUSTIFICATION	Subdivision	Project Type	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCTC	UPRR
Pasadena Sub Grade Crossing Rehab	Pasadena Sub crossing rehab	Rehab 1 crossing on the Pasadena sub that was removed from budget in FY 2013-14.	Pasadena	Track	\$375,000	\$375,000					
Pasadena Sub Signal Rehab	Pasadena Sub signal rehab		Pasadena	Signal	\$100,000	\$100,000					
			Pasadena Total		\$475,000	\$475,000	\$0	\$0	\$0	\$0	\$0
San Gabriel Sub Communication System Rehab	Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CP's, or fiber/microwave end points (EMFI) or SG Mt. Tops sites. Repair any deficient comm. paths from SG Sub to TCOSS, MOC.	Fill in gaps or deficient communication coverage.	San Gabriel	Comm	\$237,500	\$142,500			\$95,000		
San Gabriel Signal Rehab	Rehab/replace worn grade crossing gate assemblies and predictors, add gate servers (5 crossings per year @ \$200K each location). Replace signal system back-up battery banks. Replace worn underground signal system cables. Replace worn Electrologic units and replace with VHL/C. Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab E11A with VHL/C = \$100,000 / location).	Track bed and ROW needs to be maintained to provide a base for ties and rail to sit on. Drainage must be properly conveyed away from tracks.	San Gabriel	Signal	\$2,000,000	\$1,200,000			\$800,000		
San Gabriel Sub ROW Maintenance	ROW grading, ditching and hydrology design.		San Gabriel	Structures	\$80,000	\$48,000			\$32,000		
San Gabriel Sub Track Rehab	Replace Rail - MT Curve 1 (MP 1.0- 1.5), Mariposa Sliding (MP 1.21- 1.26), Curve 7 (MP 2.45- 2.7), Curve 12 (4.05- 4.15), Curve 15 (6.0- 6.25), Curve 16 (MP 6.3- 6.4), Curve 23 (11.75- 11.95), Curve 22 (MP 30.72- 30.89 MTZ), Curve 56 (MP 55.07- 55.27), Curve 97 (MP 55.32- 55.40), Curve 98 (MP 55.48 - 55.68)	From Rail Scan of Rail Replacement Projections	San Gabriel	Track	\$883,065	\$529,839	\$0	\$0	\$353,226	\$0	\$0
			San Gabriel Total		\$3,200,565	\$1,970,339	\$0	\$0	\$1,280,226	\$0	\$0
Valley Sub Communication System Rehab	Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CP's, or fiber/microwave end points (CP Hood), or Valley Mt. Tops sites. Repair any deficient comm. paths from VI Sub to TCOSS/ MOC.	Fill in gaps or deficient communication coverage.	Valley	Comm	\$200,000	\$200,000					
Valley Sub Signal Rehab	Rehab worn and defective cables		Valley	Signal	\$100,000	\$100,000					
Valley Sub Bridge & Culvert Replacement Design & Construction	Construction of bridge replacements of (1) bridge on the Valley subdivision at 26-42-2) Design and construction of bridge replacements of (1) bridge on the Valley Sub at MP 48-21. (2) Replace (1) wooden culvert with reinforced concrete pipe at MP 54.93 and 54.77. The \$17K budget represents the amount removed from the approved budget due to the Metrolink funding reduction.	(1) Bridge was built in 1927 and is about 90 years old. This bridge is a rail top structure and does not have structural reinforcements nor is it designed for a seismic event. The design will proceed in Spring 2014 and be bid roughly in Winter 2014-2) Bridge was built in 1927. This bridge is a rail top structure and does not have structural reinforcements nor was it designed for a seismic event. (3) Wooden culverts were constructed in the 1880s to 1890s and are decaying.	Valley	Structures	\$417,046	\$417,046					

**METROLINK REHAB PROJECTS DELETED or IMPACTED BY THE METRO BUDGET REDUCTION
FY 2014-15**

Project Title	REHABILITATION PROJECT DESCRIPTION	PROJECT JUSTIFICATION	Subdivision	Project Type	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCIC	UPRR
Valley Sub ROW Maintenance	ROW grading, hydrology design.	Track bed and ROW needs to be maintained to provide a base for ties and rail to sit on. Drainage must be properly conveyed away from tracks.	Valley Valley Total	Structures	\$130,000 \$847,046	\$130,000 \$847,046	\$0	\$0	\$0	\$0	\$0
Ventura Sub (LA) Communication System Rehab	Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CP's, or microwave end points (Jurbank), or Ven/LA Mt. Top sites. Repair any deficient comm. paths from Ven/LA Sub to TCOSF, MOC. (LA Cty)	Fill in gaps or correct deficient communication coverage.	Ventura LA	Comm	\$187,000	\$187,000					
Ventura Sub (LA) Signal Rehab	Rehab worn and defective cables. Rehab/Replace crossing gates/sensors, predictors, batteries, other equip. etc. (8 crossings per year @ \$37,500 each) - (LA County)		Ventura LA	Signal	\$400,000	\$400,000					
Ventura Sub (LA) Bridge Repair - Design & Construction	Design & construction of replacement slabs for Bridge 461.65. The (\$112K) amount represents funds added to the approved budget.	Bridge inspection and rating identified this bridge to be in poor condition with low strength	Ventura LA	Structures	-\$112,483	-\$112,483					
Ventura Sub (LA) ROW Maintenance	Grading and ditching on the Ventura sub in LA county.	Track bed and ROW needs to be maintained to provide a base for ties and rail to sit on. Drainage must be properly conveyed away from tracks.	Ventura LA Ventura LA Total	Structures	\$174,104 \$648,621	\$174,104 \$648,621	\$0	\$0	\$0	\$0	\$0
River Sub Communication System Rehab	Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at crossings, key CP's, or fiber/microwave end points (MTA Bldg). Repair any deficient comm. paths from River Sub to TCOSF, MOC or relocated MOC to LAUS Core site.	Fill in gaps or correct deficient communication coverage.	river	Comm	\$200,000	\$95,000	\$39,600	\$22,200	\$28,800	\$14,400	
River Sub Cable Replacement	Rehab worn and defective cables		river	Signal	\$100,000	\$47,500	\$19,800	\$11,100	\$14,400	\$7,200	
River Sub ROW Maintenance	ROW grading.	Track bed and ROW needs to be maintained to provide a base for ties and rail to sit on. Drainage must be properly conveyed away from tracks.	river	Structures	\$76,976	\$36,564	\$15,241	\$8,544	\$11,085	\$5,542	
Ground Penetrating Radar	Ground Penetrating Radar Testing - River Sub. The (\$167K) amount represents funds added to the approved budget.		river	Track	-\$167,324	-\$79,479	-\$38,130	-\$18,573	-\$24,095	-\$12,047	
River Sub Rail Replacement	Replace Rail River Sub. Lead 5 (MP 0.46-0.73), Lead 4 (MP 0.63-0.69), Lead 3 (MP 0.49 - 0.65)	From Rail Scan of Rail Replacement Projections (needed in FY 13/14 but not projected to be completed) Replace aging rail and ties on the River sub East Bank. Approx \$2.39 M recyclable from UPRR under E. Bank Agreement.	river	Track	\$941,000	\$161,975	\$67,518	\$37,851	\$49,104	\$24,552	
River Sub East Bank Rehabilitation	East Bank - Relay rail & 25% crossties in Zones 2 & 3. Partially recyclable from UPRR under East Bank Agreement.		river River Total	Track	\$3,409,000 \$3,959,652	\$482,956 \$744,516	\$201,317 \$310,346	\$112,859 \$173,981	\$146,412 \$215,706	\$73,206 \$112,893	\$2,392,250 \$2,392,250

**METROLINK REHAB PROJECTS DELETED or IMPACTED BY THE METRO BUDGET REDUCTION
FY 2014-15**

Project Title	REHABILITATION PROJECT DESCRIPTION	PROJECT JUSTIFICATION	Subdivision	Project Type	TOTAL BUDGET	LACMTA	DCTA	RCTC	SANBAG	VCIC	UPRR
Upgrade Sanding System at CMF	Upgrade sanding system at CMF to allow locomotives to be standed and fueled at the same location on the S&I tracks. Project will upgrade sanding towers, and install a compressed air powered system.	Existing sanding system is over 20 years old and is a gravity fed system. Locomotives have to be spotted for fueling, then moved and blue-tagged for sanding. The new equipment will upgrade the sanding system and increase efficiency in the yard.	Systemwide	Facilities	\$1,500,000	\$712,500	\$297,000	\$186,500	\$216,000	\$108,000	
Financial Planning & Forecasting solution - Phase 2	Financial Planning & Forecasting solution - Phase 2	Needed to improve FIS system by either integrating AssetWorks system, or replacing existing FIS system. Current batteries have exceeded their useful life and do not meet FRA requirements for 90-min emergency illumination.	Systemwide	IT	\$1,035,000	\$491,625	\$204,930	\$114,885	\$149,040	\$74,520	
Battery Change Out (Gen 3 and Modern Cars)	Rail car battery change out (26 Gen 3 cars @ \$20K/car)		Systemwide	Mechanical	\$572,000	\$271,700	\$113,256	\$63,492	\$82,368	\$41,184	
PM/PH Locomotive Overhaul	EMD PM/PH Locomotive Overhaul to next highest Tier (4 locomotives @ estim \$2.6M ea). The project will upgrade trucks, traction motors, main generators, air compressors, auxiliary generators, dynamic braking system, and HEP. Project also includes body work, paint and basic cab refurbishment. Upgrades to higher tier EPA standards will be dependent upon funding availability. The \$654k budget represents the amount removed from the approved budget due to the Metro funding reduction.	10 EMD locomotives will be retained in the fleet after the new Tier-4 units are delivered. The EMD locomotives are overdue for midlife overhaul. Project required to improve performance and reliability.	Systemwide	Mechanical	\$653,985	\$310,643	\$129,488	\$72,592	\$94,174	\$47,087	
Locomotive Component PM and overhaul to change out aging and high-use components.	Locomotive component PM and overhaul to change out aging and high-use components.		Systemwide	Mechanical	\$2,500,000	\$1,187,500	\$495,000	\$277,500	\$360,000	\$180,000	
LED Lighting Upgrade for Bombardier Gen 1 cars	LED Lighting Upgrade for Bombardier Gen 1 cars (10 cars @ \$22K/car)	Upgrading to LED due to obsolescence of current fluorescent bulbs.	Systemwide	Mechanical	\$242,000	\$114,950	\$47,916	\$26,862	\$34,848	\$17,424	
Rail Car Rehab - HVAC Overhaul	Rail Car Rehab - HVAC Overhaul (12 cars @ \$21K/car)	Continue ongoing overhaul of HVAC system on 4-year cycle to ensure passenger comfort.	Systemwide	Mechanical	\$277,200	\$131,670	\$54,896	\$30,769	\$39,917	\$19,958	
Rail Car Rehab - Door Operator Overhaul	Rail Car Rehab - Door Operator Overhaul (12 cars @ \$7K/car)	Continue ongoing overhaul of door motors system on 4-year cycle to minimize door problems and delays.	Systemwide	Mechanical	\$92,400	\$43,890	\$18,295	\$10,256	\$13,306	\$6,653	
Procure Lex-Ray system Systemwide Rail Grinding	Procure Lex-Ray system to allow for remote monitoring of existing and future security cameras.	System will improve response time and allow more efficient deployment of resources.	Systemwide	Security	\$500,000	\$237,500	\$99,000	\$55,500	\$72,000	\$36,000	
	Systemwide Rail Grinding	Budget needed on an annual basis to repair rail.	Systemwide	Track	\$500,000	\$237,500	\$99,000	\$55,500	\$72,000	\$36,000	
			Systemwide Total		\$7,872,585	\$3,739,478	\$1,358,771	\$873,856	\$1,133,653	\$566,826	\$0
			TOTAL REHAB PROJECT REDUCTION		\$17,003,469	\$8,375,000	\$1,869,117	\$1,047,837	\$2,639,585	\$679,679	\$1,397,250
			SETTLEMENT REDUCTION		\$0	\$1,549,975	-\$1,549,975	\$0	\$0	\$0	\$0
			TOTAL REHAB REDUCTION		\$17,003,469	\$9,924,975	\$319,142	\$1,047,837	\$2,639,585	\$679,679	\$1,397,250

ATTACHMENT B

**METROLINK REHABILITATION PROJECTS - with FY 2015 at \$16,375M
LACMTA PROGRAMMING & ESTIMATED BILLINGS by FISCAL YEAR (\$'000)**

PROGRAMMED AMOUNTS

BUDGET YR	FUND TYPE	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
FY 2015	Prop C-10%	\$0.0	\$8,000.0					\$8,000.0
FY 2015	Measure R-3%		\$8,375.0					\$8,375.0
TOTAL		\$0.0	\$16,375.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16,375.0

ESTIMATED BILLINGS

BUDGET YR	FUND TYPE	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
FY 2015	Prop C-10%	\$0.0	\$13.5	\$4,504.7	\$3,479.4	\$2.4		\$8,000.0
FY 2015	Measure R-3%		\$13.5	\$4,504.7	\$3,854.4	\$2.4		\$8,375.0
TOTAL		\$0.0	\$27.0	\$9,009.4	\$7,333.8	\$4.8	\$0.0	\$16,375.0