



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

TRANSMITTAL DATE: November 11, 2016
MEETING DATE: November 18, 2016 **ITEM 11**
TO: Board of Directors
FROM: Arthur T. Leahy *ATL*
SUBJECT: Preliminary FY2016-17 Budget Amendment for Additional Rehabilitation Funding

Issue

At the September 23, 2016 and October 28, 2016 Board Meetings, staff provided reports on the need for additional rehabilitation funding and the strategy for completing the track and structures projects throughout the system. In those reports, the Board was advised that certain track segments would require rehabilitation to be completed within the next eighteen months, and that certain bridges and culverts would require rehabilitation to be completed within the next thirty-six months. Funding commitments for these track and structures rehabilitation projects are required to allow work to be completed within those time frames. If additional funding is not approved, safety considerations would recommend slow orders and weight restrictions to be applied to the affected areas, principally along line segments operating on the Valley, Ventura, River and San Gabriel Subdivisions.

Recommendations

It is recommended that the Board approve a preliminary FY2016-17 budget amendment totaling \$49,202,650, including:

- 1) An amount of \$45,357,800 to allow the initiation of projects required to bring the track, bridges, and culverts to a sufficient condition to preclude the necessity for slow orders or weight restrictions;
- 2) An amount of \$3,351,500 to provide additional required funding for the Los Angeles Union Station Canopy Rehabilitation Project, a portion of which was approved in the FY2016-17 (FY17) capital budget; and
- 3) An amount of \$493,350 to provide funds covering the rehabilitation portion of crossing improvements at Sierra and Juniper on the San Bernardino Line.

Alternatives

The Board could:

- 1) Choose to reduce the amounts of any or all of the proposed spending authority, which may necessitate slow orders and/or weight restrictions in those areas for which projects are unfunded; or
- 2) Not approve any or all of the proposed spending authority, which would result in slow orders and/or weight restrictions within the next six to eighteen months.

Strategic Goal Alignment

This report aligns with the strategic goal to *ensure a safe operating environment*.

Background

Rehabilitation to Avoid Slow Orders

The Authority is responsible for maintaining rail network assets including nearly 400 miles of track in a state of good repair. The breakdown of key track and structure assets includes 3.8 million feet of rail, 1.1 million concrete or wood ties with fasteners, 285 crossing surfaces, 442 turnouts, 261 bridges, 580 culverts and 6 tunnels. In addition to track and structure assets, various system assets including signals, communications, train control centers, Positive Train Control (PTC) and specialized Maintenance-of-Way (MOW) equipment must be maintained to a State of Good Repair.

As shown on Attachment A, funding for overall rehabilitation and replacement has fluctuated between \$18 million (M) and \$47M per year during the past 10 years, and has increasingly become inadequate to sustain necessary rehabilitation of track, bridges and culverts, specifically for the Valley, Ventura, San Gabriel and River line segments.

For FY2015-16 (FY16), there was no funding for rehabilitation of track assets on the Ventura (Los Angeles), Valley, River, or Pasadena subdivisions. As a consequence of the lack of funding, the condition of the track, bridge, tunnel and culvert assets continues to steadily degrade, and in some cases will reach an unsafe condition for normal operation within the next eighteen to thirty-six months. With the recent levels of funding obtained, the Authority is only able to address projects on a "worst-first" basis, and therefore assets that require rehabilitation but are not in the very worst condition, have been deferred. Attachment B provides the historic funding for track and structures over the past five years.

The FY 2016-17 Preliminary Budget included approximately \$103 million for rehabilitation projects, but this amount was reduced to \$30 million in the FY 2016-17 Adopted Budget. Staff has continued to monitor and assess the condition of track and structures, and additional funding is required to address immediate needs for rehabilitation or replacement. Attachments C and D provide a table and corresponding maps listing the locations and work that is recommended.

A prioritized list of the individual projects by subdivision is provided in Attachment E. The amounts requested are in addition to any previously programmed amounts, but were requested in the Preliminary FY 2016-17 budget. The table and maps are also divided into an "A" and "B" list. The "A" list is for the highest priority and the "B" list is for the next-highest priority work necessary. The lists do not include separately programmed or yet-to-be programmed rehabilitation work such as signal, communication, train control system work and work on other line segments.

If funding is not made available, staff would need to develop a plan for operations on the track segments with deferred rehabilitation. This would result in slow orders on the impacted segments and cause significant service impacts. Slow orders would be imposed beginning in June 2017. The corresponding typical increase in run-times for a Valley, Ventura or San Bernardino Line train trip could be 10 to 15 minutes. Weight limits on bridges may also need to be imposed,

restricting the gross weight for freight cars from 315,000 down to 286,000 pounds. The freight railroads would be very concerned about this course of action and likely reduce their freight revenue contributions to the Authority or take other action.

Los Angeles Union Station Canopies

During the FY17 Budget Process, a letter from the Los Angeles County Metropolitan Transportation Authority (Metro) was provided to the Authority describing an urgent need for the Rehabilitation of the Los Angeles Union Station (LAUS) Canopies as shown on Attachment F. As a result of reduced funding for rehabilitation in the FY17 adopted budget, this project was cut from the original five platforms to only two. In the course of bid solicitation, it has been found that original estimates did not take into account railroad specific requirements, and that performing rehabilitation work on only two platforms, instead of all five at the same time, will be far more expensive per platform. Therefore, staff is requesting the funding to rehabilitate all platform canopies at the same time. Member shares for additional platform canopy funding are as shown on Attachment G.

Grade Crossings at Sierra and Juniper Avenues

The City of Fontana and San Bernardino Line Bernardino Associated Governments (SANBAG) are undertaking a project to improve the Sierra Avenue and Juniper Avenue highway-rail crossings on the San Bernardino Line. Funding is requested in order to complete the Authority's rehabilitation portion of the project concurrently with the crossing improvement work being undertaken by SANBAG. This rehabilitation project requires an amount of \$493,350, which would be shared by SANBAG and Metro.

Total Member Agency Shares

Total Member Agency shares associated with this preliminary budget amendment are as shown on Attachment H. This request has been discussed multiple times with the Technical Advisory Committee (TAC) and the Member Agencies. Staff will continue to work with the TAC with Member Agencies regarding rehabilitation project delivery timelines and cash flow requirements. Budget amendments would be brought before the Member Agencies' Boards to request amounts for specific projects as those projects are agreed to by Member Agencies, with the timing based on budget authorization necessary to make contract awards. For the all-share projects for LAUS and the East Bank on the River Subdivision, all Member Agencies' contributions are required, otherwise the projects cannot proceed.

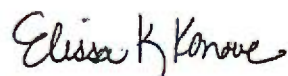
Budget Impact

Board approval of these recommended actions would not increase the amount of the FY 2016-17 Budget – Capital Rehabilitation until such time as amendments to the FY 2016-17 Budget covering specific projects are presented to and approved by the Board, which may total up to \$49,202,650. Staff will return to the Board with requested amendments to the FY 2016-17 Adopted Budget as funding amounts and timing of Member Agency approvals are finalized.

Prepared by: Christine Wilson, Manager, Budgets and Financial Analysis



Ronnie Campbell
Chief Financial Officer



Elissa K. Konove
Deputy Chief Executive Officer

ATTACHMENT A

HISTORICAL REHABILITATION PROGRAM BUDGET (Excluding Rotem Settlement):
(000's)

2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
\$ 32,441	\$ 28,542	\$ 45,165	\$ 46,728	\$ 25,086	\$ 17,954	\$ 27,836	\$ 33,837	\$ 25,796	\$ 21,054	\$ 29,779

ATTACHMENT B

Historic Metrolink Rehabilitation Funding for Track and Structures

Row Labels	2012-13	2013-14	2014-15	2015-16	2016-17	Grand Total	Average	# of Bridges	# of Culverts	# of Tunnels	Track Miles
Structures	\$1,986,786	\$545,000	\$11,563,594	\$3,466,107	\$4,060,460	\$21,621,947	\$4,324,389	261	580	6	
Olive			\$693,362			\$693,362	\$138,672	6	13		
Orange	\$1,242,000	\$75,000	\$7,074,482	\$2,725,000	\$485,000	\$11,601,482	\$2,320,296	54	108		
River	\$155,250		\$76,976			\$232,226	\$46,445	14	5		
San Gabriel			\$80,000	\$112,000	\$168,000	\$360,000	\$72,000	33(LA)/ 26(SB)	66(LA)/ 36(SB)		
Valley	\$372,600	\$350,000	\$2,086,056		\$867,860	\$3,676,516	\$735,303	57	207	3	
Ventura (LA)	\$197,032		\$497,941			\$694,973	\$138,995	25	19	3	
Ventura (VC)	\$19,904	\$120,000	\$1,054,777	\$629,107	\$2,539,600	\$4,363,388	\$872,678	18	35		
Track	\$5,449,694	\$10,310,233	\$7,132,621	\$4,910,650	\$14,849,853	\$42,653,050	\$8,530,610				400
Olive		\$397,936	\$6,638	\$318,000		\$722,574	\$144,515				5.98
Orange	\$3,245,916	\$3,643,416	\$462,300	\$2,137,750	\$6,912,120	\$16,401,502	\$3,280,300				78.93
Pasadena		\$745,531	\$375,000			\$1,120,531	\$224,106				16.52
Redlands				\$300,000		\$300,000	\$60,000				
River	\$310,501	\$200,000	\$3,623,024		\$4,899,216	\$9,032,741	\$1,806,548				32.53
San Gabriel	\$496,800	\$1,340,000	\$1,438,000	\$1,640,200	\$1,305,300	\$6,220,300	\$1,244,060				45.60(LA)/ 33.43(SB)
System	\$310,500	\$1,677,000	\$800,000			\$2,787,500	\$557,500				
Valley	\$335,603	\$1,375,000	\$82,228		\$1,400,000	\$3,192,831	\$638,566				98.73
Ventura (LA)	\$543,375	\$178,350	\$25,896			\$747,621	\$149,524				32.85
Ventura (VC)	\$207,000	\$753,000	\$319,535	\$514,700	\$333,217	\$2,127,452	\$425,490				20.06

Rehabilitation Projects to Avoid Slow Orders

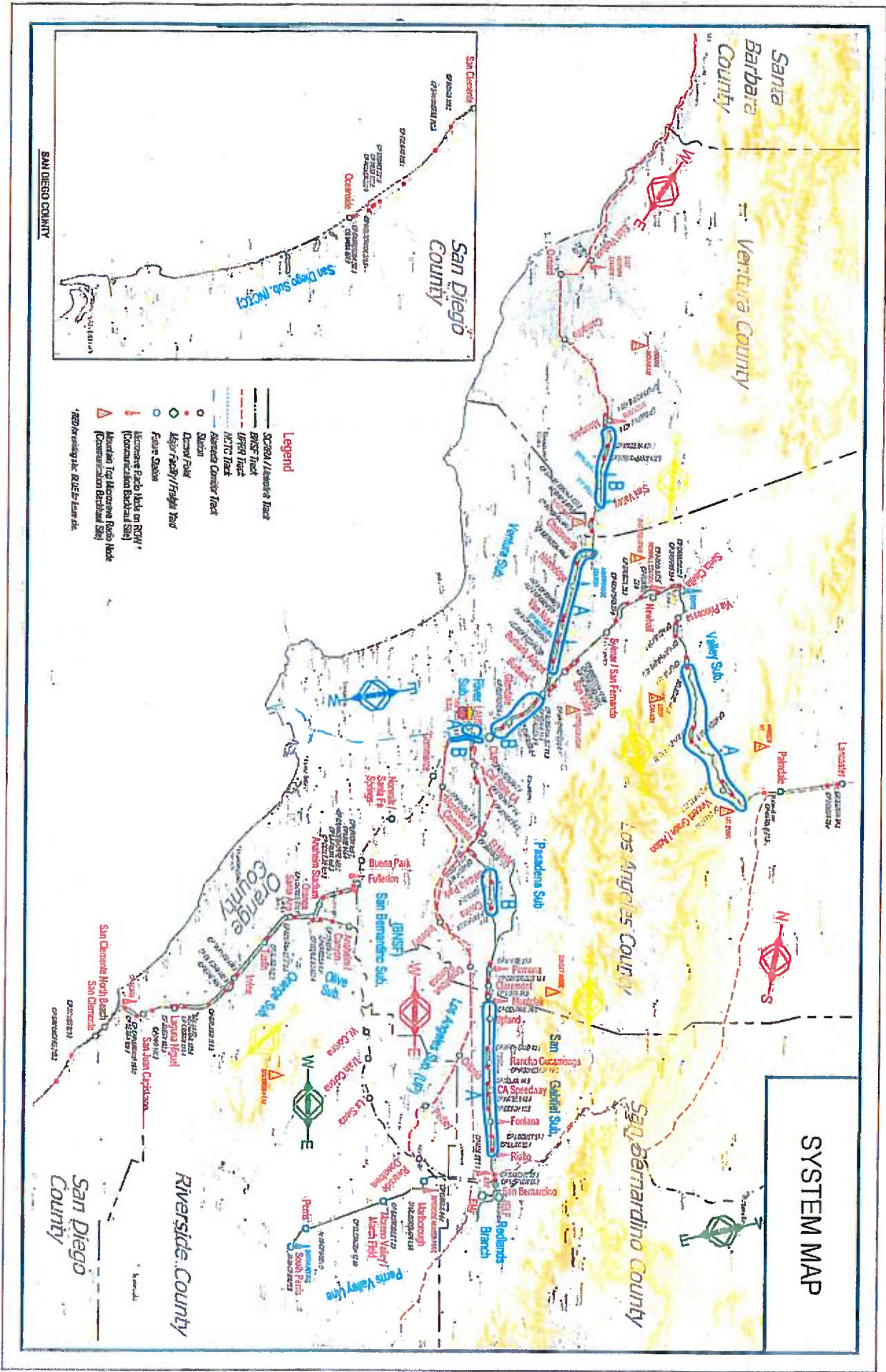
Subdivision	Location	Quantity/Cost										Subtotal Bridges/Culverts	Total Track and Structures	Speed	Project Type	Advertise Contract	Award Contract	Begin Construction	End Construction		
		Rail	Ties	Crossing	Turnouts	Subtotal ¹ Track	Bridge	Culvert	Bridges/Culverts												
Valley	A: Santa Clara to Palmdale		8450	\$2,112,500	1	\$400,000	1	\$500,000	\$3,012,500	13	\$9,160,000	15	\$5,320,000	\$14,480,000	\$17,492,500	10 MPH Speed Reduction Reduce Gross Weight from 315,000 to 285,000 lbs.	Track Projects	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	B: Glendale to Burbank		8000	\$2,000,000					\$2,000,000	2	\$1,760,000	0	\$0	\$1,760,000	\$3,760,000	10 MPH Speed Reduction ** (See above)	Track Projects Culvert Projects	2/28/2017	10/1/2017	11/1/2017	11/1/2018
Ventura	A: Chatsworth to Burbank Airport		12000	\$3,000,000					\$3,375,000	2	\$2,800,000	0	\$0	\$2,800,000	\$6,175,000	10 MPH Speed Reduction ** (See above)	Track Projects	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	B: Moorpark to Santa Valley	3150*	\$412,500	7600	\$1,900,000	2	\$800,000	1	\$375,000	2	\$1,310,400	1	\$150,000	\$1,460,400	\$4,947,900	10 MPH Speed Reduction ** (See above)	Track Projects Culvert Projects	2/28/2017	10/1/2017	11/1/2017	11/1/2018
San Gabriel	A: Mendocino to Rialto								\$2,250,000	1	\$1,400,000	0	\$0	\$1,400,000	\$3,650,000	10 MPH Speed Reduction ** (See above)	Track Projects	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	B: Baldwin Park to Covina								\$400,000	0	\$0	0	\$0	\$0	\$400,000	10 MPH Speed Reduction	Track Projects Culvert Projects	2/28/2017	4/30/2017	6/1/2017	12/31/2017
River	A: LAUS	1800	\$225,000	5300	\$1,325,000				\$550,000	0	\$0	0	\$0	\$2,100,000	\$2,100,000	10 MPH Speed Reduction	Track Projects	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	B: East Bank	31680	\$3,960,000	5000	\$1,350,000				\$1,622,400	3*	\$1,622,400	0	\$0	\$0	\$6,832,400	\$6,832,400	10 MPH Speed Reduction	Track Projects	2/28/2017	4/30/2017	6/1/2017
													TOTAL FUNDING NEED TO AVOID SLOW ORDERS	\$45,357,800							

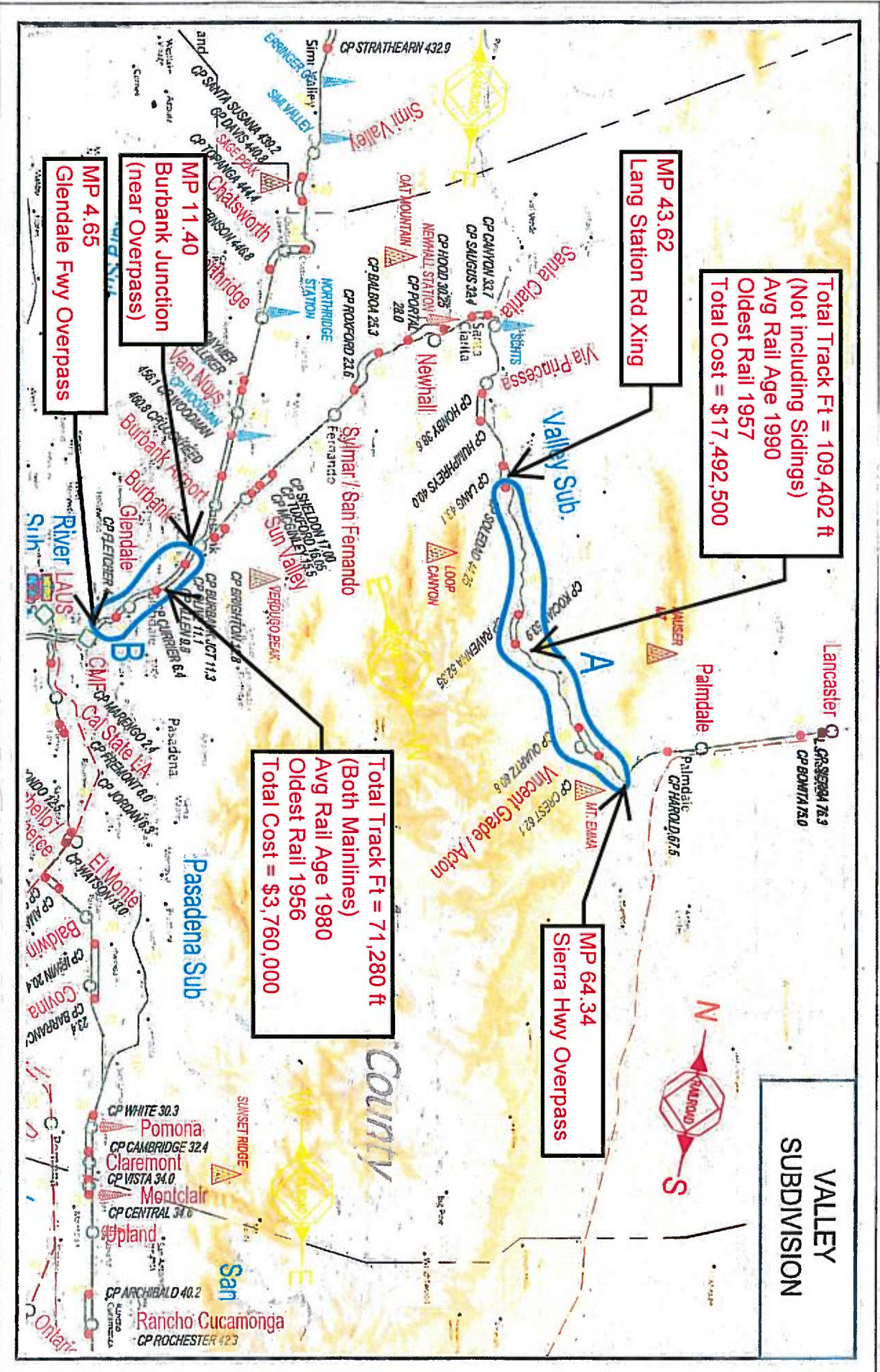
* Reduced from Previous Totals

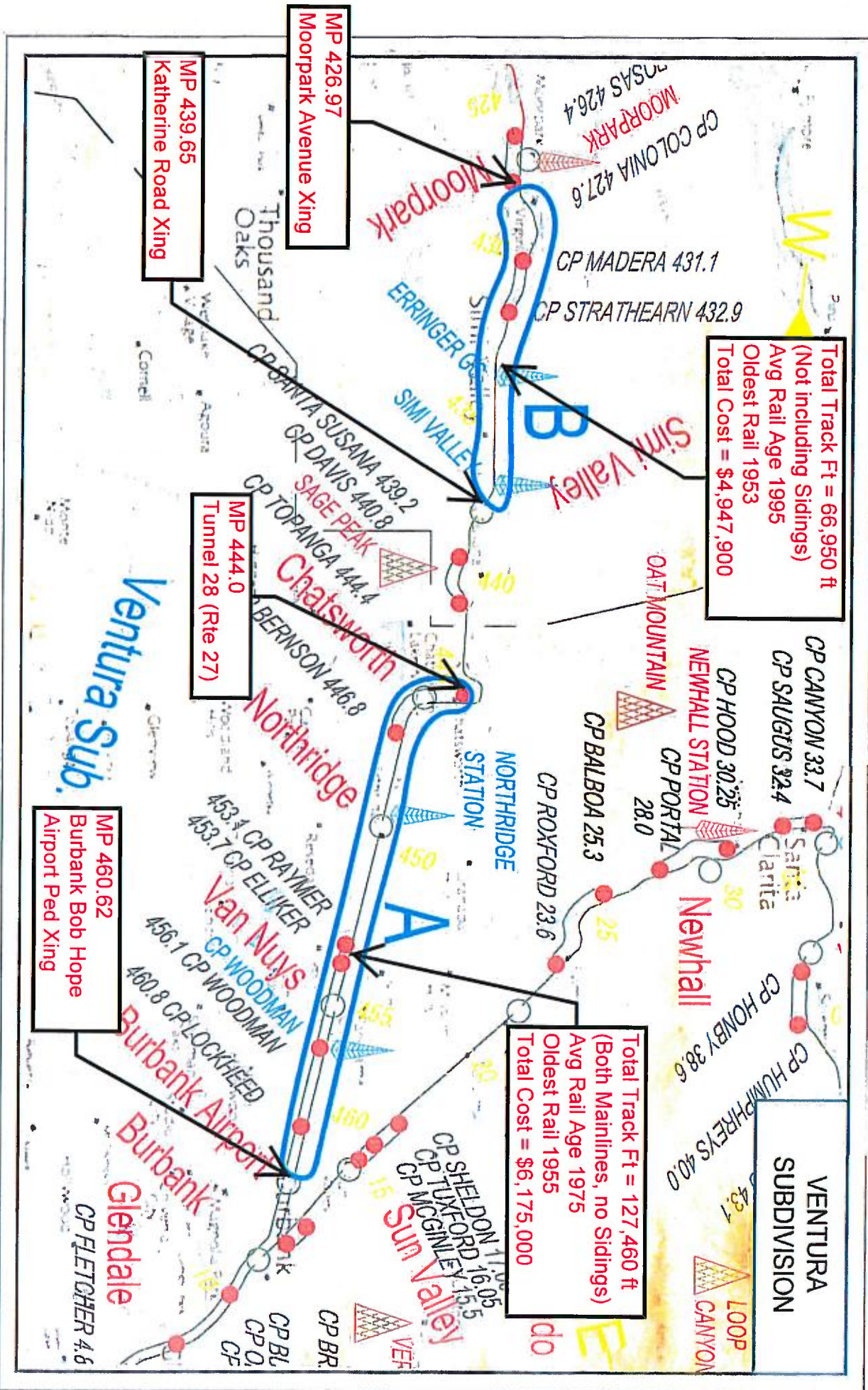
Summary Table by Member Agency

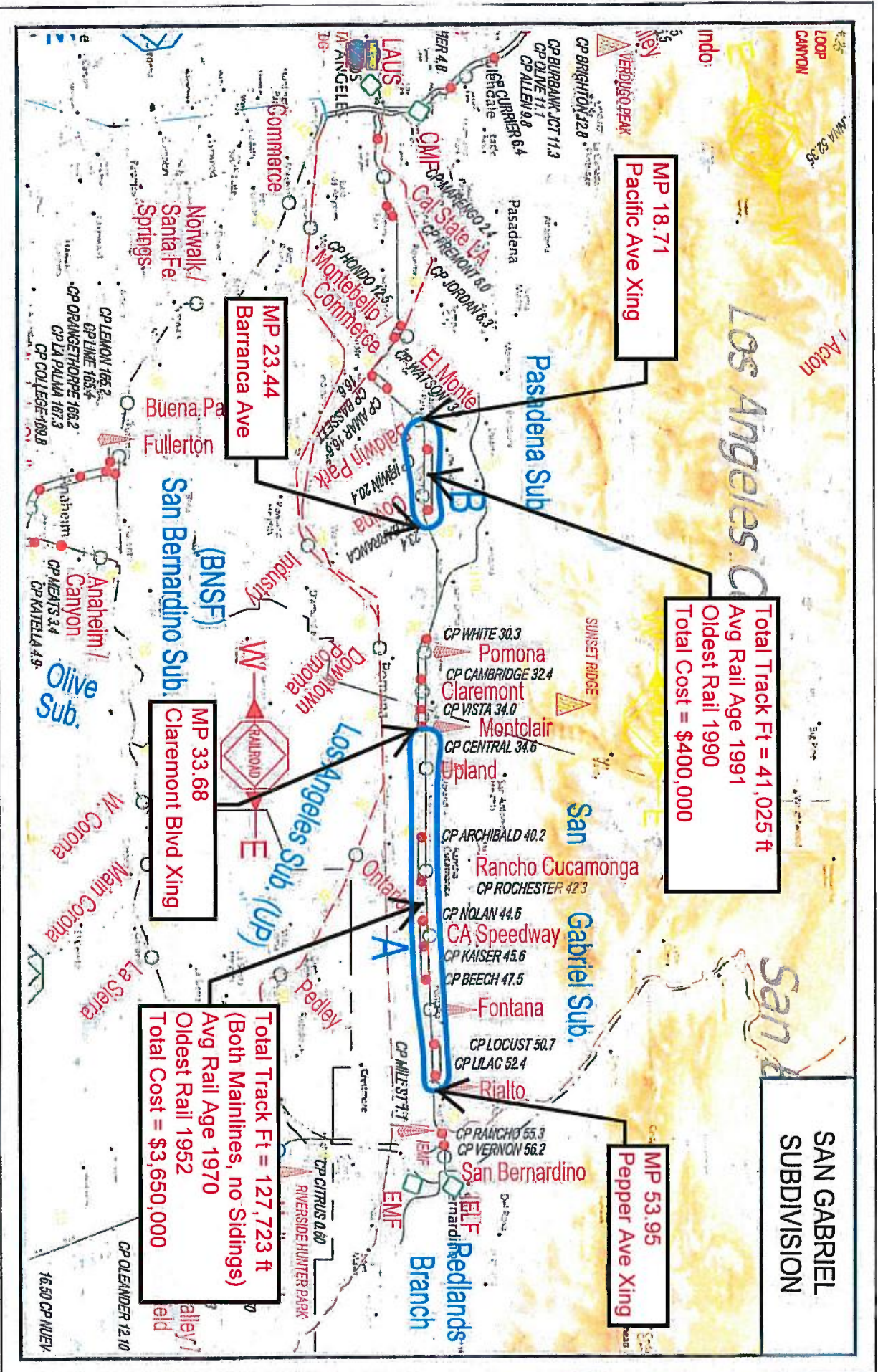
Subdivision	Location	TOTAL	METRO	OCTA	RTIC	SANBAG	VCTC	UPRR
Valley	A SCR to PMD	\$17,492,500	\$17,492,500					
	B GDL to BUR	\$3,760,000	\$3,760,000					
Ventura	A GWT to BBA	\$6,175,000	\$6,175,000					
	B MKK-SM	\$4,947,900				\$4,947,900		
San Gabriel	A MKC-HIA	\$3,650,000				\$1,460,000		
	B BWP-COV	\$400,000	\$240,000			\$160,000		
River	A LAUS	\$2,100,000	\$997,500	\$415,800	\$233,100	\$302,400	\$151,200	
	B East Bank	\$6,832,400	\$1,099,316	\$420,726	\$235,861	\$305,982	\$152,991	\$4,707,524
Sub-Total (A)	A	\$29,417,500	\$26,655,000	\$415,800	\$233,100	\$1,762,400	\$151,200	\$0
	B	\$15,940,300	\$5,099,316	\$420,726	\$235,861	\$465,982	\$5,100,891	\$4,707,524
Grand Total		\$45,357,800	\$31,864,316	\$836,526	\$468,961	\$2,228,382	\$5,252,091	\$4,707,524

* For Costing Purposes, East Bank assumes Zone 2 location and UPRR Share of 68.9%









ATTACHMENT E

Track and Structures Rehab Projects Priority List

Sub Category	Priority	Cost	Scope	Year Built	Condition of Asset		Inspection Date	Track Speed (Pass/Frt)	Advertis Contract	Award Contract	Begin Construction	End Construction	
					Engineer's Assessment Rating	Inspector's Condition Rating							
Priority A Bridges	1	\$840,000	50.64: Replace rail top	1909	3.2	5	7/14/16	35/30	8/1/2017	10/1/2017	11/1/2017	2/1/2018	
	2	\$840,000	50.51: Replace rail top	1909	3.3	5	7/14/16	35/30	8/1/2017	10/1/2017	11/1/2017	2/1/2018	
	3	\$840,000	46.91: Replace rail top	1938	3.3	5	7/22/16	44/30	8/1/2017	10/1/2017	11/1/2017	2/1/2018	
	4	\$840,000	50.77: Replace rail top	1909	3.4	5	7/13/16	35/30	8/1/2017	10/1/2017	2/1/2018	5/1/2018	
	5	\$500,000	47.45: Replace rail top	1938	3.4	5	7/20/16	35/30	8/1/2017	10/1/2017	2/1/2018	5/1/2018	
	6	\$840,000	50.46: Replace rail top	1909	3.5	5	7/15/16	35/30	8/1/2017	10/1/2017	2/1/2018	5/1/2018	
	7	\$500,000	52.66: Replace rail top	1930	3.5	5	7/12/16	28/25	8/1/2017	10/1/2017	2/1/2018	5/1/2018	
	8	\$500,000	44.38: Replace rail top	1944	3.5	5	8/4/16	34/30	8/1/2017	10/1/2017	5/1/2018	8/1/2018	
	9	\$500,000	55.19: Replace rail top	1944	3.5	5	7/11/16	50/35	8/1/2017	10/1/2017	5/1/2018	8/1/2018	
	10	\$840,000	47.03: Replace rail top	1938	3.6	5	7/21/16	44/30	8/1/2017	10/1/2017	5/1/2018	8/1/2018	
	11	\$1,120,000	47.33: Replace rail top	1938	3.6	5	7/21/16	35/30	8/1/2017	10/1/2017	5/1/2018	8/1/2018	
	12	\$500,000	48.08: Replace rail top	1938	3.6	4	7/19/16	35/30	8/1/2017	10/1/2017	5/1/2018	8/1/2018	
	13	\$500,000	54.05: Replace rail top	1946	3.6	5	7/12/16	50/35	8/1/2017	10/1/2017	5/1/2018	8/1/2018	
	Subtotal		\$9,160,000										
	Priority B Bridges	1	\$500,000	8.41: Replace rail top	1906	3.9	5	9/20/16	79/55	8/1/2017	10/1/2017	8/1/2018	11/1/2018
2		\$1,260,000	10.63: Replace rail top	1906	3.9	5	9/19/16	79/55	8/1/2017	10/1/2017	8/1/2018	11/1/2018	
Subtotal		\$1,760,000											
Priority A Culverts Valley	1	\$350,000	55.91: Replace clay pipe - collapsed	1922	3.2	4	8/13/15	59/45	2/28/2017	4/30/2017	6/1/2017	8/1/2017	
	2	\$350,000	53.84: Replace timber box	1904	3.3	4	8/17/15	59/25	2/28/2017	4/30/2017	6/1/2017	8/1/2017	
	3	\$280,000	49.99: Replace timber box	1922	3.4	4	1/19/15	29/25	2/28/2017	4/30/2017	6/1/2017	8/1/2017	
	4	\$280,000	44.16: Replace timber box	1939	3.4	4	1/5/16	39/30	2/28/2017	4/30/2017	7/1/2017	9/1/2017	
	5	\$280,000	50.57: Replace timber box	1950	3.4	4	10/30/15	35/30	2/28/2017	4/30/2017	7/1/2017	9/1/2017	
	6	\$280,000	55.75: Replace timber box	1927	3.5	5	8/13/15	47/35	2/28/2017	4/30/2017	7/1/2017	9/1/2017	
	7	\$280,000	48.74: Replace clay pipe - joint displacement	1900	3.5	4	11/11/15	29/25	2/28/2017	4/30/2017	8/1/2017	10/1/2017	
	8	\$280,000	displacement	1922	3.6	5	8/17/15	50/35	2/28/2017	4/30/2017	8/1/2017	10/1/2017	
	9	\$350,000	displacement	1922	3.6	4	8/13/15	50/35	2/28/2017	4/30/2017	8/1/2017	10/1/2017	
	10	\$420,000	66.78: Replace RCP - separated joints	1921	3.7	4	8/4/15	79/60	2/28/2017	4/30/2017	9/1/2017	11/1/2017	
	11	\$700,000	52.99: Replace aged cast iron pipe added	1900	3.7	3	10/26/15	39/25	2/28/2017	4/30/2017	9/1/2017	11/1/2017	
	12	\$280,000		1988	3.8	4	11/9/15	29/25	2/28/2017	4/30/2017	9/1/2017	11/1/2017	
	13	\$420,000	49.53: Replace aged cast iron pipe	1900	3.8	5	11/10/15	29/25	2/28/2017	4/30/2017	10/1/2017	12/31/2017	
	14	\$350,000	52.32: Replace aged cast iron pipe	1900	3.9	5	10/27/15	35/30	2/28/2017	4/30/2017	10/1/2017	12/31/2017	
	15	\$420,000	52.38: Replace aged cast iron pipe	1900	3.9	5	10/27/15	35/30	2/28/2017	4/30/2017	10/1/2017	12/31/2017	
Subtotal		\$5,320,000											

Track and Structures Rehab Projects Priority List

Sub Category	Priority	Cost	Scope	Condition of Asset				Track Speed (Pass/Frt)	Advertise Contract	Award Contract	Timeline	
				Year Built	Engineer's Assessment Rating	Inspector's Condition Rating	Inspection Date				Begin Construction	End Construction
Priority A Track	1	\$500,000	2500 Ties between MP 46 - MP 48, MP 63 - MP 64					49/35	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	2	\$825,000	3000 Ties between MP 52 - MP 54					40/30	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	3	\$400,000	Lang Station Rd Crossing					39/30	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	4	\$787,500	2950 Ties between MP 54 - MP 59					59/45	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	5	\$500,000	Action Spur Turnout					49/35	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	Subtotal	\$3,012,500										
Priority B Track	1	\$1,000,000	4000 Ties Between MP 9 - MP 11					79/55	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	2	\$1,000,000	4000 Ties Between MP 6 - MP 8					79/55	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	Subtotal	\$2,000,000										
Priority A Bridges	1	\$1,960,000	458.71: Replace Timber Trestle - major cracking	1925	3.0	4	3/8/16	79/40	8/1/2017	10/1/2017	11/1/2017	2/1/2018
	2	\$840,000	452.1: Replace rail top	1916	3.3	5	3/14/16	70/40	8/1/2017	10/1/2017	11/1/2017	2/1/2018
	Subtotal	\$2,800,000										
Priority B Bridges	1	\$655,200	436.96: Replace rail top	1939	3.9	5	4/1/16	79/60	8/1/2017	10/1/2017	8/1/2018	11/1/2018
	2	\$655,200	434.12: Replace rail top	1901	3.9	5	4/4/16	73/60	8/1/2017	10/1/2017	8/1/2018	11/1/2018
	Subtotal	\$1,310,400										
Priority B Culverts	1	\$150,000	436.46: Replace culvert - part rail top	1925	3.9	4	10/16/14	79/60	2/28/2017	4/30/2017	10/1/2017	12/31/2017
	Subtotal	\$150,000										
	Priority	Cost	Scope	Condition Notes				Speed	Timeline			
	1	\$675,000	2700 Ties between MP 447 - MP 450	Over 30% of the wood ties in this segment need to be replaced.				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	2	\$325,000	1300 Ties between MP 444 - MP 446	Approximately 25% of the wood ties in this segment need to be replaced.				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017

Track and Structures Rehab Projects Priority List

Sub Category	Priority	Cost	Scope	Condition of Asset			Track Speed (Pass/Frt)	Advertise Contract	Award Contract	Begin Construction	End Construction	
				Year Built	Engineer's Assessment Rating	Inspector's Condition Rating						Inspection Date
Priority A Track	3	\$375,000	Turnout at MP 460				79/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	4	\$200,000	800 Ties Between MP 451 - MP 452				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	5	\$900,000	3600 Ties Between MP 458 - MP 462				79/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	6	\$900,000	3600 Ties Between MP 454 - MP 458				79/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	Subtotal	\$3,375,000										
	1	\$850,000	3400 Ties between MP 434 - MP 439				79/60	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
Priority B Track	2	\$600,000	2400 Ties Between MP 430 - MP 433				73/60	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	3	\$247,500	Rail Replacement - Curve 439.24 (1650')				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	4	\$300,000	1200 Ties Between MP 427 - MP 429				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	5	\$375,000	Turnout at CP Santa Susana				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	6	\$400,000	Katherine Rd Crossing				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	7	\$165,000	Rail Replacement - Curve 433.1 (1100')				73/60	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
Priority A Bridges	8	\$400,000	Hidden Ranch Drive Crossing				70/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	9	\$150,000	600 Ties Between MP 433 - MP 434				73/60	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
	Subtotal	\$3,487,500										
			Note: 1350' of rail on another project was removed from the list resulting in a reduction for the Subdivision of \$150,000.									
			40.12: Replace rail top - Under xing	1930	3.4	5	6/29/16	79/55	8/1/2017	10/1/2017	2/1/2018	5/1/2018
			Subtotal									
			Subtotal									
			Priority									
			Cost									
			Scope									
			3500 Ties between MP 34 - MP 38									
			Condition Notes									
			Over 30% of the wood ties in this segment need to be replaced.									
			Speed									
			79/55									
			Timeline									
			2/28/2017									
			4/30/2017									
			6/1/2017									
			12/31/2017									

Track and Structures Rehab Projects Priority List

Sub	Category	Priority	Cost	Scope	Condition of Asset			Track Speed (Pass/Fri)	Advertise Contract	Award Contract	Begin Construction	End Construction	
					Engineer's Year Built	Assessment Rating	Inspector's Condition Rating						Inspection Date
San Gabrie	Priority A Track	2	\$700,000	2800 Ties Between MP 47 - MP 51	Approximately 25% of the wood ties in this segment need to be replaced.			79/55	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
		3	\$300,000	1200 Ties Between MP 52 - MP 54	Approximately 20% of the wood ties in this segment need to be replaced.			79/55	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
		4	\$375,000	1500 Ties Between MP 42 - MP 45	Approximately 15% of the Wood Ties in this segment need to be replaced.			79/55	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
		Subtotal	\$2,250,000										
		1	\$400,000	Lark Ellen Crossing	Crossing needs rehabilitation.			60/30	2/28/2017	4/30/2017	6/1/2017	12/31/2017	
River Sub	Priority B Track	Subtotal	\$400,000										
		Priority	Cost	Scope	Condition Notes	Speed	Timeline						
		1	\$225,000	Replace Leads into Union Station	Leads into union station have curve wear and need new rail.	25/5	2/28/2017	4/30/2017	6/1/2017	12/31/2017			
		2	\$1,325,000	Replace 5300 Ties on West Bank	Approximately 21% of the wood ties on the West Bank need to be replaced.	79/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017			
River Sub	Priority A Track	3	\$550,000	Replace Turnouts at CP Taylor	2 Turnouts at CP Taylor already replaced, 2 more need to be replaced.	50/40	2/28/2017	4/30/2017	6/1/2017	12/31/2017			
		Subtotal	\$2,100,000										
River Sub	Priority B Track	1	\$5,210,000	Replace 3 miles of Rail and 25% Ties	MT2 several areas that are susceptible for rail defects due to the high density of train traffic, the amount of plugged rail through the years, and the age of the existing 133 lb rail which does not meet SCRRA standards. This project was initially proposed as rail and ties separately, and the agency only received funding for 2/3's of the ties needed and none of the rail. Ideally we would complete these projects together, along with the funding for FY15, where we are doing the same scope of work for MT1. Funding for this project is efficient use of member agency funds due to high UPRR contribution percentages. However, it does take longer to obtain funds from UPRR and plan the work due to their contributions and funding agreements.	70/30	2/28/2017	4/30/2017	6/1/2017	12/31/2017			
		Subtotal	\$5,210,000										

Track and Structures Rehab Projects Priority List

Sub Category	Priority	Cost	Scope	Condition of Asset									
				Year Built	Engineer's Assessment Rating	Inspector's Condition Rating	Inspection Date	Track Speed (Pass/Frt)	Advertise Contract	Award Contract	Begin Construction	End Construction	
	2	\$1,622,400	Replace 3 turn outs on East Bank	Turnouts on the East Bank are heavily used, and some are over 50 years, while others haven't been replaced since Metrolink began service. Ideally, funding for these would be lined up with the rail and ties, so projects can be completed concurrently.					70/30	2/28/2017	4/30/2017	6/1/2017	12/31/2017
	Subtotal	\$5,832,400	<i>Note: 2 turnouts were removed from the list resulting in a reduction for the subdivision of \$1,000,000.</i>										
Bridge Condition Code													
Condition 1: Failed, immediately stop trains, detailed inspection may be necessary.													
Condition 2: Imminent failure, failure could occur at any time, take appropriate action to protect trains, detailed inspection is necessary.													
Condition 3: Poor, condition is sound but with serious or advancing problems, take appropriate action to protect trains, detailed inspection may be necessary or note requirement for Interim Inspections.													
Condition 4: Fair, defect is sound with minor problems, interim inspections may be necessary.													
Condition 5: Satisfactory, minor exceptions or developing problem noted, monitor for next Periodic Maintenance (General) inspection.													
Condition 6: Good, no problems are detected.													



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Phillip A. Washington
Chief Executive Officer
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washingtonp@metro.net

January 15, 2016

Mr. Arthur Leahy
Chief Executive Officer
Metrolink
One Gateway Plaza, 12th Floor
Los Angeles, CA 90012

RECEIVED
JAN 19 2016
OFFICE OF THE CEO

Dear Mr. Leahy:

I am writing as a follow-up to our meeting to recap the serious state of good repair issue at Union Station ("LAUS") that requires your attention. Under the terms of the easement agreement under which Metrolink operates the rail yard at Union Station, Metrolink is required to maintain improvements in the yard, including the platforms (attached). Over the last three years, Metro staff has brought to the attention of Metrolink staff the continuing deterioration of the canopies and surface area of the platforms. Metrolink staff, while not disputing Metrolink's obligation with respect to maintenance, has failed to budget for or make the needed improvements.

The canopies that shade the platforms are seriously deteriorated. In addition to the canopies being part of the historic designation of LAUS on the National Registry of Historic Places and thus require protection, the failure to maintain has created a potentially serious safety condition. The lead based paint has not been appropriately cared for and now is flaking and peeling. Rust of the canopies is in some areas so serious that sections of steel are in danger of failing and falling. One in particular is being held up by a "C" clamp. The canopies are designed with a drain system that runs through the center of the structures. The steel has rusted through and rain water is now entering the electrical light system. Water is draining out of energized light fixtures onto the center of the ramps raising concern of potential electrocution. This draining water has caused slip and fall incidents. Some of the eroded drains now deposit water on the platforms causing slick conditions. Concrete spalling on the platforms have created uneven surfaces and trip hazards.

With the looming prospect of El Niño, we agreed it is time for Metrolink to meet their obligations and correct these conditions. I respectfully request that you include in Metrolink's 2017 budget for consideration by the member agencies, sufficient capital funding for these needed improvements, including repairs to the canopies in accordance with Secretary of the Interior's Guidelines for listed properties. My staff is prepared to work with you to develop a work plan and scope such that the improvements can be implemented early in the coming fiscal year.

I appreciate your attention to these issues.

Sincerely,

Phillip A. Washington
Chief Executive Officer

Attachment: Easement

ATTACHMENT G

SCOPE OF WORK - LAUS Platforms 2 thru 6

- (1) Remove loose paint from underside of canopies
- (2) Repair damaged sheet metal and gutter, seal gutter
- (3) Encapsulate lead paint on underside of canopies

	Quantity	Unit	Est Unit Cost	Total Est Cost
Protective enclosure (rented for one year)	1	ea	\$ 200,000	\$ 200,000
Enclosure installation/dismantle/relocation	50	ea	\$ 15,000	\$ 750,000
Lift rental (3 total)	6000	hr	\$ 50	\$ 300,000
Light plant	2	ea	\$ 10,000	\$ 20,000
Environmental equipment (decontamination trailer & supplies)	12	mo	\$ 20,000	\$ 240,000
Remove loose paint (assumed 33% of total sq ft)	50000	sf	\$ 15	\$ 750,000
Encapsulation	152000	sf	\$ 5	\$ 760,000
Sheet metal/gutter repair (assumed 20% of total sq ft)	30000	sf	\$ 15	\$ 450,000
Subtotal				\$ 3,470,000
Contingency (15%)				\$ 520,500
Permits and insurance	1	ls	\$ 75,000	\$ 75,000
Flagging	240	day	\$ 1,500	\$ 360,000
Safety & project management	240	day	\$ 800	\$ 192,000
Total				\$ 4,617,500
Approved in FY17 Capital Budget				\$ 1,266,000
Additional funding required				\$ 3,351,500

Member Shares:

	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$	3,351,500	\$ 1,225,811	\$ 510,970	\$ 286,453	\$ 371,614	\$ 185,807	\$ 770,845

ATTACHMENT H

TOTAL MEMBER AGENCY SHARES

REHABILITATION TO AVOID SLOW ORDERS

Subdivision	Location	TOTAL	METRO	OCTA	RCTC	SANBAG	VCTC	UPRR	AMTRAK
Valley	SCR to PMD	\$17,492,500	\$17,492,500						
Valley	GDL to BUR	\$3,760,000	\$3,760,000						
Ventura	CWT-BBA	\$6,175,000	\$6,175,000						
Ventura	MPK-SIM	\$4,947,900					\$4,947,900		
San Gabriel	MCL-RIA	\$3,650,000	\$2,190,000			\$1,460,000			
San Gabriel	BWP-COV	\$400,000	\$240,000			\$160,000			
River	LAUS	\$2,100,000	\$997,500	\$415,800	\$233,100	\$302,400	\$151,200		
River EB*	East Bank	\$6,832,400	\$1,009,316	\$420,726	\$235,861	\$305,982	\$152,991	\$4,707,524	
Sub-Total (A)	A	\$29,417,500	\$26,855,000	\$415,800	\$233,100	\$1,762,400	\$151,200	\$0	
Sub-Total (B)	B	\$15,940,300	\$5,009,316	\$420,726	\$235,861	\$465,982	\$5,100,891	\$4,707,524	
REHABILITATION TO AVOID SLOW ORDERS TOTAL		\$45,357,800	\$31,864,316	\$836,526	\$468,961	\$2,228,382	\$5,252,091	\$4,707,524	

Union Station Platform Rehabilitation

Juniper- Sierra Crossing Rehabilitation

		\$3,351,500	\$1,225,811	\$510,970	\$286,453	\$371,614	\$185,807		\$770,845
		\$493,350	\$296,010			\$197,340			
TOTAL		\$49,202,650	\$33,386,137	\$1,347,496	\$755,414	\$2,797,336	\$5,437,898	\$4,707,524	\$770,845