



# Metro

MARCH 21, 2019

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*  
CHIEF EXECUTIVE OFFICER

FROM: *PP* RICHARD CLARKE *BCP*  
CHIEF PROGRAM MANAGEMENT OFFICER

SUBJECT: UPDATE ON METROLINK FY2019-20 BUDGET

## ISSUE

Los Angeles County Metropolitan Transportation Authority (Metro) is firmly supportive and committed to be a strategic partner with Southern California Regional Rail Authority (SCRRA) also known as Metrolink. In this effort, staff is providing a budget update to streamline the budget process in advance of SCRRA's FY2019-20 Budget Workshop to be held on Friday, March 22, 2019.

## DISCUSSION

SCRRA's proposed total funding request from the five-county Joint Powers Authority (JPA) members comprising of Metro, Orange County Transportation Commission, Riverside County Transportation Commission, San Bernardino Transportation Commission and Ventura County Transportation Commission (VCTC) is \$157.4 million for operating subsidy and \$88.9 million for rehabilitation and capital program. SCRRA's operating budget of \$157.4 million include five new staff positions, special trains, new Metrolink scheduled services on the Orange County Line, 91/Perris Valley Line, San Bernardino Line and mid-day Burbank Airport service. Metro's subsidy share of \$246.3 million is \$132.9 million as listed below:

METROLINK FY 2019-20 PROPOSED TOTAL FUNDING REQUEST (in millions)		
Items	SCRRA'S Request	LACMTA Subsidy Share
Operating Subsidy	\$157.4 M	\$77.9 M
Rehabilitation Program	\$84.8 M	\$53 M
Capital Program	\$4.1 M	\$1.9 M
<b>TOTAL</b>	<b>\$246.3</b>	<b>\$132.9</b>

**Rehabilitation & Capital Program**

SCRRA’s FY 2019-20 total rehabilitation and capital program request from the JPA members is \$88.9 million life of project budget. Metro’s subsidy share is approximately \$54.9 million of the total \$88.9 million life of project budget. Staff collaboratively worked with the other four (4) JPA members and SCRRA to review SCRRA’s FY20 rehabilitation and capital program in detail since November 2018. SCRRA is requesting a total cash flow subsidy share from Metro of \$80.6 million comprised of \$77.9 million for operating subsidy and \$2.7 million for FY 20 rehabilitation and capital program as shown in the table below. Staff will be recommending the Metro Board to provide \$107.8 million of funding for Metrolink FY 20, comprised of \$77.9 million for operations and \$29.9 million of programming authority for rehabilitation and capital program as shown in the table below. The \$29.9 million of programming authority for rehabilitation and capital program is based on the project readiness of the program listed in Attachment A – FY 20 Metro Approved SCRRA’s FY 20 Rehabilitation and Capital Projects:

<b>Items</b>	<b>SCRRA’S Cash Basis Request of Metro</b>	<b>Metro’s Recommendation</b>
<b>Operating Subsidy</b>	<b>\$77.9 M</b>	<b>\$77.9 M</b>
<b>Rehabilitation Program</b>	<b>\$2.6 M</b>	<b>\$29.2 M</b>
<b>Capital Program</b>	<b>\$0.1 M</b>	<b>\$0.7 M</b>
<b>METROLINK FUNDING</b>	<b>\$80.6 M</b>	<b>\$107.8 M</b>

**Additional Budget items**

There are additional operating budget items attributed to Antelope Valley Line security, San Bernardino Line 25% Fare Subsidy, special events and enhanced security along the Metro owned right-of-way (ROW) totaling approximately \$5.7 million as listed in the table below. VCTC is requesting adding two new round-trip Saturday services on the Metrolink Ventura Line and SCRRA is still determining the cost.

**Staff’s Proposed Recommendation**

Therefore, at this time, staff will recommend to the Metro Board an estimated grand total of \$114.5 million of programming authority as listed in the table below:

<b>Items</b>	<b>Metro's recommendation</b>
<b>Enhanced LA County ROW security</b>	<b>\$2.6M</b>
<b>AVL Security &amp; LASD Program</b>	<b>\$1.7 M</b>
<b>San Bernardino Line 25% Fare Subsidy</b>	<b>\$2.3 M</b>
<b>Special events</b>	<b>\$0.1 M</b>
<b>TOTAL PROGRAMMING AUTHORITY</b>	<b>\$6.7 M</b>
<b>Total Metrolink Funding</b>	<b>\$107.8 M</b>
<b>Total Programming Authority</b>	<b>\$6.7 M</b>
<b>GRAND TOTAL</b>	<b>\$114.5</b>

### **NEXT STEPS**

Metro is working collaboratively with the new SCRRA to mutually agree on a path forward that provides clarity for project scopes, schedules, cashflow and project delivery; and which articulates Metro's requirements and expectations to ensure both agencies the ability to properly plan for and incorporate future funding requests. These agreed procedures also afford both agencies the opportunity to revisit SCRRA's progress and project delivery and provides a mechanism to address their needs should additional funding be required. SCRRA will be submitting their formal FY2019-20 Budget to the JPA members by May 1, 2019. Staff intends to go to the Metro Board for adoption of the SCRRA FY 2019-20 Budget in May 2019.

**ATTACHMENT A-Metro Approved SCRRA's FY 20 Rehabilitation and Capital Projects**



ATTACHMENT A-METROLINK FY20 PROPOSED REHABILITATION BUDGET

PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE/NOTES	METROLINK	REVISED	METRO
									BUDGET	METRO SHARE	PROPOSED
									REVISIONS		
1899	REHAB	VALLEY	3.67-76.63	Worn	High	TRACK	Valley Subdivision Track Rehabilitation	Valley Sub Track Rehabilitation as follows: URGENT - Rail replacement in High Degree Curvature sections between MP 33.5 & MP 64.0 (27,000 ft of rail) = \$3,456,000 Replace 88,960 ft of rail at additional locations between MP 23.8-66.4 = \$11,160,000 - NEW ADD 10 track miles of new fastenings, tie plugs, anchors, distressing, surfacing and stabilizing track = \$4,065,250 Remove & replace crossing at Drayton Street (75') and Aliso Canyon (30') = \$400,000 No. 14 turnout replacement at CP Balboa = \$500,000 Convert High Degree of Curvature wood tie track to concrete tie (4,500 ft) = \$2,398,750 Market Street (2 tracks at 81'-each) and Hubbard Street (78') = \$840,000 - NEW ADD Other projects overlap with AVL Study and will be funded for FY 21 - only funding RED line items	10,820,000	10,820,000	9,920,000
1900	REHAB	SAN GABRIEL	1.08-33.68	Worn	High	TRACK	San Gabriel Subdivision Track Rehabilitation	San Gabriel Sub Track Rehabilitation as follows: URGENT - Rail replacement in High Degree Curvature sections between MP 1.0-12.0, MP 37.0-40.0 & MP 54.0-57.0 (24,500 ft of rail) = \$3,136,000 5.2 track miles of new fastenings, tie plugs, anchors, distressing, surfacing and stabilizing track = \$2,110,250 6 mid-life crossings rehabilitations (~\$90k each) = \$533,750 2 No. 20 equilateral turnouts at CP Barranca & CP Irwin = \$1,500,000	7,280,000	4,368,000	4,368,000
1901	REHAB	VENTURA-LA COUNTY	441.2-462.39	Worn	High	TRACK	Ventura Subdivision (LA) Track Rehabilitation	Ventura (LA) Sub Track Rehabilitation as follows: Rail replacement between MP 442 & MP 444, & MP 462 to Valley Sub (6,000 ft of rail) = \$768,000 Remove & replace crossing at Tampa Ave (120'), Roscoe Blvd (145'), Balboa Blvd (108'), Lindley Ave (120') & DeSoto Ave (110') = \$2,296,800 Rehabilitate CP Lockheed = \$845,200 Only funding RED line items and will defer to FY 21	3,910,000	3,910,000	3,142,000
1902	REHAB	ORANGE	165.08-212.30	Worn	High	TRACK	Orange/Olive Subdivision Track Rehabilitation		7,230,000		
1906	REHAB	VENTURA-VC COUNTY	426.4-441.24	Worn	High	TRACK	Ventura		1,870,000		
1920	REHAB	VENTURA-LA COUNTY	444.4-462.16	Worn	High	SIGNALS	Signal System Rehabilitation - LA County	Rehabilitate the Signal system at specific locations on the Ventura Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions: MP 446.7 / CP Berson / Control Point = \$1,327,699 MP 448.28 / Signals 4483-4 / Intermediate Signal = \$303,589 MP 450.32 / Signals 4503-4 / Intermediate Signal = \$310,474 MP 451.80 / Signals 4517-8 / Intermediate Signal = \$303,589 MP 458.04 / Signals 4581-2 & 4583-4 / Intermediate Signal = \$686,609 DUPLICATE #1428 with Raymer to Bernsen and fund in FY 21	2,931,960	2,931,960	
1921									1,755,870		
1922	REHAB	VENTURA-LA COUNTY	445.17-461.46	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - LA County	Rehabilitate the Grade Crossing Warning system at specific locations on the Ventura Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 448.27 / Corbin Avenue = \$775,774 MP 450.33 / Lindley Avenue = \$701,804 MP 452.90 / Woodley Avenue = \$769,954 Other project costs: \$728 DUPLICATE #1435 and fund in FY 21	2,248,260	2,248,260	
1923									2,022,480		
1928	REHAB	ALL	N/A	Marginal	Low	ROLLING STOCK	Overhaul Rotem Car Side Door Mechanisms & Components	Overhaul side door components on 50 Rotem railcars.	621,460	295,194	295,194
1929	REHAB	ALL	N/A	Marginal	Low	ROLLING STOCK	HVAC Overhaul for Forty (40) Rotem Passenger Cars Phase II	Overhaul HVAC units in forty Rotem railcars, 2 per car for a total of 80 units.	1,301,110	618,027	618,027



1930	REHAB	ALL	N/A	Worn	High	ROLLING STOCK	Gen 1 HVAC Overhaul (Additional 40 Cars)	The overhaul work for HVAC units includes retrofitting the system to accommodate the new refrigerant, as well as upgrade the system due to new and/or obsolete components or subsystems. The systems shall be updated to use the R-407C refrigerant or approved equivalent. The HVAC units require overhaul about every five years and they need to be replaced in about 20 years. The Bombardier railcar fleet consists of 88 GEN-1, 7 GEN-2 and 26-GEN 3 railcars. The overhaul of the HVACs on 20 cars were approved for FY18 and the procurement for a rebuild of the Bombardier fleet is underway (rebuild expected to target up to 28 cars), however the rebuild of the entire fleet is not fully funded and even if funded, will take several years to complete. This project ensures that this passenger critical feature is in a State of Good Repair. A contract was awarded in February 2018 to RAM for the HVAC overhaul, which included a option to include additional units.	928,000	440,800	440,800
1931	REHAB	VALLEY	4.8- 76.62	Worn	High	SIGNALS	Signal System Rehabilitation - Valley Subdivision	Rehabilitate the Signal system at specific locations on the Valley Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions: MP 4.8 / CP Fletcher / Control Point = \$689,505 MP 7.99 / Signal 71-73 / Intermediate Signal = \$311,320 MP 19.22 / Signals 191 - 192 / Intermediate Signal = \$147,995 MP 20.81 / Signals 201 - 202 / Intermediate Signal = \$303,589 MP 23.6 / CP Roxford / Control Point = \$361,625 MP 24.70 / DED / Wayside Detector = \$5,820 MP 25.3 / CP Balboa / Control Point = \$360,505 MP 26.39 / Signals 261-262 / Intermediate Signals = \$190,295 MP 28.00 / CP Portal / Control Point = \$217,210 MP 33.4 / CP Canyon / Control Point = \$354,685 MP 34.96 / Signals 341-2 / Intermediate Signals = \$147,995 MP 37.11 / Signals 371-2 / Intermediate Signals = \$147,995 MP 38.6 / CP Honby / Control Point = \$354,685 MP 40.0 / CP Humphrys / Control Point = \$381,655 Other project costs: \$5,521      Only funding RED highlighted items - project overlap	3,980,400	3,980,400	1,609,746
1932	REHAB	VALLEY	5.81- 76.05	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - Valley Subdivision	Rehabilitate the Grade Crossing Warning systems at specific locations on the Valley Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 14.14 / Arvilla Street = \$695,984 MP 21.81 / N. Hubbard Avenue = \$291,180 MP 23.72 / Roxford Street = \$267,900 MP 30.39 / 13th Street = \$217,210 MP 32.35 / Drayton Street = \$480,410 MP 32.77 / LA County Sanitation District = \$217,210 Other project costs: \$1,136      DUPLICATE PROJECTS-BRIGHTON TO ROXFORD-Only funding RED line items	2,171,030	2,171,030	695,984



Rehabilitate the Signal system at specific locations on the San Gabriel Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions:

- MP 12.50 / CP Hondo / Control Point = \$29,100
  - MP 12.90 / CP Watson Control Point = \$23,280
  - MP 15.30 / CP Bassett / Control Point = \$375,780
  - MP 16.60 / CP Amar / Control Point = \$158,460
  - MP 20.40 / CP Irwin / Control Point = \$87,960
  - MP 23.40 / CP Barranca / Control Point = \$82,140
  - MP 34.60 / CP Central / Control Point = \$87,960
  - MP 36.80 / Signals 361 & 362 / Intermediate = \$5,820
  - MP 38.61 / Signals 381 & 382 / Intermediate = \$5,820
  - MP 40.20 / CP Archibald / Control Point = \$87,960
  - MP 42.40 / CP Rochester / Control Point = \$87,960
  - MP 44.22 / High Water Detector / Wayside Detector = \$31,725
  - MP 49.21 / Signals 491 & 492 / Intermediate = \$111,570
  - MP 54.04 / Signals 531 & 532 / Intermediate = \$5,820
  - MP 55.30 / CP Rancho / Control Point = \$170,100
- Other project costs: \$59,875

1934	REHAB	SAN GABRIEL	1.90- 57.6	Worn	High	SIGNALS			1,411,330	846,798	846,798
							Rehabilitate the Grade Crossing Warning systems at specific locations on the San Gabriel Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 12.70 / Tyler Street = \$311,265 MP 13.92 / Cogswell Avenue = \$285,360 MP 15.13 / Temple Avenue = \$211,390 MP 16.08 / Temple Avenue = \$291,180 MP 16.90 / Hamburger Lane = \$217,210 MP 17.34 / Francisquito Avenue = \$285,360 MP 17.59 / Foster Avenue = \$199,750 MP 18.03 / Merced Avenue = \$288,830 MP 52.44 / Lilac Avenue = \$348,660 MP 52.69 / Willow Avenue = \$217,060 MP 52.94 / Riverside Avenue = \$290,880 MP 53.19 / Sycamore Avenue = \$348,660 MP 53.45 / Acacia Avenue = \$217,060 MP 53.70 / Eucalyptus Avenue = \$217,060 MP 53.95 / Pepper Avenue = \$358,880 MP 54.54 / Rialto Avenue = \$217,060 Other project costs: \$243,370				
1935	REHAB	SAN GABRIEL	12.70- 55.24	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - LA County	DUPLICATE PROJECTS and will fund in FY 21	4,548,035	2,728,821	
1943									2,380,000		
							Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$135,000 Sunset PBX rehab = \$50,000 Power System rehab = \$82,000 Other project costs: \$76,200				
1944	REHAB	SAN GABRIEL	1.08- 57.66	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation San Gabriel		343,200	205,920	205,920
1945									601,700		



1946	REHAB	VALLEY	3.67-76.63	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation Valley	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$70,000 Emma PBX Radio rehab = \$50,000 Power System rehab = \$75,000 Other project costs: \$152,600	347,600	347,600	347,600
1947									2,500,000		
1948	REHAB	SAN GABRIEL	1.08-56.52	Worn	High	STRUCTURES	San Gabriel Subdivision - Structures Rehabilitation	Structures Rehabilitation along the San Gabriel Subdivision high priority projects identified by Metrolink Rehabilitation Plan (MRP). Projects include: Replace Bridge SG MP 29.626 = \$735,000 Culverts SG MP 28.28, 35.90 and 40.20 = \$1,578,000 - <b>\$1M ANNUAL EXPENDITURE EVERY YEAR FOR Projects nos. 1948, 1950 AND 1951 (listed below) to begin engineering design work</b> Projects to be reviewed in year of expenditure to confirm prioritization.	2,313,000	1,387,800	1,000,000
1949									189,475		
1950	REHAB	VENTURA-LA COUNTY	441.24-462.39	Worn	High	STRUCTURES	Ventura Subdivision - Los Angeles County - Structures Rehabilitation	Structures Rehabilitation in Los Angeles County high priority projects on Ventura Subdivision identified by Metrolink Rehabilitation Plan (MRP). Projects include: Culverts VN MP 442.80, 443.60 and 443.57 = \$2,854,000 Projects to be reviewed in year of expenditure to confirm prioritization.	2,854,000	2,854,000	
1951	REHAB	VALLEY	3.67-76.63	Worn	High	STRUCTURES	Valley Subdivision - Los Angeles County - Structures Rehabilitation	Structures Rehabilitation in Los Angeles County high priority projects on Valley Subdivision identified by Metrolink Rehabilitation Plan (MRP). Projects include: Replace Bridge VY MP 19.420, 25.710, 28.390, 28.490 = \$2,846,750 Culverts VY MP 25.71, 25.58, 32.92, 38.64, 43.55, 46.24 and 53.61 = \$3,560,000 Projects to be reviewed in year of expenditure to confirm prioritization.	6,406,750	6,406,750	
1952	REHAB	VENTURA-LA COUNTY	442.0-462.39	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura (LA)	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$100,000 Strathern Dispatcher Radio rehab = \$50,000 Power System rehab = \$75,000 Other project costs: \$155,600	380,600	380,600	380,600
1954									314,600		
1956	REHAB	RIVER	0.0-485.20, 143.83	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation River	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio rehab = \$80,000 Mission Wooden pole rehab = \$50,000 Mission Power System rehab = \$75,000 Other project costs: \$43,600	248,600	118,085	\$118,085 included as part of Link US
1957	REHAB	ALL	N/A	Worn	High	NON-REVENUE FLEET	MOW Vehicle Replacement	Replace MOW vehicle identified as high priority by Metrolink Rehabilitation Plan (MRP). Vehicles include: 1 MOW Equipment = \$1,400,000 1 MOW Vehicle (Hy-Rail Heavy) = \$70,000 9 MOW Vehicle (Hy-Rail Med) = \$500,000 3 MOW Vehicles (Med) = \$145,000 20 MOW Vehicles Light = \$525,000 Vehicles to be reviewed in year of expenditure to confirm prioritization. PROVIDED 50% FUNDING	2,640,220	1,254,105	627,053



1958	REHAB	ALL	N/A	Worn	Low	FACILITIES	Facilities Rehabilitation	Facility rehabilitation for high priority projects identified by Metrolink Rehabilitation Plan (MRP). Projects include: <b>Lancaster crew base = \$1,400,000 Metro request to ADD BACK IN per SCRRA's original scope dated Dec 2018 and Metro concurs with SCRRA's recommendation to fund 50% for the Lancaster crew based. Metro's total funding is up to the \$1,470,125.</b> Ground air system at Riverside, East Ventura, Moorpark and Lancaster = \$160,000 INCREASED TO \$260,000 Cranes, hy-rail manlift at CMF = \$550,000 Fencing, signage and striping for Pomona campus, CMF and Layover facilities = \$260,000 Backup generator for MOC = \$280,000 HVAC at MOW = \$150,000 HVAC control system at CMF offices = \$275,000 Procure stockpile critical facility repair materials for emergency response = \$200,000      SCRRA ADDED <b>on 2/19/19: Integrated office HVAC, shop fire dampener, NOX and exhaust control system at CMF \$675,000;</b> <b>Storage tank metering &amp; warning system at CMF &amp; EMF - Fuel, DEF, Storm water, Oil, etc. Additional holding tanks for bulk antifreeze &amp; hydraulic oil = \$425,000; Storm water enclosures at CMF &amp; EMF for trash containers, hazardous totes &amp; containers = \$175,000; Phase 1 switch gear replacement at CMF = \$200,000; Storage proof replacement at EMF = \$200,000</b> Projects to be reviewed in year of expenditure to confirm prioritization.	3,095,000	1,470,125	1,470,125
1959	REHAB	ALL	N/A	Worn	Low	NON-REVENUE FLEET	MOW Total Loss vehicle Replacement	Replace MOW vehicle removed from service due to total loss during 2107 and 2018. 0049 - 03 FL-FrtLnr HYR - Total loss 2017 = \$210,000 0250 - 08 Ford F-250 - Total Loss 2017 = \$35,000 0253 - 08 Ford F-250 - Total Loss 2017 = \$35,000 0235 - 08 Ford F-250 Signal - Total Loss 2018 = \$53,000 0243 - 08 Ford F-550 - Total Loss 2018 = \$175,000 Vehicles to be reviewed in year of expenditure to confirm prioritization.	508,000	241,300	241,300
1979	REHAB	ALL	N/A	Worn	High	TRACK	Rail Grinding FY20	Perform production rail grinding with large rail mounted specialized equipment. The rail grinding included in the rehabilitation budget is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every year to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system.	979,000	465,025	465,025
1981	REHAB	ALL	N/A	Worn	High	TRACK	Systemwide Lubrication Study & Implementation	Conduct a systemwide rail lubrication study and provide funding for installing new lubricators systemwide, rehabilitate existing lubricators, provide remote monitoring of lubricators for SCRRA staff to monitor lubrication at the various locations, and maximize Metrolink's return on investment of Rail.	1,144,000	543,400	543,400
2004	REHAB	VALLEY	N/A	Worn	Low	SIGNALS	Pedestrian Gates at Stations	Install 2 sets of pedestrian gates with railings and swing gates at Burbank Airport Downtown Station and 1 set at Newhall Station	1,500,015	1,500,015	1,500,015
2019	REHAB	ALL	N/A	Worn	Low	NON-REVENUE FLEET	Overhaul current specialized MOW Equipment; Phase 1	Rehabilitation of current Maintenance-of-Way equipment. This is year 1 of as three year overhaul request that will total \$2,855,000 as identified in the MRP. THIS project will address the first \$1,000,000 of overhaul work that will be identified in the year of expenditure to confirm prioritization of the equipment listed below: Brandt Road Railer Tamper DTS Regulator Ballast cars Air Dumps Flat Cars	1,000,020	475,010	475,010
<b>TOTAL FY 20 REHAB PROJECTS</b>									<b>84,775,715</b>	<b>53,009,025</b>	<b>29,192,597</b>