



Board Report

File #: 2021-0219, File Type: Program

Agenda Number: 9.

FINANCE, BUDGET AND AUDIT COMMITTEE MAY 19, 2021

SUBJECT: FY 2021-22 METROLINK REHABILITATION AND CAPITAL PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2021-22 Rehabilitation and Capital Budget in the amount of \$33,349,794 as detailed in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2013-14 extended from June 30, 2020 to June 30, 2022 - \$13,991
 - FY 2014-15 extended from June 30, 2020 to June 30, 2023 - \$3,423
 - FY 2016-17 extended from June 30, 2020 to June 30, 2023 - \$586,002
 - FY 2017-18 extended from June 30, 2021 to June 30, 2024 - \$2,975,013
 - MRROTEMSET extended from June 30, 2020 to June 30, 2026 - \$7,041,544
 - 94-DORANSCRRA extended from June 30, 2020 to June 30, 2022 - \$161,492
 - 94SCRRAMRLUS extended from June 30, 2020 to June 30, 2022 - \$73,848
 - MRTVMLACTY extended from June 30, 2020 to June 30, 2023 - \$2,417,002
 - MRBRIGHTRX extended from June 30, 2020 to June 30, 2022 - \$271,974;

- C. APPROVING Funding Agreement Time Extension to December 31, 2022 for City of Palmdale Rancho Vista Grade Separation Project;
- D. APPROVING the FY22 Transfers to Other Operators payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- E. APPROVING Funding Agreement for Track and Signal mobilization cost of \$1,548,164; and
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

ISSUE

The Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their individual share of the Metrolink budget on an annual basis. The Metrolink operating budget is included in Metro's FY 2021-22 agency budget under a separate board action. Staff is recommending approval of Metro's share of the Metrolink FY 2021-22 Rehabilitation & Capital Budget in the amount of \$33,349,794 as detailed in Attachment A.

DISCUSSION

On an annual basis, Metrolink submits rehabilitation and capital project funding requests to the JPA member agencies to maintain the Metrolink commuter rail system in a state of good repair. Metrolink's FY 2021-22 total rehabilitation budget request from all the JPA member agencies is approximately \$99.033 million consisting of \$90.433 million in rehabilitation/state of good repair and \$8.6 million in new capital projects. Metro's share is a total \$33,349,794 (out of \$99.033 million) for the FY 2021-22 Rehabilitation and Capital projects. Staff's recommended approval consists of the following:

- \$8,031,594 in systemwide projects shared by all the JPA member agencies comprising of dedicated to track rehabilitation, positive train control enhancements, back office communications, replacing MOW vehicles and equipment and rehabilitating building facilities;
- \$17.766 million for line specific projects in the Antelope Valley Line to establish a Lancaster crew base, rehabilitation of bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems;
- \$7,267,200 million for line specific projects in the San Bernardino Line for track, structure and train control systems.
- \$285,000 for systemwide new capital project for an electric car mover shared by all JPA

member agencies

Metro has been working collaboratively with Metrolink to review Metrolink’s FY22 rehabilitation and capital program in detail which now aligns with all the JPA member agencies’ funding commitments. Staff is also working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service.

In the last five years, Metro has provided a total of approximately \$142.705 million consisting of 169 rehabilitation and capital projects from FY17 through FY21. Metrolink’s project delivery of rehabilitation and capital projects has significantly improved beginning in FY17.

Fiscal Year	Number of Projects	Funding Amount
FY17	55	\$41,678,525
FY18	1	\$6,819,000
FY19	74	\$41,731,193
FY20	26	\$33,352,440
FY21	13	\$19,124,456
Subtotal	169	\$142,705,614
Proposed for FY22	27	\$33,349,794
GRAND TOTAL	196	\$176,055,408

Rancho Vista Grade Separation Project Time Extension

In 2012 the Metro Board programmed \$3,000,000 to the City of Palmdale to complete 100% final design for the Rancho Vista Grade Separation Project. The grade separation will be designed to accommodate existing SCRRA and UPRR tracks and future California High Speed Rail tracks. Design advanced until the Union Pacific Railroad (UPRR) changed their bridge design specifications from concrete to steel at the 65% design level. After close coordination with UPRR over approximately 18 months, the City of Palmdale was finally able to convince UPRR to proceed with final design based on the original concrete bridge design. The project is at 95% design, is substantially completed, and staff is seeking an administrative time extension to December 31, 2022 which will allow sufficient time to complete the final bid documents, start advance utility relocation and right of way acquisition work, and complete project closeout. The City of Palmdale will continue to work with elected officials, the Department of Defense and Metro staff to seek funds for construction.

As an interim improvement, the Southern California Regional Rail Authority (SCRRA) was recently awarded \$3,329,100 in Federal Highway Administration (FHWA) Section 130 funds to make near-term improvements to enhance safety at the Rancho Vista grade crossing. These improvements will include three new pedestrian and vehicular active warning devices, train signaling system modifications to allow for improved signal preemption, and track crossing panel replacement on the SCRRA side of the tracks. These improvements are anticipated to be completed by 2023

Extend Lapsing Dates of Rehabilitation / Capital Funds

Metrolink rehabilitation and capital projects maintain system safety, ensure state of good repair and modernize the Metrolink system span over a 4 year project delivery program for most projects. This recommended Board action extends SCRRA’s various rehabilitation and capital project MOU funding in the amount of \$13,544,289 as outlined from expiring on June 30, 2020. Due to the unprecedented COVID pandemic, unforeseen material supplier delays, and project work delays, a time extension is being requested. Metrolink indicated that their work is in progress, some projects are close to completion and will be completed and invoiced by the requested extension date.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of Metro’s patrons or employees.

FINANCIAL IMPACT

Metrolink’s total FY 2021-22 rehabilitation and capital budget request from all SCRRA JPA Member Agencies consists of Rehabilitation in the amount \$99.033 million consisting of \$90.433 million in rehabilitation/state of good repair and \$8.6 million in new capital projects.

Metro’s share of Metrolink’s FY 2021-22 Rehabilitation and Capital budget is \$33,349,794 and will be funded with new programming of Measure R 3% in the amount of \$24 million and the remaining \$9,349,794 will use the remaining fare revenue supplement due to COVID 19 or other funding sources already programmed to Metrolink in FY 21.

Metrolink’s FY 2021-22 rehabilitation and capital program is implemented and funded over a four year time period. Metro’s cash flow requirements for the Metrolink FY 2021-22 rehabilitation and capital program are as follows:

Metro	Rehab	Capital	Total
FY 2021-22	\$1.7	0	\$1.7
FY 2022-23	\$11.6	\$0.1	\$11.7
FY 2023-24	\$9.9	\$0.1	\$10
FY 2024-25	\$9.864	\$0.085	\$9.949
TOTALS	\$33.064	\$0.285	\$33.349

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff’s recommendation supports Strategic Plan Goal #1.2 to improve L.A. County’s overall transit network and assets. Metro will work with the Southern California Regional Rail Authority (SCRRA) to provide more frequent and reliable Metrolink service, improve customer satisfaction, and better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the SCRRA JPA, Metro is required to approve its annual share of the SCRRA budget. The Metro Board could elect to authorize a different budget amount. However, staff does not recommend an alternate budget amount since Metro is funding Metrolink's full funding request.

NEXT STEPS

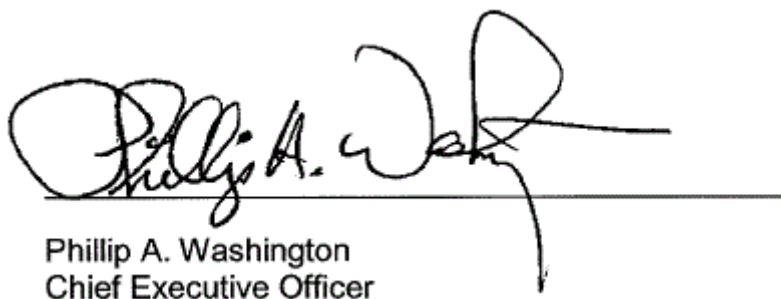
The Metrolink Board is scheduled to adopt their FY 2021-22 budget on June 25, 2021. Metro staff will monitor implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action.

ATTACHMENTS

Attachment A - Metrolink FY 2021-22 Rehabilitation and Capital Project List

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