



## Board Report

File #: 2017-0823, File Type: Program

Agenda Number: 22.

### PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2018

**SUBJECT: ADDITIONAL METROLINK REHABILITATION FUNDING**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. PROGRAMMING the Los Angeles County Metropolitan Transportation Authority's (Metro) share of Southern California Regional Rail Authority's (SCRRA - operating as Metrolink) FY17 "Priority B" track and structure rehabilitation work up to \$13,297,500;
- B. APPROVING payment for the City of Los Angeles San Fernando Road Bike Path Three Settlement Costs totaling \$59,629;
- C. REPROGRAMMING prior year SCRRA MOU surplus funds totaling \$3,014,089 as listed below for SCRRA's state of good repair projects:
  1. FY 2010-11 MOU - \$1,038,316
  2. FY 2011-12 MOU - \$791,123
  3. FY 2012-13 MOU - \$471,898
  4. Capital Project MOUs - \$712,752
- D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
  1. FY 2010-11 from June 30, 2017 to June 30, 2018
  2. FY 2011-12 from June 30, 2017 to June 30, 2018
  3. FY 2012-13 from June 30, 2017 to June 30, 2018
  4. FY 2013-14 from June 30, 2017 to June 30, 2018

- E. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding and lapsing date extensions.

## **ISSUE**

Metro's share of SCRRA's urgent track and structure rehabilitation projects for FY 17 is \$31,864,316 that were divided into two sets of priority groupings, A and B, where A is a higher priority than B. On April 27, 2017, the Metro Board approved programming funding for the SCRRA's FY17 track and structure Priority A rehabilitation work totaling \$18,381,025. Staff is recommending programming approval for the remaining FY17 SCRRA track and structure Priority A and B rehabilitation work up to \$13,297,500.

## **DISCUSSION**

On April 27, 2017, the Metro Board approved funding in the amount of \$18,381,025 for SCRRA's "Priority A" Slow Order highest priority rehabilitation projects determined to require an immediate need for repair and funding. The "Priority B" rehabilitation projects were assessed during the due diligence field visits as well but were determined to require rehabilitation in later years and were not as urgent. SCRRA has since updated their information (ATTACHMENT A) which enabled staff to further assess the remaining Priority B projects on SCRRA's list. Although it was determined that the remaining rehabilitation projects did not have an immediate funding need, SCRRA's project delivery consists of location groupings in addition to need assessment to realize additional cost savings and economies of scale since some projects are adjacent to each other but may not require rehabilitation until a subsequent time period. As a result, LACMTA staff concurs that additional funding in the amount of \$13,297,500 is needed to bring LACMTA owned right of way into a state of good repair and prevent slow orders.

### **"Priority A" Rehabilitation Work Progress**

SCRRA has contracted the services of HDR to assist with project delivery, project prioritization and cost estimating. LACMTA now receives monthly project status updates due to SCRRA's collaboration with HDR.

During the last eight months since LACMTA's board action in April 2017, SCRRA has shown significant progress as demonstrated on the attached December 2017 State of Good Repair (SOGR) Program Status Update (ATTACHMENT B). As you will note, since approving the "Priority A" rehabilitation funding in April 2017, SCRRA has completed the replacement of four culverts which in most cases were nearing 100 years, replaced in excess of 16,000 ties, and is nearing completion of the rail top bridge replacement design - all in Los Angeles County and primarily on the Antelope Valley Line.

SCRRA has benefitted from economies of scale which has been demonstrated by their ability to complete three culvert replacements from realized savings in the amount of \$1,662,500. This savings allowed SCRRA to move forward with rail top bridge design and the purchase of additional materials.

### City of Los Angeles San Fernando Road Bike Path Three Settlement Costs

SCRRA paid \$59,629 in settlement costs to LACMTA's billboard lessee Outfront Media related to the San Fernando Bike Path Phase II project. SCRRA recently informed LACMTA that this balance has remained unpaid for several years because the project was already closed on SCRRA's books and final invoices were generated when SCRRA received the settlement from LACMTA's real estate department. Since this project was not budgeted when the settlement agreement was received, SCRRA paid the expense from their PL/PD account and would like to be reimbursed.

### Reprogramming Surplus LACMTA MOU Funds

SCRRA reconciled the FY11, FY12, FY13 and several closed capital project LACMTA MOUs which identified \$3,014,089 available for reprogramming as follows:

- FY 2010-11 MOU - \$1,038,316
- FY 2011-12 MOU - \$ 791,123
- FY 2012-13 MOU - \$ 471,898
- Capital Project MOUs - \$712,752

Staff is requesting that these funds be reprogrammed and applied to the SCRRA rehabilitation project funding requests as outlined in the Financial Impact section.

### Extend Rehabilitation Funds Lapsing Dates

SCRRA is requesting an additional extension for FY11, FY12, FY13 and FY14 rehabilitation funds which lapsed on June 30, 2017. SCRRA rehabilitation and renovation projects span over multiple years to maximize economy of scale and take advantage of matching federal funds. As a result, funds programmed over multiple years may not be completely invoiced prior to lapsing and LACMTA does not recognize project completion until we are invoiced. SCRRA has reassured staff that their work is in progress and will be completed and invoiced before the June 30, 2018 fiscal year end.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on the safety of LACMTA's patrons and employees. However, maintaining LACMTA owned assets and infrastructure in a state of good repair will eliminate system failures which could result in additional cost to LACMTA or exposure to liability.

### **FINANCIAL IMPACT**

LACMTA staff is requesting the Board to approve programming \$10,340,340 in Measure R 3% funds

for the SCRRA “Priority B” urgent rehabilitation projects and Bike Path Settlement. However, pursuant to the cash flow provided by SCRRA no funding is needed until FY 19 and future years.

|                                             | Costs          | Programming Cash Flow |                |             |
|---------------------------------------------|----------------|-----------------------|----------------|-------------|
|                                             |                | FY 18                 | FY19           | FY 20       |
| Priority B Urgent Rehab                     | \$13,297,500   |                       | \$10,247,500   | \$3,050,000 |
| Priority A Urgent Rehab Approved April 2017 | \$18,381,025   | \$ 7,000,000          | \$8,000,000    | \$3,381,025 |
| <b>Total Urgent Rehab Funding</b>           | \$31,678,525   |                       |                |             |
| Bike Path Settlement                        | \$ 59,629      | \$ 59,629             |                |             |
| Reprogram Surplus Funds                     | \$ (3,014,089) |                       | \$ (3,014,089) |             |
| <b>Total New Funding Request</b>            | \$10,340,340   |                       | \$10,340,340   |             |

LACMTA staff will budget the necessary funding on an annual basis.

**ALTERNATIVES CONSIDERED**

The Board could chose not to approve funding the SCRRA rehabilitation work of LACMTA owned ROW nor approve the lapsing date extensions. This is not recommended since passenger safety and operational efficiency are among our agency’s highest priorities. Further, if this rehabilitation work is not funded slow orders could be imposed. If the lapsing dates are not extended SCRRA’s funding levels will be decreased.

**NEXT STEPS**

1. Monitor the progress of the SCRRA structure and rehabilitation work and provide updates to the Board as part of the quarterly Regional Rail report.
2. Continue to perform due diligence and work with SCRRA staff to determine the highest priority rehabilitation projects which will be included in the LACMTA 6 Year Funding Plan.

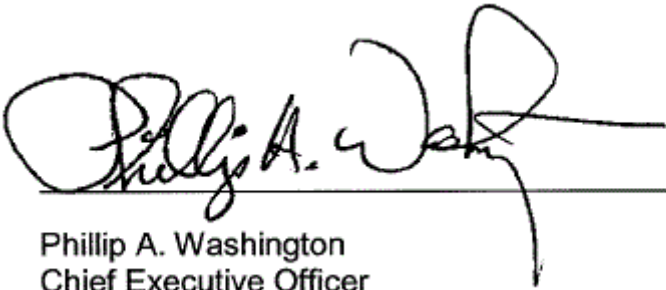
**ATTACHMENTS**

- Attachment A - Priority A & B Track and Structure Project List
- Attachment B - December 2017 Priority A Track and Structure Status Report
- Attachment C - SCRRA December 7, 2017 Surplus Funds Reprogramming Letter
- Attachment D - SCRRA October 2, 2017 Surplus Funds Reprogramming Letter

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Prepared by: Yvette Reeves, Principal Transportation Planner, (213) 418-3176  
Jeanet Owens, Sr. Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



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Phillip A. Washington  
Chief Executive Officer

# ATTACHMENT A

## FUNDING PLAN for FY 2017 REHABILITATION BUDGET AMENDMENT

| Line #                                            | Subdivision | Priority | Project type | Project Description*           | Tot Cost            | Respon Agency | Original Metro (2nd Phase of Funding) | Revised Metro (2nd Phase of Funding)** | Cashflow*** |           |         |         |         |         |         |
|---------------------------------------------------|-------------|----------|--------------|--------------------------------|---------------------|---------------|---------------------------------------|----------------------------------------|-------------|-----------|---------|---------|---------|---------|---------|
|                                                   |             |          |              |                                |                     |               |                                       |                                        | 2018-Q4     | 2019-Q1   | 2019-Q2 | 2019-Q3 | 2019-Q4 | 2020-Q1 | 2020-Q2 |
| 3                                                 | Valley      | A-3      | Track        | Lang Station Road Crossing     | \$400,000           | Metro         | \$400,000                             | \$400,000                              |             |           |         |         |         |         |         |
| 5                                                 | Valley      | A-5      | Track        | Action Spur Turnout MP 61.74   | \$500,000           | Metro         | \$500,000                             | \$500,000                              | \$500,000   |           |         |         |         |         |         |
| 6                                                 | Valley      | B-1      | Track        | 4,000 Ties MP 9-11             | \$1,000,000         | Metro         | \$1,000,000                           | \$1,000,000                            | \$500,000   | \$500,000 |         |         |         |         |         |
| 7                                                 | Valley      | B-2      | Track        | 4,000 Ties MP 6-8              | \$1,000,000         | Metro         | \$1,000,000                           | \$1,000,000                            | \$500,000   | \$500,000 |         |         |         |         |         |
| 21                                                | Valley      | B-1      | Structure    | Bridge 8.41 (Rail Top)         | \$500,000           | Metro         | \$500,000                             | \$500,000                              | \$50,000    | \$50,000  |         |         |         |         |         |
| 22                                                | Valley      | B-2      | Structure    | Bridge 10.63 (Rail Top)        | \$1,260,000         | Metro         | \$1,260,000                           | \$1,260,000                            | \$130,000   | \$130,000 |         |         |         |         |         |
| 15                                                | Valley      | A-8      | Structure    | Bridge 44.38 (Rail Top)        | \$500,000           | Metro         | \$500,000                             | \$500,000                              | \$50,000    | \$50,000  |         |         |         |         |         |
| 10                                                | Valley      | A-3      | Structure    | Bridge 46.91 (Rail Top)        | \$840,000           | Metro         | \$840,000                             | \$840,000                              | \$120,000   | \$120,000 |         |         |         |         |         |
| 17                                                | Valley      | A-10     | Structure    | Bridge 47.03 (Rail Top)        | \$840,000           | Metro         | \$840,000                             | \$840,000                              | \$120,000   | \$120,000 |         |         |         |         |         |
| 18                                                | Valley      | A-11     | Structure    | Bridge 47.33 (Rail Top)        | \$1,120,000         | Metro         | \$1,120,000                           | \$1,120,000                            | \$110,000   | \$110,000 |         |         |         |         |         |
| 19                                                | Valley      | A-12     | Structure    | Bridge 48.08 (Rail Top)        | \$500,000           | Metro         | \$500,000                             | \$500,000                              | \$50,000    | \$50,000  |         |         |         |         |         |
| 14                                                | Valley      | A-7      | Structure    | Bridge 52.66 (Rail Top)        | \$500,000           | Metro         | \$500,000                             | \$500,000                              | \$50,000    | \$50,000  |         |         |         |         |         |
| 20                                                | Valley      | A-13     | Structure    | Bridge 54.05 (Rail Top)        | \$500,000           | Metro         | \$500,000                             | \$500,000                              | \$50,000    | \$50,000  |         |         |         |         |         |
| 16                                                | Valley      | A-9      | Structure    | Bridge 55.19 (Rail Top)        | \$500,000           | Metro         | \$500,000                             | \$500,000                              | \$50,000    | \$50,000  |         |         |         |         |         |
| 29                                                | Valley      | A-7      | Structure    | Culvert 48.74 (Clay Pipe)      | \$280,000           | Metro         | \$280,000                             | \$210,000                              |             |           |         |         |         |         |         |
| 35                                                | Valley      | A-13     | Structure    | Culvert 49.53 (Cast Iron Pipe) | \$420,000           | Metro         | \$420,000                             | \$315,000                              |             |           |         |         |         |         |         |
| 34                                                | Valley      | A-12     | Structure    | Culvert 49.69 (CMP)            | \$280,000           | Metro         | \$280,000                             | \$210,000                              |             |           |         |         |         |         |         |
| 25                                                | Valley      | A-3      | Structure    | Culvert 49.99 (Timber Box)     | \$280,000           | Metro         | \$280,000                             | \$210,000                              |             |           |         |         |         |         |         |
| 27                                                | Valley      | A-5      | Structure    | Culvert 50.57 (Timber Box)     | \$280,000           | Metro         | \$280,000                             | \$210,000                              |             |           |         |         |         |         |         |
| 36                                                | Valley      | A-14     | Structure    | Culvert 52.32 (Cast Iron Pipe) | \$350,000           | Metro         | \$350,000                             | \$262,500                              |             |           |         |         |         |         |         |
| 37                                                | Valley      | A-15     | Structure    | Culvert 52.38 (Cast Iron Pipe) | \$420,000           | Metro         | \$420,000                             | \$315,000                              |             |           |         |         |         |         |         |
| 54                                                | Ventura-LA  | A-2      | Structure    | Culvert 52.99 (Cast Iron Pipe) | \$700,000           | Metro         | \$700,000                             | \$525,000                              |             |           |         |         |         |         |         |
| 62                                                | San Gabriel | B-1      | Track        | lark Ellen Xing                | \$400,000           | LA & SB       | \$240,000                             | \$240,000                              |             |           |         |         |         |         |         |
| 26                                                | Valley      | A-4      | Structure    | Culvert 44.16 (Timber Box)     | \$280,000           | Metro         | \$280,000                             | \$0                                    |             |           |         |         |         |         |         |
| 28                                                | Valley      | A-6      | Structure    | Culvert 55.75 (Timber Box)     | \$280,000           | Metro         | \$280,000                             | \$0                                    |             |           |         |         |         |         |         |
| 31                                                | Valley      | A-9      | Structure    | Culvert 55.42 (Cast Iron Pipe) | \$350,000           | Metro         | \$350,000                             | \$0                                    |             |           |         |         |         |         |         |
| <b>TOTAL REMAINING SLOW ORDER PROJECT FUNDING</b> |             |          |              |                                | <b>\$15,120,000</b> |               | <b>\$14,960,000</b>                   | <b>\$13,297,500</b>                    |             |           |         |         |         |         |         |

\* Assumes Board Approval in January, and 2 Months to process MOU, for Official NTP date of March 1, 2018.  
 \*\*25% Reduction in budget per request from Metro, with the assumption that SCRRA will take advantage of Economies of Scale.  
 \*\*\*Cashflows are tentative until projects are funded and commitments can be made for construction. These are based off of the best currently available information.



## High Priority State of Good Repair (SOGR) Program Program Status Update - December 2017

### Program Overview

The High Priority State of Good Repair (SOGR) Program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, grade crossings, turnouts, culverts and railroad bridges. The objective of this program is to rehabilitate and replace the most critical priorities of aging track and railroad structures currently in use by Metrolink's daily commuter rail service, Amtrak service and other railroad partner service and maintain on-time service. The current program is scoped for the 23 most critical projects, with additional projects to be proposed if cost savings and/or additional funding allows. The work is being performed to avoid the need for slow orders which are required when track or bridge structures are not at an acceptable condition for existing speeds or weights. Currently, segments of Metrolink's track and bridge structures are nearing out-of-compliance levels with existing SCRRRA Track Maintenance and Engineering Instruction (TMEI) standards.

### Program Status Update

Work is progressing well on all aspects of the SOGR Program. Over the period, crews performed clean-up and de-stressing to complete the Valley Sub The project. The replacement is now largely complete on the Valley and Ventura (LA) Subs. Staff continued contractor job walks at multiple locations including the River (EB) Sub to prepare for commencement of rail replacement work. The project delivery team is working effectively, evaluating schedules, assumptions and risks. Materials, including ties, turnouts and rail, have been ordered and delivery is underway as scheduled to avoid any delays to the program. Work windows have been coordinated with the Operations Dept. to ensure schedule will be maintained and maximize productivity. Staff expects to complete the delivery of the SOGR program ahead of schedule and under budget.

Status by asset type:

- Ties - The replacement on Valley and Ventura (LA Co) Subs complete; Ventura (Ven Co) Sub anticipated to be complete in Dec. 2017.
- Rail - First rail train delivered in Nov. and second in early Dec. (ahead of schedule). Rail rehab to begin on River Sub (EB) in Jan. 2018
- Turnouts - Materials ordered; potential complexities at certain locations related to track elevation and adjacent track features.
- Culverts - All four culverts on the Valley Sub were successfully replaced in Sept 2017. Remaining culvert on Ventura Sub in mid-2018.
- Bridges - Design approx. 60% but potential delay to complete hydrologic & hydraulic studies and to include add'l bridges that were not funded in the original SOGR program authorization. Advertisement of IFB package anticipated in Q2 2018.

### Next Steps

- Off-load rail trains, begin rail installation on East Bank in Jan. 2018
- Continue tie replacement on Ventura (Ven), River & San Gabriel Subs
- Request funding for add'l bridges to include in bridge design/IFB package for release in Q2 2018; construction starting in late- 2018.
- Continue track & turnout material deliveries and contractor authorizations to perform the work as scheduled

### Cost & Schedule Status by Sub-Project

(Data as of 12/5/17)

| Project# | Description                                            | Sub-division     | Budget      | Cost        |             |                     | Schedule        |                                                                                        | Status/Issues |
|----------|--------------------------------------------------------|------------------|-------------|-------------|-------------|---------------------|-----------------|----------------------------------------------------------------------------------------|---------------|
|          |                                                        |                  |             | Committed   | Expended    | Physical % Complete | In-Service Date |                                                                                        |               |
| 592110   | Replace 7,600 Ties & Rail Curves (MP439.24 & 433.1)    | Ventura (Ven Co) | \$2,312,500 | \$1,765,418 | \$661,295   | 62%                 | 8/1/18          | The work complete, rail delivery anticipated in Dec.                                   |               |
| 592111   | Replace Turnout at CP Santa Susana (#20)               | Ventura (Ven Co) | \$375,000   | \$119,701   | \$9,642     | 11%                 | 3/29/18         | Re-evaluating scope to replace components, not full turnout.                           |               |
| 592112   | Rehabilitate Katherine Road Crossing                   | Ventura (Ven Co) | \$400,000   | \$20,254    | \$2,846     | 11%                 | 3/29/18         | Contractor to provide materials and perform work Feb.-Mar. 2018                        |               |
| 592210   | Replace Ties (MP444-462), Woodman Turnouts (MP460)     | Ventura (LA Co)  | \$3,375,000 | \$3,111,120 | \$2,241,518 | 80%                 | 4/5/18          | The work complete; potential challenges on turnouts require funding transfer.          |               |
| 592310   | Replace 8,450 Ties (MP46-48, 52-59, 63-64)             | Valley           | \$2,112,500 | \$2,075,969 | \$986,177   | 98%                 | 12/4/17         | The work complete, close-out underway.                                                 |               |
| 592410   | Install 9,000 Ties (MP 34-38, 42-45, 47-51, 52-54)     | San Gabriel      | \$2,250,000 | \$380,989   | \$14,060    | 18%                 | 3/28/18         | All ties on-site, contractor to begin in Jan. 2018                                     |               |
| 592710   | Replace LAUS Leads & 5,300 Ties                        | River - WB       | \$1,550,000 | \$661,874   | \$396,436   | 15%                 | 5/3/18          | Materials available; RFP issued to JOC contractor.                                     |               |
| 592711   | Replace 2 #20 Turnouts at CP Taylor                    | River            | \$550,000   | \$140,858   | \$11,437    | 13%                 | 6/29/18         | VTHM to perform. Material mostly in inventory, remaining parts ordered to complete pkg |               |
| 592712   | Replace Rail & Ties                                    | River-EB         | \$4,926,600 | \$1,016,832 | \$15,908    | 15%                 | 6/29/18         | Rail delivery in early Dec (ahead of schedule).                                        |               |
| 592713   | Replace 3 Turnouts                                     | River-EB         | \$1,600,000 | \$290,816   | \$7,190     | 8%                  | 10/2/18         | Material ordered; long lead times for non-inventory items                              |               |
| 517020   | Rail Top Bridge Replacement Design                     | System-wide      | \$475,000   | \$462,028   | \$101,767   | 60%                 | 7/27/18         | Bridge design underway; addressing H&H Study.                                          |               |
| 592120   | Replace Bridge (MP436.96 & 434.12), Culvert (MP436.46) | Ventura (Ven Co) | \$1,460,400 | \$105,074   | \$3,415     | 10%                 | 2/13/19         | Bridge design underway; IFB to go out to bid in Q2 2018                                |               |
| 592220   | Replace Bridge MP 458.71                               | Ventura (LA Co)  | \$1,800,034 | \$218,167   | \$6,536     | 10%                 | 2/13/19         | Bridge design underway but delayed due to add'l H&H studies required.                  |               |

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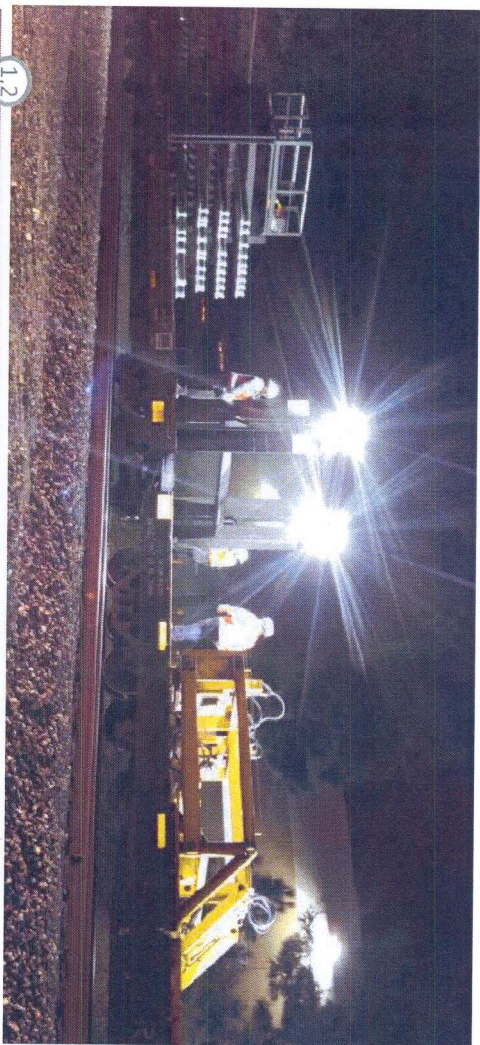
| Project#                      | Description                  | Sub-division | Cost                |                     |                    | Schedule            |                 | Status/Issues                                                         |
|-------------------------------|------------------------------|--------------|---------------------|---------------------|--------------------|---------------------|-----------------|-----------------------------------------------------------------------|
|                               |                              |              | Budget              | Committed           | Expended           | Physical % Complete | In-Service Date |                                                                       |
| 592320                        | Replace Bridge MP 50.64      | Valley       | \$771,443           | \$96,583            | \$4,847            | 10% ●               | 12/14/18        | Bridge design underway but delayed due to add'l H&H studies required. |
| 592321                        | Replace Bridge MP 50.51      | Valley       | \$771,443           | \$95,230            | \$3,493            | 10% ●               | 11/30/18        | Bridge design underway but delayed due to add'l H&H studies required. |
| 592322                        | Replace Bridge MP 50.77      | Valley       | \$771,443           | \$94,892            | \$3,156            | 10% ●               | 12/21/18        | Bridge design underway but delayed due to add'l H&H studies required. |
| 592323                        | Replace Bridge MP 47.45      | Valley       | \$459,192           | \$57,093            | \$2,372            | 10% ●               | 10/22/18        | Bridge design underway but delayed due to add'l H&H studies required. |
| 592324                        | Replace Bridge MP 50.46      | Valley       | \$771,443           | \$94,892            | \$3,156            | 10% ●               | 11/5/18         | Bridge design underway but delayed due to add'l H&H studies required. |
| 592325                        | Replace Culvert MP 55.91     | Valley       | \$350,000           | \$214,677           | \$23,923           | 96% ✓               | 12/14/17        | Work complete, close-out underway.                                    |
| 592326                        | Replace Culvert MP 53.84     | Valley       | \$350,000           | \$332,764           | \$6,762            | 96% ✓               | 12/14/17        | Work complete, close-out underway.                                    |
| 592327                        | Replace Culvert MP 54.13     | Valley       | \$280,000           | \$145,811           | \$9,912            | 96% ✓               | 12/14/17        | Work complete, close-out underway.                                    |
| 592328                        | Replace Culvert MP 66.78     | Valley       | \$420,000           | \$181,901           | \$29,155           | 96% ✓               | 12/14/17        | Work complete, close-out underway.                                    |
| 592420                        | Rehabilitate Bridge MP 40.12 | San Gabriel  | \$1,400,000         | \$168,810           | \$4,858            | 10% ●               | 2/11/19         | Bridge design underway but delayed due to add'l H&H studies required. |
| <b>Overall Program Totals</b> |                              |              | <b>\$29,531,998</b> | <b>\$11,851,754</b> | <b>\$4,549,860</b> | <b>35%</b>          |                 |                                                                       |

**Cost & Schedule Summary**

Overall program is 35% complete based on work performed, including contract authorization activities, material orders, mobilization, culvert & the replacements, bridge design. Work is proceeding as scheduled and the team is appropriately mitigating risks to avoid future impacts. Cost data reflects approximately \$11.8 million (40% of the budget) is committed to-date for contracts and material deliveries. Actual commitments are substantially higher (estimated at approx. 50%) based on materials ordered in advance through the SCRRRA Inventory Dept. which are not reflected in the project commitment value until transferred upon delivery. Expenditures to-date are \$4.5 million (15% of budget) based on work performed, billed and processed; additional ~\$2-3M in billings in process.

Overall program anticipated to complete ahead of schedule and under budget. Staff to propose add'l SOGR projects to utilize cost savings.

**Project Photos & System Map**



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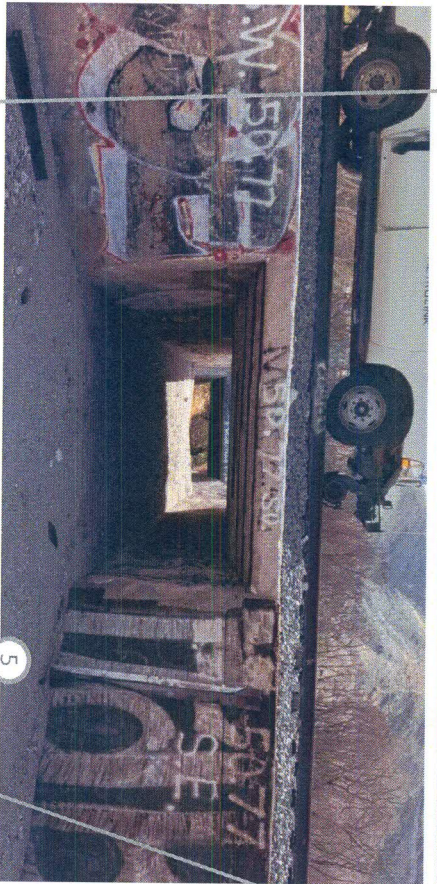


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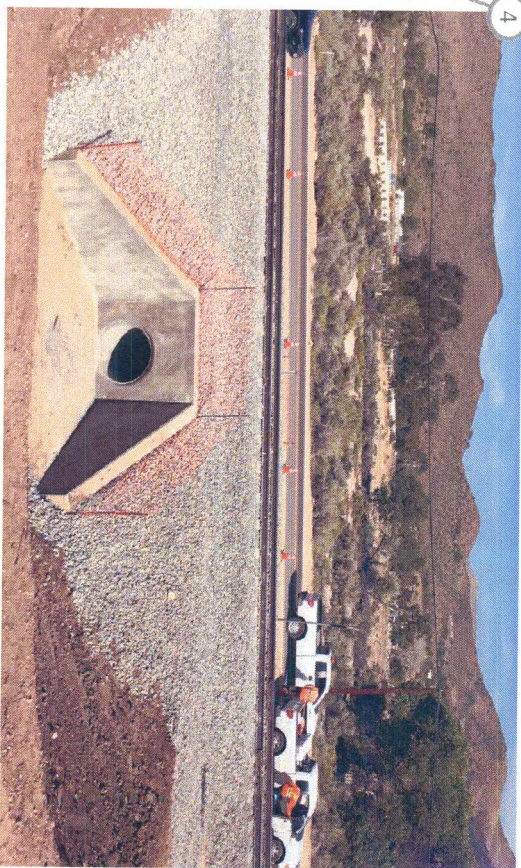


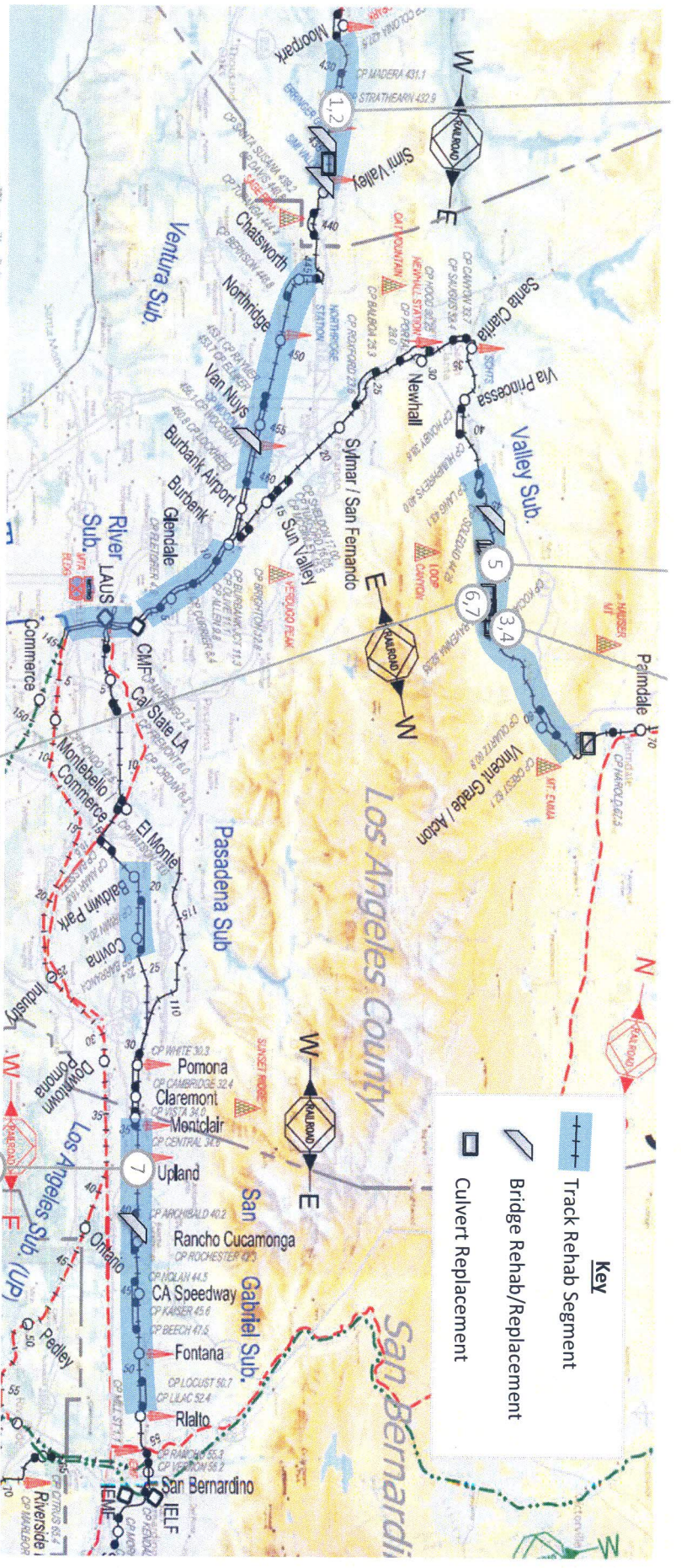
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Photos (from top left)  
1,2: Rail train delivery Ventura Sub  
3,4: Culvert Replacement on Valley Sub  
5: Bridge inspection job walk on Valley Sub



5





Photos (from left)  
6.7: Culvert replacement on  
Valley Sub



Photos (from left)  
6.7: Culvert replacement on  
Valley Sub

# ATTACHMENT C



**METROLINK.**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

[metrolinktrains.com](http://metrolinktrains.com)

December 7, 2017

Jeanet Owens  
Senior Executive Officer – Program Management  
Los Angeles County Metropolitan Transportation Agency  
One Gateway Plaza, 20<sup>th</sup> Floor  
Los Angeles, CA 90012

Re: Amounts Available for Reprogramming

Dear Ms. Owens:

This letter is to inform you of the results of LACMTA's reprogramming amounts related to MOU's 23 and MR94000000SLFS. The amounts shown as available for reprogramming reflect amounts authorized under the respective MOU's but not expended or billed by SCRRRA. Please note that the amount shown for MOU 23 is net of \$172,741.66 to be billed when the MOU is extended. See below for a recap by MOU:

| MOU            | Amount Authorized    | Billed and Pending Invoices | Available for Reprogramming |
|----------------|----------------------|-----------------------------|-----------------------------|
| MOU 23         | \$ 59,835,488        | \$ 59,363,590               | \$ 471,898                  |
| MR94000000SLFS | \$ 46,400            | \$ 18,594                   | \$ 27,806                   |
| <b>Total</b>   | <b>\$ 59,881,888</b> | <b>\$ 59,382,184</b>        | <b>\$ 499,704</b>           |

Please advise SCRRRA how LACMTA would like to reprogram these funds. If you have any questions regarding this letter, please contact me at [schamber@scrra.net](mailto:schamber@scrra.net) or 213-452-0348.

Sincerely,

Tom Chamber  
Controller

cc: *via email only*  
Ronnie Campbell, SCRRRA  
Michael Naoum, SCRRRA  
Drew Phillips, LACMTA  
Yvette Reeves, LACMTA

# ATTACHMENT D



**METROLINK.**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

metrolinktrains.com

October 2, 2017

VIA EMAIL & USPS  
Ms. Nalini Ahuja  
Chief Financial Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, 25<sup>th</sup> Floor  
Los Angeles, CA 90012

Re: Amounts Available for Reprogramming

Dear Ms. Ahuja,

This letter is to inform you of the results of LACMTA's reprogramming amounts related to MOU's 21 and 22, Van Nuys 01 and 02, Branford and the Bob Hope Pedestrian Bridge. The amounts shown as available for reprogramming reflect amounts authorized under the respective MOU's but not expended or billed by SCRRA. Please note that the amount shown for MOU 21 includes a credit of \$180,245 which will be submitted when the MOU is extended for processing this final billing. See below for a recap by MOU:

| MOU 21                 | Amount Authorized | Billed       | Available for Reprogramming |
|------------------------|-------------------|--------------|-----------------------------|
| Operations             | \$32,252,426      | \$32,252,426 | -                           |
| ROW Security           | 2,093,004         | 1,949,989    | \$143,015                   |
| Rehab, Capital and TPA | 8,000,000         | 7,104,699    | 895,301                     |
| Total                  | \$42,345,430      | \$41,307,114 | \$1,038,316                 |

| MOU 22                 | Amount Authorized | Billed       | Available for Reprogramming |
|------------------------|-------------------|--------------|-----------------------------|
| Operations             | \$38,930,100      | \$38,930,100 | -                           |
| ROW Security           | 2,176,724         | 2,001,534    | \$175,190                   |
| Rehab, Capital and TPA | 8,000,000         | 7,384,067    | 615,933                     |
| Total                  | \$49,106,824      | \$48,315,701 | \$791,123                   |

| MOU       | Amount Authorized | Billed/Spent | Available for Reprogramming |
|-----------|-------------------|--------------|-----------------------------|
| BRANFORD  | \$1,325,000       | \$1,220,238  | \$104,762                   |
| BHAPEDBG  | 560,000           | 890          | 559,110                     |
| VANNUYS01 | 50,000            | 49,021       | 979                         |
| VANNUYS02 | 100,000           | 79,905       | 20,095                      |
| Total     | \$2,035,000       | \$1,350,054  | \$684,946                   |

Please advise SCRRA how LACMTA would like to reprogram these funds. If you have any questions regarding this letter, please contact Tom Schamber, Controller, at [schamber@scrra.net](mailto:schamber@scrra.net) or 213-452-0348.

Sincerely,



Ronnie Campbell  
Chief Financial Officer

Cc: *via email only*  
Drew Phillips, LACMTA  
Yvette Reeves, LACMTA  
Tom Schamber, SCRRA  
Michael Naoum, SCRRA