Metro Regional Rail Network Integration

The Metro Regional Rail function is focused on supporting network integration between the Metro, Metrolink, LOSSAN, and future HSR systems in LA County.

Metro owns over 150 miles of Class I railroad right-of-way in Los Angeles County.

Under the direction of the Metro Board of Directors, Metro’s responsibilities are vast and complex with the core mission of “Excellence in Service and Support”.

Metro owns over 150 miles of Class I railroad right-of-way in Los Angeles County.
Metro Regional Rail Network Integration
Compatibility with the State Rail Plan

1. LINK Union Station Phase B Project ($1.5B)
2. Antelope Valley Line Improvements ($175.2M)
3. Doran Street and Broadway Brazil Grade Separation Project ($170 M)
4. Brighton to Roxford Double Track Project ($180 M)

Total: $2.025B

Source: 2018 State Rail Plan-2040 So Cal Vision
Regional Rail Ongoing Capital Projects

1. Link Union Station
2. AVL Improvements
3. Rosecrans/Marquardt Grade Separation
4. Lone Hill to White Double Track
5. Brighton to Roxford Double Track
6. Doran Street Grade Separation
The Link US Project will increase commuter and intercity rail service in LAUS with run-through capability at Los Angeles Union Station (LAUS) providing one-seat rides from San Luis Obispo to San Diego and accommodating future new high-speed rail service.
Link Union Station Project Overview

Project Components:
1. New rail communication, signals and tracks
2. New run-through tracks over US-101 and a new loop track
3. New expanded passenger concourse, platforms, escalators and elevators
4. Accommodation of High-Speed Rail with a new lead track, optimized throat and rail yard
Link Union Station Project Phasing

**Phase A - Funded**

**SEGMENT 1 – THROAT AREA**
1. Rail signal, communications and track work
2. Utility relocation

**SEGMENT 2 – COMMERCIAL & CENTER ST**
1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

**SEGMENT 3 – VIADUCT & RUN-THROUGH**
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

**SEGMENT 4 – RAIL YARD/CONCOURSE AREA**
1. Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.
2. Proposed modified expanded passageway, including including East and West Plazas
3. Add remaining run-through tracks and new lead track in the throat

**Phase B - Not Funded**
Initial Phase A (Funded)

Key Project Components
1. New rail communication, signals and early tracks to be performed by Metrolink
2. Utility relocation and street improvements
3. Platform #4 and Viaduct structure over the US 101 freeway
Future Bike & Pedestrian Pathway

Concept rendering – subject to change
The Metro Board Approved CMGC Project Delivery in December 2019 address the key project constraints

1. Implementation of the Project involves complex scheduling, phasing, and coordination due to various constraints including US-101 freeway and ramps, Metro Red and Purple Line tunnel, Los Angeles River, LACMTA’s Division 20 and other LACMTA projects adjacent to the site.

2. Maintain operations at Los Angeles Union Station, largest multi-modal transit terminal in Southern California serving over 100,000 passengers every week day.

2. Fixed Budget – Due to the financial constraint of a $970 million funding for the entire project, there is very limited ability to absorb cost overruns.
   a) Maximize cost and schedule savings with early engagement of the GC during the design phase to provide constructability review, value engineering analysis, updated construction costs, risk analysis and updated construction schedule at every design submittal.
   b) Minimize change orders during construction.
   c) Minimize third party delays with flexible phasing plan based on GC construction schedule.

3. Large Funding partners and key stakeholders comprising of CalSta, HSR, SCRRRA, LOSSAN/Amtrak, Caltrans, City of Los Angeles, BNSF, FRA, Arts District, William Mead Homes, and others.

4. Optimize Quality – with a high level of sustainable design and construction as the A/E, CMGC and Owner are collaboratively working together throughout the design development phase.
CMGC Approach for LINK US

Considering:

1. **Single contract** with phased approach (via Task Order) which provide off-ramps with independent task orders

2. **NTE fee with lump sum contract** (at 90% design level)

3. **Establish an overall SBE and DVBE goal** based on 35% Phase A preliminary engineering design

4. **3-Party Cooperation Agreement** (CMGC, A/E and Owner)
<table>
<thead>
<tr>
<th>Year</th>
<th>Phase A Work - 35% Design</th>
<th>Procurement for Pre-Construction Services</th>
<th>Phase A Final Design</th>
<th>Phase A Advanced Construction</th>
<th>Phase A Construction</th>
<th>Phase B (to be determined)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>Complete by Dec 2022</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2023</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2024</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2025</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2026</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2027</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2028</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Dates above are subject to change.
CMGC Procurement Overview

Target Dates:

- **January 10-31, 2020**
  - Review Industry’s Recommendation and Comments

- **February 21, 2020**
  - Release Request for Qualifications (RFQ)

- **April 21, 2020**
  - Notify Qualified Firms

- **April 30, 2020**
  - Release Request for Proposals (RFP)

- **July 17, 2020**
  - CM/GC Proposal Due Date

- **December 3, 2020**
  - Contract Award

Upcoming Procurement Opportunities:

1. **CM/GC RFQ**
   - February 2020

2. **Project Owner Support Consulting Services**
   - June/August 2020

3. **Bicycle and pedestrian bridge design RFP**
   - Summer/Fall 2020

4. **Final Design Services (TBD if needed)**
   - January 2021
Antelope Valley Line Improvements

Legend:  Double Track

Canyon Siding Extension Project ($63M)

Balboa Double Track Extension Project ($46M)

Brighton to McGinley Double Track Project ($74M)

Lancaster Terminal Improvements ($37M)

Palmdale Hub

HSR to Bakersfield & S.F. ↑

(Projects locations are illustrative)

Environmental and PE design studies underway.

Metro

LOSSAN Corridor to LAUS

LINK Union Station Project
PROJECT BENEFITS:

1. **Significantly Improve safety** by separating pedestrians and vehicles from trains at the railroad crossing AND **Reduce Traffic Congestion** & eliminating Delays

2. Supports BNSF 3rd mainline track that **provides 32 additional passenger train time slots** for Metrolink and Amtrak trains.

3. **Accommodates future HSR tracks.**
Rosecrans Marquardt Project Timeline

- Building Demolition: Starting November 2019
- Early Utility Relocations: January 2020 – Fall 2020
- Complete ROW Acquisition: Summer 2020
- Issued for Bid: Summer 2020
- Construction: Starting Winter 2020

Upcoming Procurement Opportunities
1. Construction RFP - Summer 2020
2. Constructability Review (Regional Rail On-call) - Summer 2020
Lone Hill to White Double Track Project

Project Location: 3.9 miles double track between Lone Hill Avenue in San Dimas and White Avenue in La Verne along the Metrolink San Bernardino Line
Lone Hill to White Project Features

1. 30% Preliminary Engineering design for 3.9 miles of second mainline track completed
2. Environmental clearance for 3.9 miles of second mainline track in progress.
3. Project will add capacity to improve on time performance and schedule reliability along Metrolink SBL
4. 12 grade crossings will be upgraded and designed to be “quiet zone ready” to enhance safety and improve quality of life for area residents
5. Lengthen platform at Pomona Fairgrounds station
6. Final design to start as early as April 2020

Upcoming Procurement Opportunity:
1. Final Design RFP - March 2020
Doran Street and Broadway/Brazil Grade Separation Project
Doran St and Broadway/Brazil Project Overview

Accomplishments:

1. Completion of Alternative Analysis; starting environmental.

2. Received approved Petition to Modify from the proposed one-way interim at-grade improvements at Doran Street to a two-way configuration with quite zone ready improvements and support for all stakeholders. (Draft 100% Sub)


4. Received $16.3 State Active Transportation grant for pedestrian and bicyclist access improvement
Recommended Alternative - Salem/Sperry Overpass
Recommended Alternative 2 - Northerly Point-of-Access (P-Hook)

Conceptual rendering; subject to change.
Upcoming Construction

Doran Street Interim Condition Improvements (Construction) – Spring 2020 (Pending Funding)

Doran Street Active Transportation Access Project (Construction) – Early 2022
### Summary of Upcoming Regional Rail Procurements

#### Link Union Station
1. **CM/GC RFQ** - February 2020
2. **Project Owner Support Consulting Services** - June/August 2020
3. **Bicycle and pedestrian bridge design RFP** - Summer/Fall 2020
4. **Final Design Services (TBD if needed)** - January 2021

#### Rosecrans/Marquardt Grade Separation
1. **Construction RFP** - Summer 2020

#### Lone Hill to White Double Track
1. **Final Design RFP** - March 2020

#### Doran Street Interim Condition Improvements
1. **Construction RFP (Pending Construction Funding)** - Summer 2020

#### Regional Rail On-Call:
1. Tunnel 25 Freeway Runoff and Hydrology Study
2. Doran Street ATP Improvements
3. Grade Separation Constructability Review
4. Chatsworth ADA Improvements
Questions?

Thank you!