



## Board Report

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File #: 2018-0262, File Type: Contract

Agenda Number: 26.

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### PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

**SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING programming \$11,528,416 of Measure R funds for professional services;
- B. APPROVING Design Revisions due to East San Fernando Valley Transit Corridor in the amount of \$1,078,584; and
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary third-party and other related agreements.

**ISSUE**

In April 2017, staff placed the Brighton to Roxford Double Track (B2R) Project on hold at 50% design level to coordinate with the East San Fernando Valley Transit Corridor Project (ESFVTC). As a result of this coordination, B2R Project's final design and environmental documents/reports will need to be revised to incorporate changes due to ESFVTC sharing approximately 2.5 miles of right of way corridor in addition to other safety enhancements and infrastructure improvements.

**BACKGROUND**

The existing single track on the Antelope Valley Line (from Burbank to Lancaster) is operationally challenging due to safety, scheduling, inability to recover from incidents and service delays. A single track system is equivalent to a one lane road with bi-directional traffic.

The B2R Project will provide a second commuter rail main line track from Control Point (CP) Brighton in Burbank to CP Roxford in Sylmar on the Metrolink Antelope Valley Line. The proposed 11 mile second commuter rail main line track enhances safety, improves on-time performance and service reliability and allows for an increase in commuter rail service capacity.

The B2R completed 30% design in August 2016. The B2R Project is needed to provide 30 minute bi-

directional service to the new Burbank Airport North Station up to the Sylmar/San Fernando Station and with the capability of 30 minute service to the cities of Santa Clarita, Palmdale and Lancaster.

Project Phasing

The B2R Project is proposing a four (4) phased approach to construction to be consistent with the other projects in the area such as City of Los Angeles Bike Path Project and the ESFVTC Project as shown in the table below.

**TABLE 1: Brighton to Roxford Double Track Construction Phases**

PHASE	CONSTRUCTION LIMITS
1	Control Point Brighton to Sun Valley Siding
2	Sun Valley Siding to Van Nuys Boulevard
3	Van Nuys Boulevard to Sylmar/San Fernando Station
4	Sylmar/San Fernando Station to Control Point Roxford

Coordination with ESFVTC Project

In April 2017, staff placed the B2R Project on hold prior at the 65% design stage to coordinate with the ESFVTC Project. The ESFVTC Project is planned from Van Nuys Boulevard in Los Angeles through the Metro owned and Metrolink operated right-of-way (ROW) up to the Metrolink Sylmar/San Fernando Station. The B2R and the ESFVTC Projects will share approximately 2.5 miles of ROW corridor along six at-grade intersections where a single commuter/freight track currently exists within the ROW. The proposed ESFVTC project would occupy the westerly portion of the ROW, and the commuter/freight track would occupy the easterly portion of the ROW.

**DISCUSSION**

Both the B2R and ESFVTC projects began working on a collaborative design to co-exist within a shared corridor. As part of the on-going collaboration, Metrolink requested the ESFVTC Project perform additional safety analysis along the 2.5-mile shared railroad right-of-way (ROW) that's adjacent to San Fernando Road and between Van Nuys Boulevard and the Sylmar/ San Fernando Metrolink Station. Furthermore, staff in coordination with the ESFVTC team, met with the City of San Fernando who requested that Metro work to minimize the need to acquire industrial properties in the City.

Within the proposed 2.5 miles of Metro owned and Metrolink operated corridor, there is sufficient space within the 100 feet wide ROW for two tracks for the ESFVTC project and two commuter tracks except between Jessie Street and Maclay Avenue in the City of San Fernando where the ROW reduces to 67 feet. Currently, the San Fernando Bike Path is within the Metro ROW. As part of the ESFVTC Project, the project is proposing to purchase additional ROW to accommodate the single commuter /freight track, relocate the existing San Fernando Bike Path east within the proposed new Metro ROW. The B2R Project with the proposed second main line commuter/freight track will relocate the proposed San Fernando Bike Path from the proposed new Metro ROW to the City streets on either San Fernando Road or Truman Street. This results in allowing for both set of tracks (ESFVTC

and commuter/freight) to fit within the existing and proposed expansion of the Metro ROW.

The B2R Project will need to revise the design plans to incorporate changes due to the ESFVTC Project in amount of \$1,078,584.

Additional Design

Programming funds are also needed for design related to the state of good repair at the grade crossings and tracks, pedestrian underpass at the new Burbank Airport North Station, safety improvements at Penrose and Roxford Street, project phasing packages and Sylmar/ San Fernando station platform extension.

In July 2015, the Board approved a cost-plus-fixed fee contract no. PS2415-3412 with STV for the B2R Project in the amount of \$12.5 million but only \$3 million was programmed (refer to Attachment A). Since then, in January 2017, the Board approved programming an additional \$2.176 of million for third party costs. The recommended board action is to approve the remaining programming amount of \$11,528,416 as shown in the table below.

**TABLE 2: Programming Funds Breakdown**

Original Engineering Design Services Contract	\$12,500,000
Programmed Third Party Costs	\$2,176,000
Additional Programming Design Services	\$2,028,416
Subtotal	\$16,704,416
Programmed Funds to-date	(\$5,176,000)
<b>Total Programming Funds Requested</b>	<b>\$11,528,416</b>

**DETERMINATION OF SAFETY IMPACT**

The Project will enhance safety along the commuter corridor by upgrading 16 at-grade crossings to “quiet zone ready” standards. In addition, the Project will incorporate SCRRRA's new Positive Train Control standards.

**FINANCIAL IMPACT**

The total project cost to complete the Preliminary Engineering, Environmental, and final PS&E phase of the B2R design is \$ 16,704,416. Since the project inception, a total of \$5,176,000 of Measure R 3% has been programmed and approved to-date. Staff is requesting \$11,528,416 of programming authority to come from Measure R 3% funds.

The Design Revisions due to ESFVTC for a one-time request for a not to exceed amount of \$1,078,584 will come from Project 465521, East San Fernando Valley Transit Corridors, Cost Center 4350, Systemwide Team 2. Board approval of this item will allow Metro staff to continue design coordination efforts described in the “next steps” section below and reduce throw-away costs between both projects.

**ALTERNATIVES CONSIDERED**

The Board could choose not to approve programming additional funds and decide not to continue to complete the design documents for the B2R Project. This alternative is not recommended due to the significant benefits that the B2R Project provides to commuter rail transportation and the SCRRA Antelope Valley subdivision.

For the geometric alignment shift where the proposed ESFVTC and B2R projects would coexist, the Board could choose to keep the Class I bike/pedestrian path to remain within the Railroad ROW with the proposed second mainline track. This alternative is not recommended due to additional ROW impacts within the City of San Fernando that would be required.

### **NEXT STEPS**

With the recommended approval, staff will return to the Board for a contract modification to the engineering design services by September 2018.

Staff will continue to work with the ESFVTC project team to provide an optimized design solution where both projects can co-exist within the railroad corridor. Since the ESFVTC project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative, the ESFVTC project schedule will lead for all coordination opportunities. The B2R project team will explore the opportunities for a four-phased construction approach to maximize funding on a targeted basis based on operational benefit. Below is a summary table of key project milestones for upcoming coordination opportunities between both projects within the shared corridor segment that will allow for full integration.

**TABLE 3: Project Coordination Milestone Events**

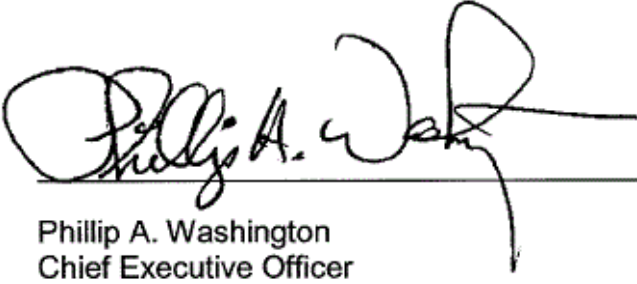
<b>Milestone Event</b>	<b>Date</b>
ESFVTC Project Record of Decision	June 2019
B2R Project Revised Environmental Document Submittal	July 2019
B2R Project Record of Decision	December 2019
ESFVTC Project Construction Award	Mid 2021

### **ATTACHMENT**

Attachment A - B2R Double Track Project

Prepared by: Dan Mahgerefteh, Director, (213) 418-3219  
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Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557  
Therese McMilan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington  
Chief Executive Officer

**..Meeting\_Body**

**2<sup>nd</sup> REVISED**  
**CONSTRUCTION COMMITTEE**  
**July 16, 2015**

**..Subject/Action**

**SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT**

**ACTION: APPROVE CONTRACT FOR THE BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT**

**..Heading**

**RECOMMENDATION**

**..Title**

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION authorizing the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. PS2415-3412 with STV, Inc. for the **Brighton to Roxford Double Track Project** in the amount of \$12,500,000 inclusive of all design phases. This contract is for three years.

**..Issue**

**ISSUE**

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting, and final design engineering of the Brighton to Roxford Double Track Project. In addition the work includes the development of the necessary construction documents for the Project, as well as design support services during bid and construction.

**..Discussion**

**DISCUSSION**

**Background**

Metro is developing the Brighton to Roxford Double Track project (Project) in Los Angeles, CA, between milepost (MP) 12.7 and MP 23.6 on the Valley Subdivision. At this time, Metro is proceeding with the environmental clearance and the development of Plans, Specifications, and Estimates (PS&E) for construction of the Project.

The Project includes approximately 10.4 miles of new double track beginning at Control Point (CP) Brighton, at MP 12.7, and ending at CP Roxford, at MP 23.6 on the Valley Subdivision of the Antelope Valley Line. At the east end of the Project near CP Brighton, the scope of work includes connecting the new double track to the Brighton Siding extension that is being developed as part of the Empire Avenue and Buena Vista Grade Separation Project. The scope of work also includes connection to the 6,109 foot

existing Sun Valley Siding between CP McGinley and CP Sheldon. In addition, this Project includes construction of a second side platform at the future Metrolink Hollywood Way Station, and Sylmar/San Fernando Station. Modifications to 15 grade crossings are necessary along the Project corridor. This Project also includes construction of three new railroad bridges, as well as three pedestrian at-grade crossings at the Hollywood Way, & Sylmar/San Fernando Stations as well as improvements to the existing Astoria Street at-grade crossing.

The Project is located mostly within the city of Los Angeles, and partially within the cities of Burbank and San Fernando, California on Metro owned right-of-way. This corridor is operated and maintained by the Southern California Regional Rail Authority (SCRRA) for the Metrolink Commuter Rail Service. In addition, the Union Pacific Railroad (UPRR) provides freight service along this corridor.

The Project is located in close proximity to the Bob Hope Airport /Hollywood Way Station Project between MP 13.5 and MP 13.8. This Project and the Bob Hope Airport Station/Hollywood Way Station Project, represent two related projects that, in combination, will provide for overall operational flexibility along the Valley Subdivision. Both projects are contractually separate. This project adds capacity to Antelope Valley line and improves operations and passenger service while reducing travel times.

Funding Commitment

The Project is funded from Measure R 3% and state funds. This Project is the Number 2 ranked project on the Memorandum of Understanding (MOU) between the California High Speed Rail Authority (CHSRA) and several southern California agencies, including Metro. This MOU provides funding from Proposition 1A bonds and other sources for eligible projects.

<b>FUNDING SOURCE</b>	<b>FINAL DESIGN</b>
Proposition 1A	\$55 million
Measure R 3%	\$3 million
Other Sources	\$52 million
<b>TOTAL</b>	<b>\$110 million</b>

**..Determination\_Of\_Safety\_Impact**  
**DETERMINATION OF SAFETY IMPACT**

The Project will upgrade 15 at-grade crossings to current SCRRA design standards. In addition, the Project will incorporate SCRRA’s new Positive Train Control standards.

Site-specific safety features will be identified through the FHWA’s Manual on Uniform Traffic Control Devices grade crossing diagnostic process, whereby the LADOT, Metrolink, and the CPUC will review each crossing in accordance with Metrolink and CPUC best practices. The findings of the diagnostic review will be used to select safety

improvement features such as pedestrian gates, emergency egress swing gates, and channelization handrails that will be included on the engineering drawings.

..Financial\_Impact

### **FINANCIAL IMPACT**

The total funding from Measure R 3% is \$3 million, which is included in the FY16 budget in department 2415, Regional Rail, Project No. 460074, Task 6.2.02.01. Since this is a multi-year contract, the cost center manager, and Executive Director, Engineering and Construction will be accountable and responsible for budgeting the cost of future fiscal year requirements.

### **Impact to Budget**

Source of Funds: \$3,000,000 million in Measure R 3% funds.

..Alternatives\_Considered

### **ALTERNATIVES CONSIDERED**

The Board could choose not to award the contract to STV and decide not to pursue the Brighton to Roxford Double Track Project. This alternative is not recommended due to the significant benefits that the Brighton to Roxford Double Track Project provides to commuter rail transportation and the SCRRA Antelope Valley subdivision. In addition, it should be noted that this project is currently on CHSRA/Metro MOU listed as second highest priority to receive funding and if not awarded Metro will lose that funding.

..Next\_Steps

### **NEXT STEPS**

Upon approval by the Board, staff will execute the contract, and begin the services for the Brighton to Roxford Double Track Project.

..Attachments

### **ATTACHMENTS**

- A. Procurement Summary
- B. Brighton to Roxford Map

..Prepared\_by

Prepared by: Don Sepulveda, Executive Officer, Regional Rail (213) 922-7491

..Reviewed\_by

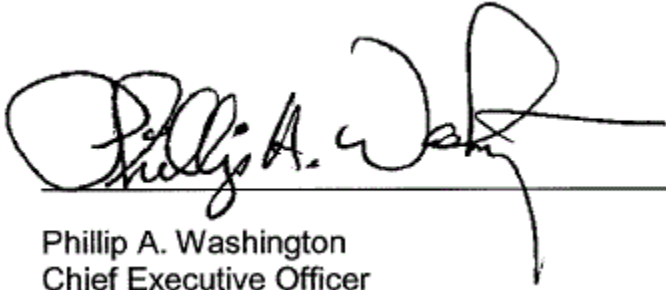
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Phillip A. Washington  
Chief Executive Officer

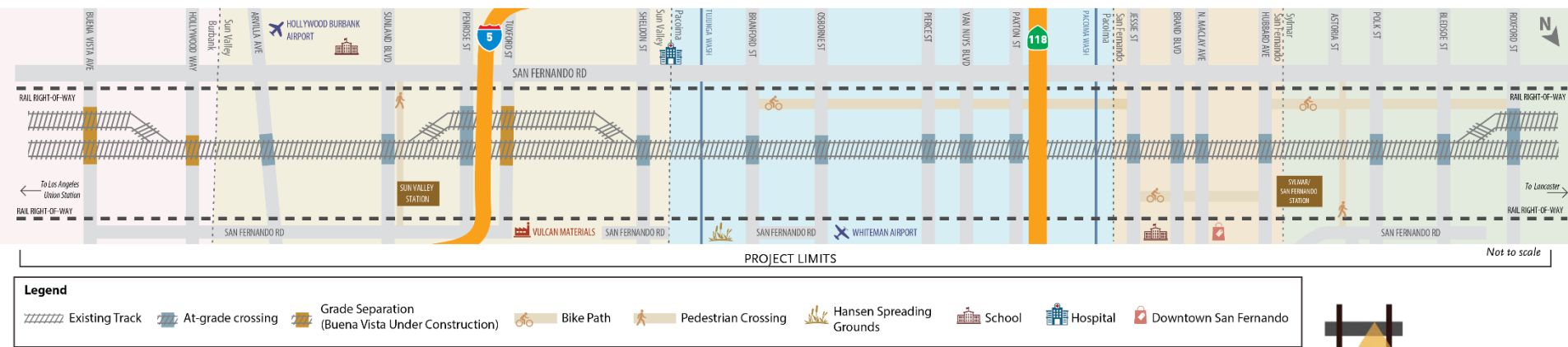
# Brighton to Roxford Double Track Project

1. Staff is requesting Board Approval of programming dollars of \$11.528 M to complete the design of the Brighton to Roxford Double Track Project for “shovel ready” condition to be highly competitive for state and federal grants; and
2. Approving Design Revisions due to East San Fernando Valley Transit Corridor in the amount of \$1.078 M.

**Metro Board Meeting**  
**July 26, 2018**



# Existing Conditions on the Antelope Valley Line



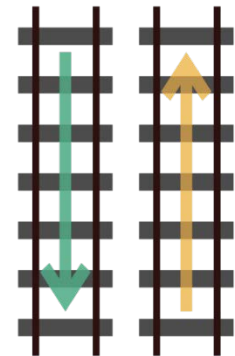
**1. 60% of the Metrolink Antelope Valley Line (AVL) is single track which is operationally challenging. Operating on single line track is equivalent to a one lane road with bidirectional traffic.**

**2. There are approximately 30 passenger and 5 freight trains per week day on the AVL.**



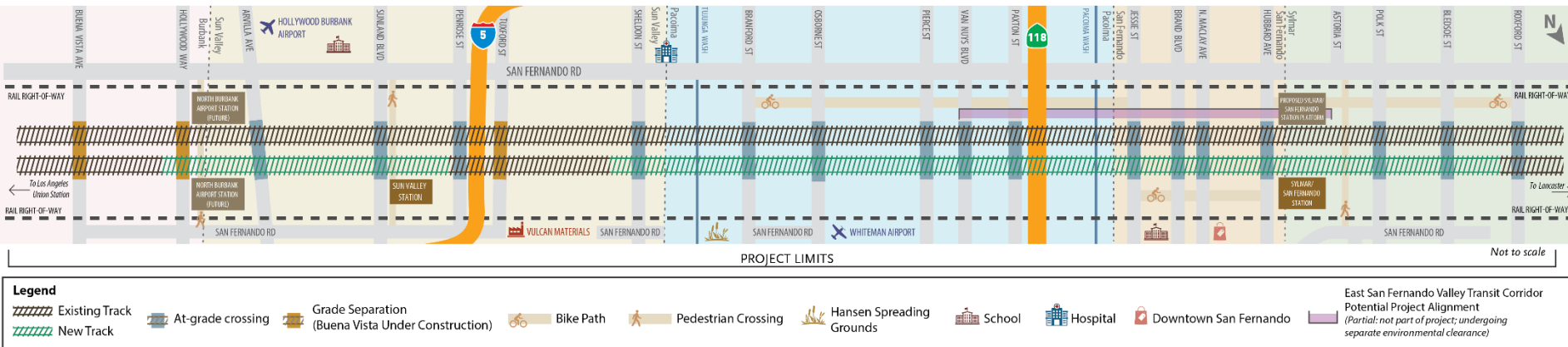
Shared Single Track

Separated Double Tracks



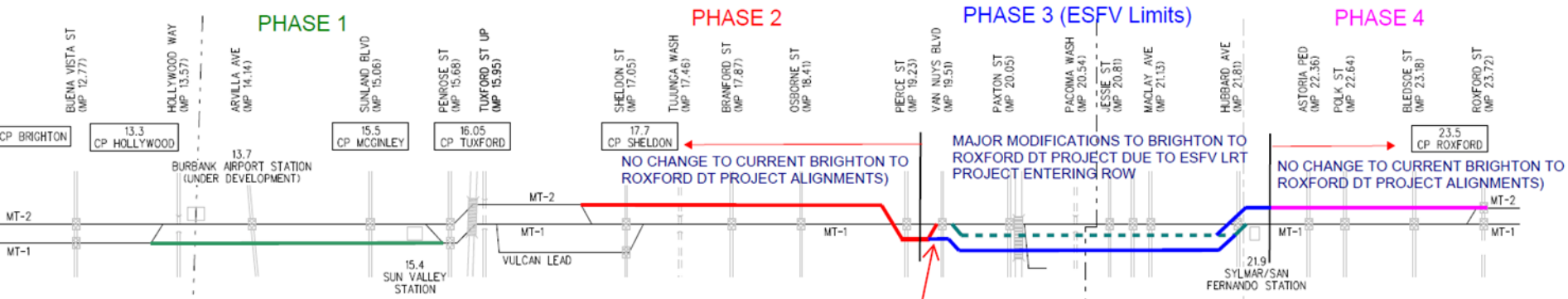
Track comparison

# Brighton to Roxford – Project Benefits



- 1. Provides 25 miles of continuous double track from Union Station to San Fernando Valley that will provide 30 minute bi-directional service to the new Burbank Airport North Station up to the Sylmar/ San Fernando Station and first step to enable 30 minute clock phasing service to the cities of Santa Clarita, Palmdale and Lancaster.**
- 2. Enhances safety with Quiet Zone Ready improvements at 16 existing at-grade roadway crossings and one pedestrian-only crossing.**
- 3. Improves safety, efficiency along the Antelope Valley Line and on-time performance up to the San Fernando Valley.**

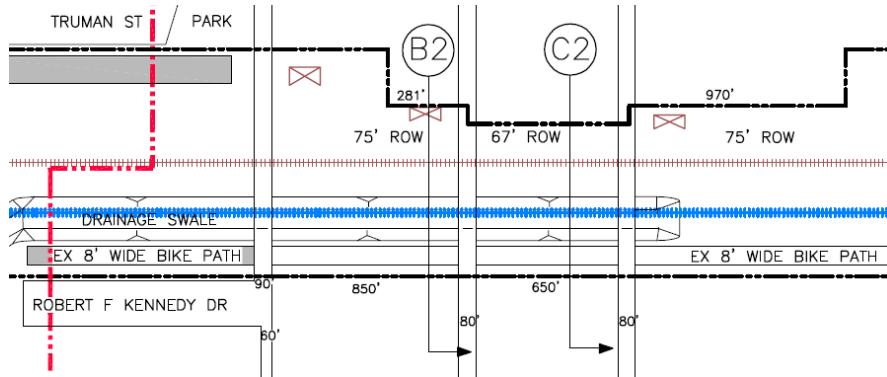
# East San Fernando Valley Transit Corridor Project Coordination



1. Brighton to Roxford (B2R) is consistent with the proposed ESFV transit line. The B2R was placed on hold in June 2017 to wait for the ESFV transit to select a preferred alternative.
2. The B2R project will share approximately 2.5 miles of the corridor with 5 at-grade crossings (Paxton Street, Jessie Street, Brand Boulevard, Maclay Avenue and Hubbard Ave.) which will require

# Coordination with the ESFVTC Project

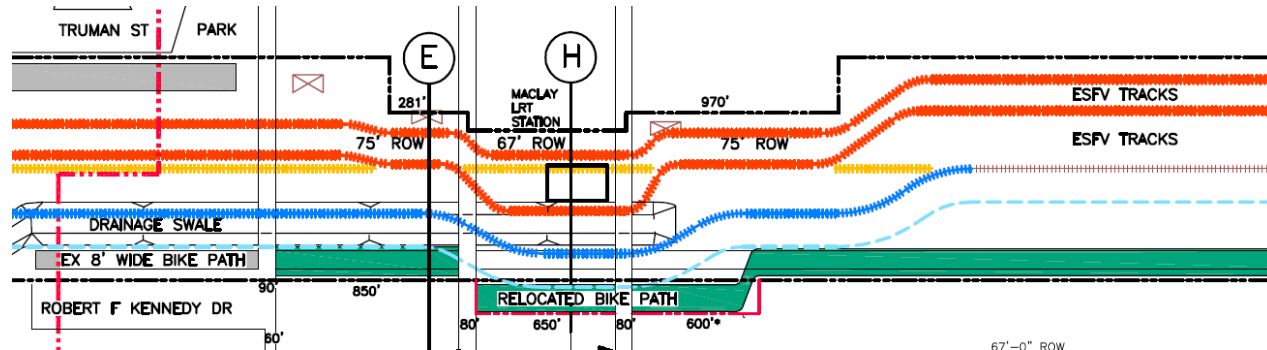
## EXISTING CONDITIONS



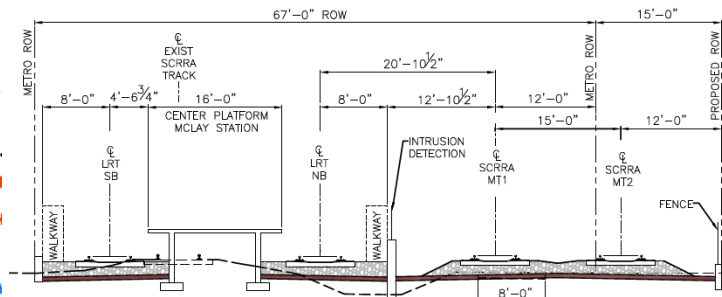
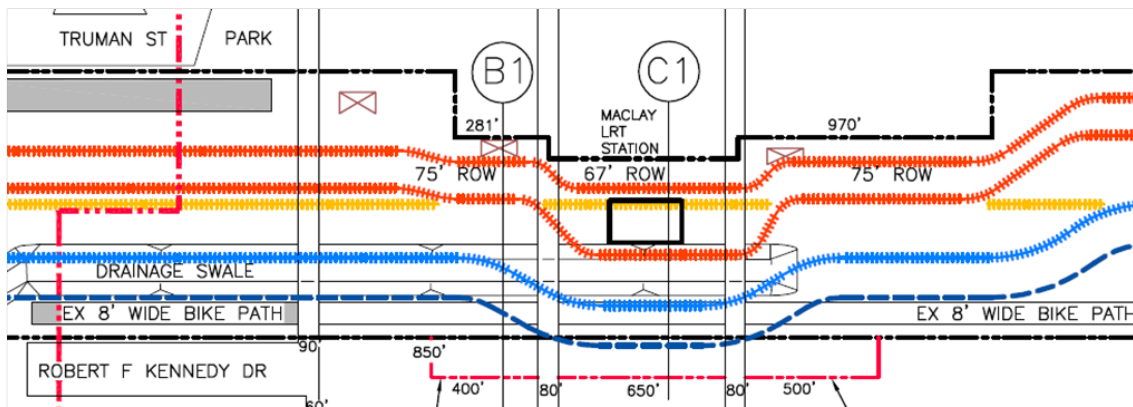
## LEGEND:

- EXISTING TRACK
- EXISTING TRACK TO BE REMOVED/SHIFTED
- EXISTING SIGNAL HOUSE
- EXIST BIKE PATH
- PROPOSED METROLINK 2ND TRACK
- EXIST ROW
- PROPOSED ROW

## POST ESFVTC PROJECT



## POST BRIGHTON TO ROXFORD



SECTION C1

TYPICAL 4-TRACK CONFIGURATION  
67'-0" ROW, WITH 15' WIDE ROW ACQUISITION  
NO BIKE PATH WITHIN ROW

EXISTING BIKE PATH TO BE RELOCATED OFF ROW PER BRIGHTON TO ROXFORD DOUBLE TRACK PLANS.  
\*DESIGN CRITERIA EXCEPTION NEEDED FOR SCRR SIDE CLEARANCES AND TRACK CENTERS TO LRT, BUT COMPLIES WITH CPUC LEGAL MINIMUMS.

# Programming Funds Breakdown and Proposed Cash Flow

## Programming Funds Breakdown

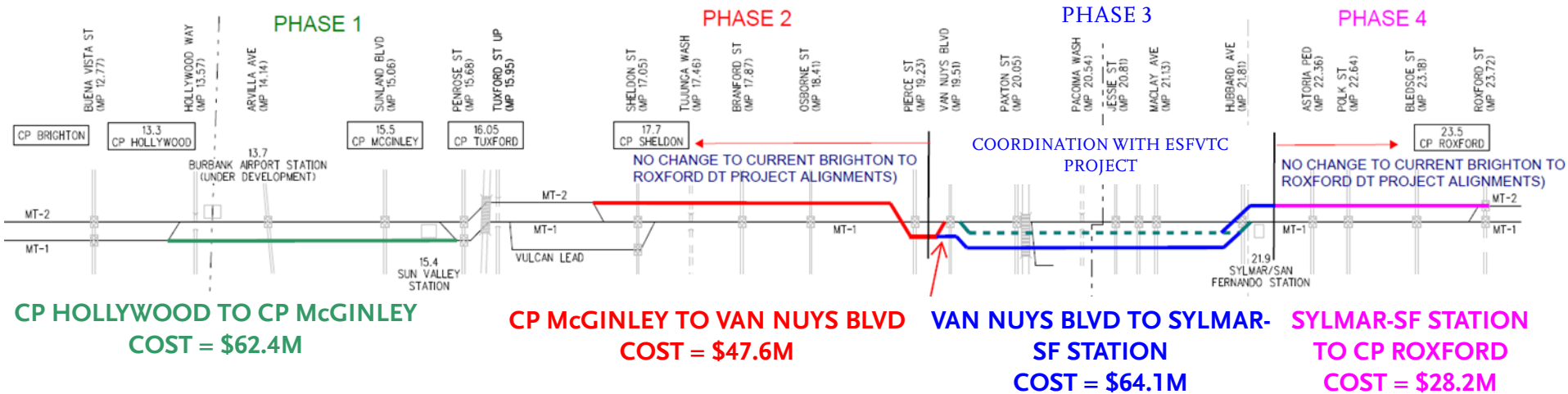
<b>Project</b>	<b>Dollar Amount</b>
Original Engineering Design Services Contract	\$12,500,000
Additional Design Services	\$3,000,000
Programmed Third Party Costs	\$2,176,000
Subtotal	\$16,704,416
Programmed Funds To-date	(\$5,176,000)
Total Programming Funds Requested	\$11,528,416

<b>FY 15-18 Expended to date</b>	<b>FY 19 Metro Budget</b>
\$5.2 million	\$5.67 million



# Project Costs and Funding

Approval of staff recommendations will allow Brighton to Roxford Double Track Project to be highly competitive for state and federal grants.



PROJECT FUNDING	
Sources	Uses
Measure R 3% Funds (\$5.67M)	Planning, Environmental and Final Design
2018 BUILD Grant (\$28.2M) <sup>1</sup>	Construction of Phase 4

NOTE (1): Potential Project identified in SCRRR Grant application to be submitted July 2018 with \$8.22M SCRRR TIRCP obligation, \$2.428M TCIF obligation, \$22.56 request from Build Grant and \$3.2M local match.



# Brighton to Roxford Double Track Project

**QUESTIONS?**