



Board Report

File #: 2021-0370, File Type: Program

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN, PLANS SPECIFICATIONS & ESTIMATES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. REPROGRAM \$769,688 in project savings from Lone Hill to White (LHW) Preliminary Engineering to LHW Final Design and establish Life of Project Final Design budget of \$8,269,688 inclusive of all third-party and design-related costs;
- B. AWARD and EXECUTE a firm fixed price Contract No. AE73891000 with Moffatt and Nichol, for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E) project, in an amount of \$6,498,899 subject to resolution of protest(s), if any; and
- C. ENTER INTO and EXECUTE all contracts, task orders and agreements within the Life of Project budget including third party agreements necessary to complete the LHW Final Design project.

ISSUE

In December 2019, the Metro Board programmed funds for Lone Hill to White (LHW) Final Design (see Attachment A). Staff is returning to the Board to seek approval of the life of project budget for the LHW final design and award the engineering services final design plans, specifications and estimates to Moffatt and Nichol. Additionally, the staff recommended actions includes reprogramming project savings from the LHW Preliminary Engineering phase to the Final Design phase.

BACKGROUND

The LHW double track project consists of adding 4 miles of a second main line track along the Metro-owned San Gabriel subdivision located in the cities of San Dimas and La Verne that serves Metrolink San Bernardino Line (see Attachment B). Approximately 70% of the San Bernardino Line is single track. Single track limits capacity and makes it challenging for trains to recover from operational

delays. LHW will ultimately add four miles of double track to provide more capacity and make it easier for Metrolink trains to maintain schedule reliability and on-time performance. The Metrolink San Bernardino Line is a Metrolink commuter rail line which travels 58 miles from downtown Los Angeles to San Bernardino, serving 14 stations, plus a planned extension to Redlands. Pre-COVID, the San Bernardino Line was the highest Metrolink ridership line, averaging over 10,000 boardings per weekday. The San Bernardino Line/San Gabriel subdivision right-of-way in Los Angeles County is owned by LA Metro.

DISCUSSION

This item is coming before the Metro Board now because a series of actions have advanced the LHW project to where it is now ready to go into Final Design. In 2014, Metro completed a San Bernardino Line Infrastructure Improvement Strategic Study which identified LHW as a key project to add capacity and improve operational efficiency on the Metrolink San Bernardino Line. In 2016, the Metro Board awarded an Architecture and Engineering contract to complete LHW preliminary engineering and environmental clearance. Preliminary engineering and environmental studies were completed in 2017. In June 2019 the Metro Board determined that LHW is statutorily exempt from the California Environmental Quality Act (CEQA), and the CEQA Statutory Exemption was filed with the Los Angeles County Clerk. In late 2019 the Metro Board programmed \$7,500,000 in Measure R funds to complete LHW Final Design. Due to budget constraints due to COVID, the procurement for LHW Final Design was temporarily deferred in March 2020. Since then, the procurement for LHW Final Design Request for Proposals (RFP) was released in January 2021.

Final Design

In coordination with Southern California Regional Rail Authority (SCRRA), Union Pacific Railroad (UPRR), Burlington North Santa Fe (BNSF), Federal Railroad Administration (FRA), California Public Utilities Commission (CPUC), Gold Line Foothill Authority and cities of San Dimas, La Verne, the LHW Final Design includes adding 4 miles of a second main line in the Metro owned right-of-way in the San Gabriel Subdivisions located in the cities of La Verne and San Dimas including twelve (12) at-grade crossings to be modified with Quiet Zone ready improvements.

Quiet Zone Opportunity

A Quiet Zone is a crossing where the train engineer is not required to sound their horn except in case of an emergency. The Quiet Zone ready improvements required by the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) are additional supplemental safety measures at the at-grade crossings in lieu of the sounding of the train horns. The final design work will include Quiet Zone ready improvements at twelve (12) existing at-grade street crossings that will significantly reduce the train horn noise, improve quality of life for residents of San Dimas and La Verne, and meet the future service operational enhancement to support late night and more frequent service on the Metrolink San Bernardino Line. The cities of San Dimas and La Verne have jurisdictional authority over these twelve at-grade crossings and would be the responsible parties to file the Notice of Intent (NOI) for Quiet Zone with the FRA.

During LHW Preliminary Engineering, the cities of San Dimas and La Verne and other stakeholders were supportive of Quiet Zones and provided letters of support for LHW advancing to Final Design (see Attachment C).

Metrolink SCORE and 2028 Olympics

In 2018 SCRRA received \$876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program, a major capacity expansion program which will lead to 30-minute bi-directional service on most of its lines by 2028. In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key prerequisite project, to provide reliability and capacity, leading to 30-minute bi-directional service along the San Bernardino Line.

Staff anticipates an increase of Metrolink San Bernardino Line service for the 2028 Olympics as mountain biking events will be hosted in San Dimas near the Metrolink Pomona station. Additionally, the San Bernardino Line will be an important feeder line to enable people in the San Gabriel Valley to easily get to Los Angeles Union Station quickly and easily to access the many Olympic venues in the greater Los Angeles area.

DETERMINATION OF SAFETY IMPACT

Once constructed, four miles of additional double track will reduce the risk of train-on-train collisions. Quiet Zone ready improvements such as flashing lights, quad gates, center medians, etc., will enhance vehicular and pedestrian safety at the at-grade crossings.

FINANCIAL IMPACT

In March 2016, the Metro Board approved \$3,000,000 for LHW Preliminary Engineering Design and the work was completed for a total cost of \$2,230,312 which resulted in project savings of \$769,688. The Metro Board also approved programming \$7.5 million in Measure R 3% for LHW final design in December 2019 (Refer to Attachment A). Applying the cost savings from the preliminary engineering design work in the amount of \$769,688 to the programmed funds of \$7.5 million, the staff recommended approvals establishes a Life of Project budget for LHW Final Design in the amount of \$8,269,688 to address the increase in market costs resulting from COVID19 pandemic.

LONE HILL TO WHITE			
Description of Work	Amount	Amount	Amount
Planning & Preliminary Engineering	2,230,312	2,230,312	2,230,312
Final Design	7,500,000	7,500,000	7,500,000
			769,688

LONE HILL TO WHITE FINAL DESIGN LIFE OF PROJECT	
Civil/Engineering	\$ 6,500,000
Contingency/Project Reserve (10%)	\$ 650,000
Third Party	\$ 1,119,680
Life of Project Budget	\$ 8,269,680

Impact to Budget

There is no impact to the budget with the staff recommended approvals. The Board approved the FY 2021-22 Budget in May with \$374,800 for LHW Final Design. If additional funds are required in FY22, the project team will work with staff to identify additional budget resources. This is a multi-year project, and the Project Manager, Cost Center Manager and Chief Program Management Officer is responsible for budgeting in future fiscal years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

LHW Final Design is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity
- Goal 4: Transform LA County through regional collaboration and national leadership

METRO EQUITY PLATFORM FRAMEWORK

A Rapid Equity Assessment was completed and is summarized as follows:

LHW will improve schedule reliability, running times, and lead to more frequent Metrolink commuter rail service. More frequent service will create better transit options as the Metrolink SCORE program will lead to 30-minute bi-directional service throughout the day and evening. LHW will give riders more choices and make it easier for riders to get to jobs, housing, appointments and access the public transportation system.

LHW will also improve equity outcomes because the San Bernardino Line is more ethnically diverse than the Metrolink system as a whole. For example, the San Bernardino Line has the highest percent of Hispanic riders (41%). The San Bernardino Line has the second lowest percent of Caucasian riders (27%). Overall, 73% of Metrolink San Bernardino Line riders are non-Caucasian, vs. 66% systemwide.

Request for Proposals (RFP) No. AE73891 was solicited as an open solicitation and included both a Small Business Enterprise (SBE) goal of 21% and a Disabled Veteran Business Enterprise (DVBE)

goal of 3%. The solicitation was posted on Metro's Vendor Portal from January 20, 2021 through February 22, 2021 and was advertised in five publications - LA Daily News, LA Sentinel, LA Opinion, Engineering News Record and Rafu Shimpo. A virtual pre-proposal conference was made available to the public and was held on February 2, 2021 and was attended by 101 participants. A copy of the plan holders list was posted on Metro's Vendor Portal to facilitate outreach and networking opportunities amongst interested vendors. Additionally, an email blast was sent to all SBE and DVBE firms identified under the applicable NAICS (560 firms) & UNSPSC codes (231 firms). The recommended firm exceed the established DEOD goals by making a 27.19% SBE commitment and a 3.18% DVBE commitment.

ALTERNATIVES CONSIDERED

The alternative would be to not advance the LHW Double Track project to Final Design. This is not recommended since Preliminary Engineering and environmental clearance have been completed and the LHW Double Track project has seen broad support from SCRRA and the cities of San Dimas and La Verne (Refer to Attachment C). The LHW Final Design will make the project shovel-ready and be in a strong position to compete for local, State and Federal grants and if funded, be completed in time for the 2028 Olympics.

NEXT STEPS

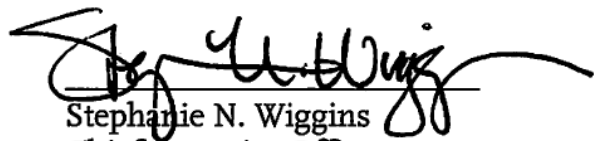
With approval of the recommended Board actions, staff will execute Contract No. AE73891000 and third-party agreements with various stakeholders. The LHW Final Design is anticipated to be completed in early 2023.

ATTACHMENTS

Attachment A - December 2019 Board Report Program funds for Final Design
Attachment B - Project Location
Attachment C - Letters of Support
Attachment D - Procurement Summary
Attachment E - DEOD Summary

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179
Vincent Chio, Senior Director, Capital Projects (213) 418-3178
Jeanet Owens, Senior Executive Officer, Program Management, Regional Rail,
(213) 418-3189

Reviewed by: Bryan Pennington, Chief Program Management Officer Interim, (213) 922-7449
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2019-0519, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 20, 2019

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK

ACTION: APPROVE PROGRAMMING OF FUNDS FOR FINAL DESIGN

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$7.5 million in Measure R 3% commuter rail funds for final design including third party costs of the Lone Hill to White (LHW) Double Track Project; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements for the LHW final design.

ISSUE

In June 2019, the Metro Board approved staff to file the Notice of Exemption (NOE) with the Los Angeles County Clerk for the Lone Hill to White (LHW) Double Track Project. The CEQA environmental process is complete and was certified on July 29, 2019. The Southern California Regional Rail Authority (also known as Metrolink) and the cities of San Dimas and La Verne have requested that the LHW Double Track Project proceed to final design. Staff is requesting programming authority of \$7.5 million for final design including third party costs for the LHW Double Track Project.

DISCUSSION

The LHW Double Track Project is located along the Metrolink San Bernardino Line (MSBL), in the cities of San Dimas and La Verne (Attachment A). The MSBL is the busiest Metrolink commuter rail line with approximately a total of 11,000 passengers on 38 weekday trains. The existing rail infrastructure on the MSBL is 67 percent single track, which creates a bottleneck and significant operational challenges. In order to improve reliability and on-time performance, more of the MSBL needs to be double tracked.

Completion of the LHW Double Track Project will provide an additional 3.9 miles of continuous double track to further reduce the single track bottleneck on the MSBL, minimize delays due to trains waiting on a siding for another train to pass, and provide operational flexibility to recover from delays.

Preliminary Engineering Phase

In June 2017, environmental studies and 30% preliminary engineering design was completed for the LHW Double Track Project. The main components of the project include the following:

1. New 3.9 miles of second mainline track between Lone Hill Avenue and Control Point (CP) White.
2. Extension of the existing platform at the Pomona Fairgrounds Station to provide more platform capacity for seasonal and special event service.
3. Ten new railroad turnouts and relocation of one industrial track and modification to one industrial track.
4. New control point at Lone Hill Avenue with a new train control signal and communication infrastructure to support the LHW Double Track Project configuration.
5. Twelve at-grade crossings to be modified with Quiet Zone ready improvements.

Quiet Zone Opportunity

As part of the LHW Double Track Project, twelve existing at-grade street crossings, five in the City of San Dimas and seven in the City of La Verne, will be designed for Quiet Zone ready improvements. Quiet Zone ready improvements are additional supplemental safety measures (SSM) that mitigate the need for trains to sound their horns. These SSMs include improvements such as flashing lights, quad gates, center medians, etc., to enhance vehicular and pedestrian safety at the crossing.

Once the SSMs are constructed, trains passing through these 12 at-grade street crossings would no longer be required to blow their horns. A Quiet Zone in the LHW corridor would significantly improve quality of life for residents of San Dimas and La Verne since there is more service on the MSBL, including late night service, than any other line.

During the preliminary engineering design phase, diagnostic meetings were held with California Public Utilities Commission (CPUC) staff and SSMs were identified that will meet the Federal Railroad Administration's (FRA) approval of future Quiet Zones at these at-grade crossings, should the cities of San Dimas and La Verne wish to file the Notice of Intent (NOI) for Quiet Zones. The cities of San Dimas and La Verne have jurisdictional authority over these twelve at-grade crossings.

Community Meetings

During the 30% preliminary engineering phase, community meetings were held with the cities of San Dimas and La Verne in November 2016 and May 2017. Approximately 200 people attended the four combined meetings. The LHW Double Track Project was generally well received, with 64 neutral or positive comments towards the project and 13 expressing concerns having to do with noise and vibration or their desire to implement Quiet Zones. In July 2019, staff presented to the city councils of both the City of San Dimas and the City of La Verne. Both cities provided letters of support for the LHW Double Track Project advancing to final design (See Attachment B and C).

Metrolink SCORE

In 2018 SCRRRA received \$876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program. When fully built out, the \$10 billion SCORE program will provide 15 to 30 minute bi-directional service and a major expansion of service by 2028.

In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key early completion project, to provide reliability and capacity, leading to 30 minute bi-directional service along the MSBL.

Staff anticipates heavy utilization of the MSBL for the 2028 Olympics. Mountain biking events will be hosted in San Dimas near the MSBL station in Pomona. Additionally, the MSBL will be an important feeder line to enable people in the San Gabriel Valley to easily get to downtown Los Angeles to access the many Olympic venues in the greater Los Angeles area. Staff's recommended approval of the final design for LHW Double Track Project will make the project shovel ready to increase the opportunity for other local, State and Federal grants.

DETERMINATION OF SAFETY IMPACT

Once constructed, the LHW Double Track Project will reduce the risk of train-on-train collisions. SSMS at the 12 crossings with Quiet Zone ready improvements will benefit cars, trucks, pedestrians and the surrounding communities of San Dimas and La Verne.

FINANCIAL IMPACT

The anticipated cash flow of Measure R 3% commuter rail funds for final design and third party costs is as follows:

MEASURE R 3% FUNDS FOR LONE HILL TO WHITE FINAL DESIGN & 3RD PARTY COSTS			
FY 20	FY 21	FY 22	FY 23
\$500,000	\$2,500,000	\$3,000,000	\$1,500,000

There is no impact to the FY 2019-20 Metro Budget as \$500,000 is budgeted for the LHW Double Track Final Design in department 2415, Regional Rail, project number 460068. Since this is a multi-year project, the Senior Executive Officer, Regional Rail, will be responsible for budgeting project costs in future fiscal years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendations A and B support strategic plan goals 1, 3 and 4. These actions support Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The alternative would be for the Board to not advance the LHW Double Track Project to final design. This is not recommended since environmental review and preliminary engineering have been completed and the LHW Double Track Project has received broad support from the Cities of San Dimas and La Verne.

NEXT STEPS

With Board approval of the staff recommendations, staff will issue a task order using the Regional Rail on-call services for the LHW final design. During the final design process, staff will work with the local cities, the San Gabriel Valley Council of Governments (SGVCOG), elected officials, and SCRRA to seek Federal and State grant funds for construction.

ATTACHMENTS

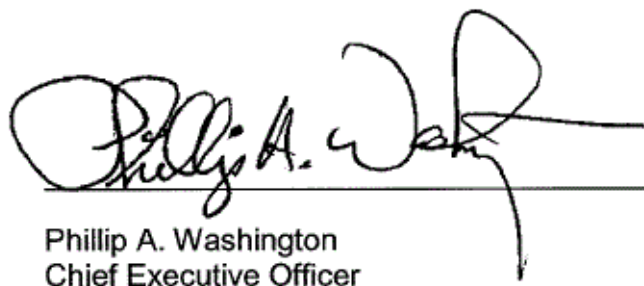
Attachment A - Map of LHW Double Track Project Corridor

Attachment B - Letter of Support from City of San Dimas

Attachment C - Letter of Support from City of La Verne

Prepared by: Jay Fuhrman, Manager, Transportation Planning, Regional Rail, (213) 418-3179
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer

LONE HILL TO WHITE DOUBLE TRACK PROJECT LOCATION



City Council
CURTIS W. MORRIS, Mayor
RYAN A. VIENNA, Mayor Pro Tem
EMMETT BADAR
DENIS BERTONE
JOHN EBINER

City Manager
KENNETH J. DURAN



Assistant City Manager of
Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Parks and
Recreation
HECTOR M. KISTEMANN

City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.
- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curt Morris
Mayor
City of San Dimas



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us

June 13, 2019

Metro
Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

RE: Confirmation of Support for Double Track and Quiet Zone Project to Fulton Road

Dear Mr. Washington,

I have been made aware that the Metro Board will be considering moving the Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line forward to receive funding for the final design. I would like to reiterate the City of La Verne's support for that effort.

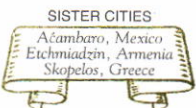
In September of 2017 the City provided a letter supporting the Lone Hill Avenue to Fulton Road Double Track Project. I have attached a copy of the letter signed by Mayor Don Kendrick as the City's support still remains unchanged as previously stated.

We want to thank you and the LA Metro Board in advance for consideration of prioritizing the funding for this project and look forward to our continued work with the metro staff through any aspects of the final design.

Sincerely,

Bob Russi
City Manager

Attachment: Support Letter from La Verne 9/2017



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Parks & Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

LONE HILL TO WHITE DOUBLE TRACK PROJECT LOCATION



ATTACHMENT C



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599

www.ci.la-verne.ca.us

Receive

SEP 29 2017

Metro

Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

Office of the CEO

Dear Mr. Washington,

The City of La Verne appreciates the Metro initiated project to explore a Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line. We see the potential positives of this project and we are interested in the further review and consideration of this project.

On behalf of the City of La Verne, I would like to provide City Council support for the Lone Hill Avenue to White Avenue Double Track Project and hope to see it receive funding and advance soon into the final design phase.

This project includes additional tracks to reduce train idling and noise for communities, ensure fewer delays for riders and provides "Quiet Zone Ready" improvements along the corridor. The City of La Verne specifically strongly supports the additions of "Quiet Zone Ready" crossing within our City to improve the quality of life for our residents.

The City of La Verne supports the addition of a 3.9-mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne to improve Metrolink service for riders and the addition of safety features on tracks at 12 at-grade crossings.

In addition to our support, the City Council would also request that Metro address the following as part of the final design:

- Once the VISSIM study and other traffic analysis have been completed, work with our staff to determine whether the accumulative effects of all projects along the rail line warrant a grade separation at White Avenue.

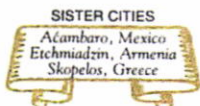
- The project be extended to Fulton Road and to construct the Fulton crossing to be made "Quiet Zone Ready". It is our understanding that the Gold Line has included this crossing as part of their project, but that will not be complete until 2027. If the Double Track is completed before this, La Verne would like to see the crossing "Quiet Zone Ready" at that time.

- Work to explore the transfer of liability associated with the sponsorship of a Quiet Zone crossing. We encourage that an analysis be done to explore alternatives and approaches that may be effective in responding to the "costs" associated with the transfer of liability with Quiet Zone sponsorship.

While answers to the above are of importance to the City, we do support MTA's efforts to move this project forward into funding the final design phase. Lastly, we would like to acknowledge the MTA Board and staff efforts to conduct a thorough public engagement process as part of these efforts.

Sincerely,

City of La Verne Mayor Don Kendrick



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Parks & Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

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City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.
- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curt Morris
Mayor
City of San Dimas



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Dr. William Scroggins
Mt. SAC

Susan Stel
LAEDC

Anthony Tang
Cathay Bank

October 9, 2017

Mr. Jay Fuhrman
Transportation Planning Manager - Regional Rail
Los Angeles County Metro
One Gateway Plaza
Mail Stop 99-18-2
Los Angeles, CA 90012-2952

RE: LONE HILL TO WHITE DOUBLE TRACK STUDY PROJECT

Dear Mr. Fuhrman,

On behalf of the San Gabriel Valley Economic Partnership, I write in support of the Lone Hill to White Project which will provide track and crossing safety improvements along Metrolink's San Bernardino Line. Residents in the San Gabriel Valley will greatly benefit from this important project which improves service reliability while upgrading safety in the rail corridor.

The Lone Hill to White Project includes the addition of a 3.9-mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. We appreciate Metro's commitment to improving regional mobility by including millions in safety enhancements on tracks and at twelve at-grade crossings in the region. Paying 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to plan and deliver an efficient and effective transportation system for Los Angeles County.

The Project will allow for eastbound and westbound trains to have their own track instead of sharing one, thereby reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

We understand the importance of the Lone Hill to White Project for Metrolink to continue to provide dependable service for residents of the San Gabriel Valley. We look forward to future endeavors with Metro to provide corridor improvements along the San Bernardino Line.

Sincerely,

Jeff Allred
President & CEO



October 3, 2017

Mr. Jay Fuhrman
Manager, Transportation Planning Regional Rail
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-18-2
Los Angeles, CA 90012-2952

Dear Mr. Fuhrman:

Fairplex would like to express its support for the Metrolink Lone Hill to White Double Track Project, which will add a 3.9 mile second track, improving both safety and service for region's highest ridership line. Safety enhancements at the 12 existing at-grade crossings coupled with "Quiet Zone Ready" improvements will significantly reduce the impacts to our local community. The Project will also allow trains to run more efficiently, reducing delays and providing alternate routes for stopped or disabled trains.

Perhaps most encouraging, of the nearly 3 million guests which visit Fairplex annually, the inclusion of an expanded platform will allow greater access and will encourage many more of our guest to choose Metrolink as their transportation mode. Additionally, we are excited about the possibility of the platform becoming a full working station to support our expanded events and proposed future developments.

We'd like to express our appreciation to Metro and Metrolink for providing several community briefings and recognizing input from the resident community and stakeholders.

We look forward to the advancement of this Project.

Sincerely,

Miguel A. Santana
President & CEO

FAIRPLEX.COM

1101 W. MCKINLEY AVE., POMONA, CA 91768 • P: 909.623.3111 • F: 909.865.3602

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0048
(916) 319-2048
FAX (916) 319-2148

DISTRICT OFFICE
100 NORTH BARRANCA STREET, SUITE 895
WEST COVINA, CA 91791
(626) 960-4457
FAX: (626) 960-1310



September 22, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman,

On behalf of the residents in the 48th Assembly District, I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of Covina and Baldwin Park would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the district.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

BLANCA E. RUBIO
Assemblymember
48th Assembly District



André Quintero
Mayor

CITY OF EL MONTE

CITY COUNCIL'S OFFICE

September 18, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman,

On behalf of the city of El Monte I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of El Monte would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the region.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

Andre Quintero, Mayor
City of El Monte



Samuel Gutierrez, Interim Director of Public Works

August 31, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman:

While the Lone Hill to White Double Track project is just outside the City limits of Baldwin Park, The City of Baldwin Park is in full support of this necessary safety improvement project. We believe that without the Double Track Project critical safety and noise reduction improvements will not be made.

The opportunity to add a 3.9-mile, second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne will improve Metrolink service for riders and adds safety features on tracks and at the existing 12 at-grade crossings. The double track allows for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped.

This 3.9 mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne through the cities of San Dimas, La Verne and by extension the City of Pomona will allow train traffic to more safely, efficiently and quietly.

The "Quiet Zone Ready" improvements that will be created and funded by Metro along the corridor will allow the cities of San Dimas and La Verne to apply for a Quiet Zone from the Federal Railroad Administration (FRA) which will significantly reduce horn noise along the corridor.

The creation of the Double Track Project, which allows for the ability to move disabled trains off the train tracks more quickly and the creation of a Quiet Zone will significantly reduce the impacts we currently experience in the City of Baldwin Park.

While there are important questions still to be answered regarding the project, we appreciate the fact that there have been several community briefings and recognize the interest in the project.

We'd like to express our appreciation to Metro and Metrolink for considering this project and hope for support from the cities of City of La Verne and San Dimas for the Lone Hill to White Double Track Study.

With your support, I look forward to advancing this project.

Sincerely,

Sam Gutierrez
Interim Public Works Director

PROCUREMENT SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK PROJECT FINAL DESIGN
PS&E/AE73891000**

1.	Contract Number: AE73891000	
2.	Recommended Vendor: Moffatt & Nichol	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 20, 2021	
	B. Advertised/Publicized: January 20, 2021	
	C. Pre-Proposal Conference: February 2, 2021	
	D. Proposals Due: February 22, 2021	
	E. Pre-Qualification Completed: June 16, 2021	
	F. Conflict of Interest Form Submitted to Ethics: February 22, 2021	
	G. Protest Period End Date: July 20, 2021	
5.	Solicitations Picked up/Downloaded: 145	Proposals Received: 7
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Jay Fuhrman	Telephone Number: (213) 418-3179

A. Procurement Background

This Board Action is to approve Contract No. AE73891000 for the Lone Hill to White Double Track Project Final Design Plans, Specifications and Estimates (PS&E) project to provide engineering services in support of the Lone Hill to White (LHW) Double Track Final Design project. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 21% and a 3% DVBE goal.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 29, 2021, revised LOI-04 Communication with LACMTA to change Contract Administrator.
- Amendment No. 2, issued on February 9, 2021, provided revisions related to the Submittal Requirements and General Condition (GC-24).

A virtual pre-proposal conference was held on February 2, 2021, attended by 101 participants. A total of 39 questions were asked and responses were released prior to the proposal due date.

A total of 145 firms downloaded the RFP and were included in the planholders list. A total of seven proposals were received on February 22, 2021 from the following firms:

- David Evans and Associates, Inc.
- Dewberry Engineers, Inc.
- Gannett Fleming, Inc.
- Jacobs Engineering Group, Inc. (Jacobs)
- Moffatt & Nichol
- RailPros
- Zephyr UAS, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Project Management department and Metrolink was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|------------------------------------|-----|
| • Skill and Experience of the Team | 35% |
| • Project Management Plan | 25% |
| • Project Understanding | 40% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to project understanding. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of February 22, 2021 to March 16, 2021, the PET members independently evaluated and scored the technical proposals. Three of the seven proposals received were determined to be within the competitive range and are listed below in alphabetical order.

- Gannett Fleming, Inc.
- Jacobs
- Moffatt & Nichol

Four firms were determined to be outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

On March 16, 2021, the three mentioned firms were invited for oral presentations, which provided each firm the opportunity to present each team's qualifications and respond to PET's questions.

Following oral presentations, the PET finalized technical scores based on both written proposals and the responses from the oral presentations. On March 16, 2021, the PET agreed that the final ranking of proposals scored Moffatt & Nichol's proposal as the highest technically qualified. The PET concluded that Moffatt & Nichol's proposal presented the highest level of skills and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

The Moffatt and Nichol team demonstrated relevant skill and experience on similar projects, including three double track projects. One of the three projects, Lilac to Rancho, is an almost identical project in the same rail corridor, with similar characteristics. The Moffatt and Nichol team also demonstrated experience with many additional Class 1 commuter, inter-city, and freight corridor projects in the Metrolink commuter rail territory and Southern California region. The Moffatt and Nichol team demonstrated previous experience in all the key double track final design disciplines, such as geotechnical, utilities, signal and communication, track, bridge and structures, station design, permitting and third-party coordination, etc.

The key personnel assigned to the project are qualified and have several years of relevant railroad experience. The key personnel are also experienced with inter-agency coordination, Metrolink, inter-city, freight, Gold Line, CPUC, FRA, etc.

The Moffatt and Nichol team demonstrated a detailed project understanding by laying out, task by task, how they will implement the scope of services. In particular, the discussion of survey and mapping, drainage, grade crossings, station design, signal and communications and interagency coordination is very detailed and shows a clear understanding of the project.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Moffatt & Nichol				
3	Skill and Experience of the Team	80.00	35.00%	28.00	
4	Project Management Plan	74.32	25.00%	18.58	
5	Project Understanding	81.40	40.00%	32.56	
6	Total		100.00%	79.14	1
7	Jacobs				
8	Skill and Experience of the Team	76.11	35.00%	26.64	
9	Project Management Plan	72.00	25.00%	18.00	
10	Project Understanding	81.88	40.00%	32.75	
11	Total		100.00%	77.39	2
12	Gannett Fleming, Inc				
13	Skill and Experience of the Team	63.34	35.00%	22.17	
14	Project Management Plan	71.32	25.00%	17.83	
15	Project Understanding	77.60	40.00%	31.04	
16	Total		100.00%	71.04	3

C. Cost Analysis

The recommended price of \$6,498,899 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$1,447,999.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Moffatt & Nichol	\$7,946,898	\$5,348,000	\$6,498,899

The variance between the final negotiated price and Metro's ICE is due to the level of effort being underestimated for the following tasks: Task 1 – Project Management, Task 4- Utilities, Task 9 – Grade Crossings, Task 10 – Structures and Task 12 – Railroad Signal/Communications and Positive Train Control (PTC).

D. Background on Recommended Contractor

The recommended firm, Moffatt & Nichol is located in Long Beach and was founded in 1957. Moffatt & Nichol is an infrastructure advisor, specializing in the planning and design of facilities in the goods/freight movement industry. The areas of practice include ports and harbors, waterfronts and marinas, transportation, rail and goods movement.

Of the 5 subcontractors who are members of the proposed team, 3 are Metro certified SBEs and one is DVBE certified.

DEOD SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN, PLANS SPECIFICATIONS
& ESTIMATES / AE73891000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Moffatt & Nichol exceeded the goal by making a 27.19% SBE and 3.18% DVBE commitment.

Small Business Goal	21% SBE 3% DVBE	Small Business Commitment	27.19% SBE 3.18% DVBE
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	SBE Subcontractors	% Committed
1.	Wagner Engineering & Survey, Inc.	4.13%
2.	Rail Surveyors and Engineers, Inc.	6.13%
3.	Pacific Railway Enterprises, Inc.	16.93%
Total SBE Commitment		27.19%

	DVBE Subcontractors	% Committed
1.	MA Engineering	3.18%
Total DVBE Commitment		3.18%

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.