



Board Report

File #: 2017-0177, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 16, 2019

SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT (B2R DESIGN)

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. PS2415-34120 with STV, Inc. for the Brighton to Roxford Double Tracking (B2R) Project in the amount of \$2,203,529, increasing the total contract value from \$12,633,429 to \$14,836,958.

ISSUE

On July 26, 2018, the Board approved programming \$11,528,416 for professional services for the B2R project to accommodate the changes necessary to accommodate the East San Fernando Valley Transit Corridor (ESFVTC) Project and a new pedestrian underpass for the Burbank Airport North Metrolink Station as well as incorporate changes related to safety improvements and state of good repair of the existing at-grade crossings, tracks and signals. With the previously approved programmed funds, staff is requesting authorization to modify the existing Contract No. PS2415-34120 with STV, Inc. for the B2R Project in the amount of \$2,203,529.

BACKGROUND

The Metrolink Antelope Valley Line is the only commuter rail service serves Burbank Airport North station, Sun Valley, Sylmar/San Fernando, the cities Santa Clarita, Palmdale, Lancaster and unincorporated Los Angeles County. Amtrak also provides inter-city rail service to Glendale and Burbank. The Metrolink Antelope Valley line is approximately 62 percent on single track. The existing single track starts from CP Brighton in 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.

DISCUSSION

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 of a second commuter rail main line track increases commuter rail service capacity and enhances safety, improves on-time performance and service reliability. 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.

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. Metro has requested that STV design team make adjustments in final design as needed to accommodate the ESFVTC Project. The design adjustments will include track realignment, redesign of signals and communications, design for construction of a new bridge for the relocated Metrolink track, additional utilities research, updating traffic studies, redesign of grade crossings, additional surveying, and additional drainage design.

DETERMINATION OF SAFETY IMPACT

The Project will enhance safety by upgrade 16 existing at-grade crossings to quiet zone ready standards with improvements such as pedestrian gates, emergency egress swing gates, and channelization handrails that will be included on the engineering drawings.

FINANCIAL IMPACT

In July 2018, the Board approved programming authority in the amount of \$11,528,416 of Measure R 3% for the B2R Project and design revisions related to ESFVTC Project in the amount of \$1,078,584. FY19 funding has been budgeted in Cost Center 2415, Project 460074, Account 50316, and Cost Center 4010, Project 465521, Account 50316. The Project Manager, the Cost Center Manager and the Senior Executive Officer, Regional Rail will be responsible for budgeting costs in future years.

Impact to Budget

The funding for the contract modification in the amount of \$2,203,529 comprises of \$1,078,584 from ESFVTC Project, Cost Center 4350, System Team 2 and the remaining \$1,124,945 from Measure R 3% funds. These funds are not eligible for bus and rail operations expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this contract modification will support the following Metro Strategic Plan Goal: Once the Brighton to Roxford Double Track Project is completed, there will continuous double track along the Antelope Valley Line from Los Angeles Union Station (MP 0) to the Balboa Blvd Overpass (MP25.3), a total length of over 25 miles. To realize the full benefit of a true double track corridor, which provides operational benefits that that help ensure service reliability and capacity enhancement as well as improved safety of operations, it is important to ensure that the existing track is brought up to a state of good repair so that it can be relied upon to function with the same reliability and functionality as the newly constructed second track, and to avoid potential ongoing maintenance

issues or track outages for repair that may otherwise be required if SOGR improvements are not included.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the Contract Modification and decide not to continue to complete the design documents for B2R Project. This alternative is not recommended as design revisions are needed to the B2R Project in order to accommodate the ESFVTC Project. In addition, the B2R Project provides much needed capacity and service reliability improvements to the only rail service to Burbank Airport North station, Sun Valley, Sylmar/San Fernando, the cities of Santa Clarita, Palmdale, Lancaster and unincorporated Los Angeles County.

NEXT STEPS

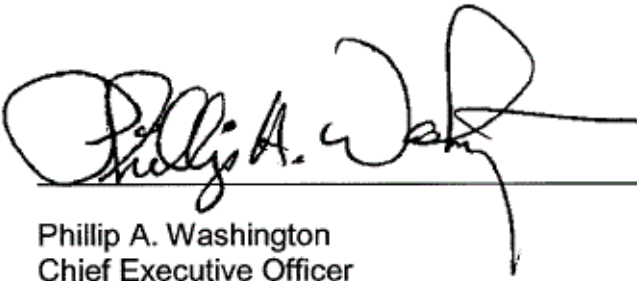
Upon Board approval and concurrence of requested funds, staff will execute Modification No. 4 with STV, Inc. to complete the environmental clearance and final design documents.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Dan Mahgerefteh, Director, Engineering, Regional Rail (213) 418-3219
Brian Balderrama, Senior Director, Project Engineering, Regional Rail (213) 418-3177
Jeanet Owens, Senior Executive Officer, Project Management, Regional Rail (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer