



Board Report

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Agenda Number: 26.

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)
Total Programming Funds Requested	\$11,528,416

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

Milestone Event	Date
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

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