



## Board Report

File #: 2023-0281, File Type: Budget

Agenda Number: 12.

### PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 20, 2023

**SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 4 to Contract No. AE73891000 with Moffatt & Nichol for professional services and extend the period of performance from October 31, 2023, to December 31, 2024, in the amount of \$3,685,694, increasing the Total Contract Value from \$7,049,780 to \$10,735,474; and
- B. APPROVE programming an additional \$8,023,736 from \$10,500,000 to \$18,523,736 for professional services, Metro related expenses, and third-party services using Measure R 3% funds to achieve a shovel ready level.

#### **ISSUE**

Staff is advancing the Lone Hill to White Double track project from inception through the final design phase with extensive changes to the existing conditions that have not been accounted for in the current project programming. Board approval of the staff recommendations will allow the continuation of final design services for this capital project to achieve a shovel ready level. This capital project is on the priority list of the 2028 Games Mobility Concept Plan and has been endorsed by Infrastructure LA.

#### **BACKGROUND**

The Lone Hill to White Double Track project runs along the San Gabriel subdivision and merges with the Pasadena subdivision at White Avenue, where the Gold Line Phase project will operate. The proximity between both rail subdivisions results in three railroad crossings being less than 300 feet apart. These railroad crossings include San Dimas Canyon Road, White Avenue, and Fulton Road. The Gold Line Authority has been a collaborative partner through the design development process for the Lone Hill to White Double track. As existing conditions change with the construction of the Gold

Line project, the Lone Hill project shall incorporate design changes based on the installation of new railroad signal houses, field condition adjustments, street infrastructure, traffic loops, and further operational analysis to address the ultimate project conditions.

This double tracking project is the building block for future network integration, on-time performance, and improved line reliability for the Metrolink San Bernardino Line. The Lone Hill to White Double Tack project is shown in the Metrolink Southern California Optimized Rail Expansion (SCORE) program as a vital line reliability project for the rail corridor to upgrade the existing Metrolink system

At its October 24, 2013 meeting, the Board approved \$3M in programming to begin environmental and preliminary engineering work for the four miles of double tracking. Then at its December 05, 2019 meeting, the Board approved \$7.5M for final design work inclusive of all third-party and professional service related costs. In July 22, 2021, a design phase LOP was approved to start the final design services for \$8.2M. However, the design phase LOP does not include Metro labor related expenses, and the approving action continues to be addressed through an annual programming process. Upon review, a design phase LOP is not consistent with other Program Management capital projects without identified construction funding. Given this information, staff will shift from design phase LOP to programming authorization to account for all project expenditures to achieve a shovel ready level. A shift to programming authorization alone allows for staff to refine funding needs and prepare grant applications to fund the construction improvements ahead of the 2028 Olympic and Paralympic Games.

On July 22, 2021 Moffat and Nichol received notice to proceed to perform engineering services for the Lone Hill to White final design phase to prepare approved plans, specifications and estimates. Then two additional contract modifications were approved on April, 12, 2022 and March 10, 2023 for new scope of work that was unforeseen at the time of contract development within the original period of performance. The new scope of work includes surveying and mapping, right-of-way, drainage, hydrology and hydraulics, water quality, geotechnical investigation, and track design for areas outside of the Metro right-of-way. A third contract modification for a no cost extension of the period of performance was required to continue coordination efforts for the necessary contract modification four staff anticipated for consideration for the September Board regular meeting which will allow Moffatt & Nichol to finalize and complete the project deliverables.

This capital project is supported by the City of San Dimas and La Verne with the quiet zone ready improvements this project will bring to enable the silencing of train horns within the project limits after construction is completed. This project is also endorsed by Infrastructure LA with their initiative to maximize LA County's share of infrastructure funding. This capital project is included under the Metro rail capital projects for Infrastructure LA and as a priority project in Metro's 2028 Games Mobility Concept Plan. This critical regional rail project will demonstrate project readiness with the completion of the final design phase make this project more competitive for grant construction funding.

..Discussion

## **DISCUSSION**

With the project stakeholders fully engaged, an extensive amount of subsurface utility location

services is required to determine utility positions of potential conflicts that were unforeseen prior to the development of the 60% final design plans by August 2022. At the same time, the advance design work increases the right-of-way service needs by 36% to address temporary and permanent right-of-way impacts for the project. The double track improvements require a complex bridge design at Marshall Canyon Channel and Walnut Creek that was not considered during the feasibility phase to obtain design approvals from the Los Angeles County Flood Control District and the US Army Corps of Engineers. This work will require supplemental geotechnical investigation in support of the advanced structural design work and new third party agreements.

Another major design change for consideration is at the temporary Metrolink Pomona Fairplex Station Platform. The initial design accounted for a five-car train set. Through design development and ADA compliance oversight, the platform is required to be replaced to accommodate a six-car train set with a locomotive to avoid substantial delays on the local traffic circulation. Other design changes for consideration include project impacts outside of the Metro owned right-of-way that require improvement, off-site drainage, relocation of underdrains, and additional retaining wall locations to reduce right-of-way impacts.

Given the above, the additional programming of Measure R 3% funds requested in the amount of \$8.02M is summarized below in Table 1. It should be noted the \$8.6M programmed for professional services consists of \$6.5M for the final design and \$2.1M for preliminary engineering and environmental clearance phase work.

<b>Lone Hill to White Double Track Project</b>			
<b>Use of Funds</b>	<b>Approved Programming</b>	<b>Requested Programming</b>	<b>Revised Programming</b>
Professional Services	8,600,000.00	4,235,474.00	12,835,474.00
Agency - Metro	0.00	1,545,763.00	1,545,763.00
Outreach	0.00	253,302.00	253,302.00
Real Estate/ Acquisition of Land	0.00	56,000.00	56,000.00
Project Controls	0.00	289,962.00	289,962.00
Project Reserve/Contingency (10%)	650,000.00	423,547.00	1,073,547.00
3rd Party Agreements - City/County/Others	1,250,000.00	1,219,688.00	2,469,688.00
<b>Total Project Cost</b>	<b>10,500,000.00</b>	<b>8,023,736.00</b>	<b>18,523,736.00</b>

Table 1: Lone Hill to White Double Track Programming

**DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on safety. The Lone Hill to White Double Track Project is being designed in accordance with Metro and SCRRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

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## **FINANCIAL IMPACT**

Regional Rail staff have included the recommended \$4,000,000 in FY24 programming as part of the adopted FY24 budget for this project. This is a multi-year capital project, and the Deputy Executive Officer of Regional Rail and Chief Program Management Officer will be accountable and responsible for budgeting the cost of future fiscal year commitments in department 2415, Regional Rail, for project number 460068 as shown in Attachment D, Lone Hill to White Funding and Expenditure Plan. If approved, the total revised programming amount in order to achieve a shovel ready level for the Lone Hill to White Double Track project with Measure R 3% funds will be \$18,523,736 for project number 460068.

### **Impact to Budget**

The source of funds for FY24 and future fiscal year programming through final design for this project is Measure R 3% Transit Capital. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

## **EQUITY PLATFORM**

The Lone Hill to White Double Track project operates on the San Bernardino Line. The median income is \$60,913 on the San Bernardino Line, according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below \$50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

The Lone Hill to White project will improve line reliability, network integration, on-time performance and lead to more frequent commuter rail service. This capital improvement is within and indirectly supports Equity Focus Communities (EFC) by providing more frequent service and better transit options through the Metrolink SCORE program that proposes 30-minute bi-directional service throughout the day and evening along the San Bernardino Line. For the Lone Hill to White capital projects, communities located in the vicinity of the project are comprised of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents.

In addition to the project improvements, this project will improve American with Disabilities Act (ADA) compliance. The Lone Hill to White Double track project includes full reconstruction of the Pomona Fairplex Station per the SCRRRA standards with a mini-high platform for easier access for passengers with disabilities.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The proposed recommendations support strategic plan goals 1, 3 and 4. The Lone Hill to White improvements improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;

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- 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 Board could choose not to approve the authorization to execute the contract modification, amend the programming, and execute necessary third-party agreements for this project. This is not recommended since this project is identified as a key project to provide line reliability to support Metrolink's 30-minute bi-direction service along the San Bernardino Line. In addition, this capital project is on the priority list for the 2028 Games Mobility Concept Plan and has been endorsed by Infrastructure LA. Another alternative is to cancel the professional service contract for Metrolink to lead and complete the final design phase of the Project instead of Metro. This is not advised since the Metro Board previously directed staff to lead and complete the final design phase for Lone Hill to White Double Track Project and will not result in any project cost or schedule savings.

### **NEXT STEPS**

Upon Board approval staff will execute Modification No. 4 to Contract No. AE73891000 with Moffatt & Nichol to continue providing professional services in order to complete the final design phase work in order to prepare for pre-construction activity and then return to the board for a project LOP to approve construction award.

### **ATTACHMENTS**

Attachment A- Procurement Summary AE73891000  
Attachment B- Contract Modification/Change Order Log AE73891000  
Attachment C- DEOD Summary AE73891000  
Attachment D - Lone Hill to White Funding and Expenditure Plan

Prepared by: Brian Balderrama, Deputy Executive Officer, Program Management, Regional Rail (213) 418-3177  
Debra Avilla, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Sameh Ghaly, Chief Program Management Officer (Interim), (213) 418-3369



Stephanie N. Wiggins  
Chief Executive Officer