

**Board Report**

File #: 2023-0454, **File Type:** Project**Agenda Number:** 9.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
JULY 19, 2023****SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 10 to Contract No. PS2415-3412 with STV Inc. and extend the professional service period of performance from July 31, 2023, to July 31, 2026, in the amount of \$4,776,915 increasing the Total Contract Value from \$15,437,844 to \$20,214,759; and
- B. APPROVE programming an additional \$9,674,325 from \$16,704,416 to \$26,378,741 of Measure R 3% funds in order to achieve shovel ready level.

ISSUE

Staff is advancing the Brighton to Roxford Double Track capital improvement project from inception through the final design phase. There have been extensive changes to existing conditions that have not been accounted for in the current project programming. Board approval of the staff recommendations will allow the continuation of services for this project to shovel ready level in order to demonstrate project readiness based on the 2020 Transit and Intercity Rail Capital Program award of \$73.3M towards this project.

BACKGROUND

This project is the building block for future service expansion and improved network integration along the Antelope Valley Line corridor. The Brighton to Roxford Double track project would enable uninterrupted commuter and intercity rail service through the cities of Burbank and Sylmar and the communities of Sun Valley and Pacoima.

In June 2018, the Board approved \$16.7M in programming that allocated \$14.5M in professional services and \$2.2M for third party services. The initial programming did not factor in Metro labor, outreach services, Real Estate/Acquisition of Land and Project Controls costs estimated at \$3.5M in order to achieve shovel ready level.

In 2019, staff prepared rail modeling data through a separate design task order to justify the specific

capital projects required to incrementally increase commuter and intercity rail service along the Antelope Valley Line. The data showed the Brighton to Roxford project could be phased into four separate construction projects to mirror the incremental increase of passenger rail service. The same modeling data illustrated the 2.5-mile shared corridor with the East San Fernando Valley (ESFV) transit project should be the last double track segment to be constructed based on future bi-directional traffic patterns and alleviated staff concerns for the project delay to the specific Brighton to Roxford project segment. The additional 12-month project delay to the Brighton to Roxford project allows for better coordination with other on-going capital improvements, reduces throw away costs between capital projects, and improves network integration along the Antelope Valley Line corridor with other rail operators.

By May 2023, an additional \$250,000 was programmed for FY24 within the capacity of Measure M MSP - Transit Program used to complete the final design phase for the Antelope Valley Line capital projects, which includes segment one of Brighton to Roxford. This North County subregional programming allows for the \$250,000 match using the 2020 Transit and Intercity Rail Capital Program, cycle 4 funds that were awarded to this project with FY24 allocation. Metro is awaiting grant notification under the High Priority Grade Crossing Improvement and Separation Projects, which is anticipated by August, to cover all related construction activity for construction segments two, three and four. Metro will continue to seek state and federal level grant opportunities for the remaining construction funding needed as the capital project continues to advance to a shovel ready level.

DISCUSSION

By 2022, the remaining design portions of the Brighton to Roxford project were advanced to a 90% final design level except for 2.5 miles of shared corridor with the ESFV transit project. Staff refined the track alignment for Brighton to Roxford to maximize the existing right-of-way to allow for the arrival of California High Speed Rail, City bike paths, Metrolink Burbank Junction Improvements, and the ESFV projects.

The advanced design work from other capital projects such as the Metrolink Burbank Junction Improvement project exposed required modifications to the existing conditions of the Brighton to Roxford project. This active Metrolink construction project will result in a significant amount of signal and communication design coordination and modifications to the Brighton to Roxford project. In addition, the Brighton to Roxford Double track project was originally planned to be designed and built as a single project, and not segmented. Staff recommends the project be divided into four segments to better align with Rail Traffic Controller modeling data to support incremental service growth for the Antelope Valley Line corridor to reinforce project funding needs and reduce grant application requests while advancing the project to a shovel ready level. This item includes the additional drawing compilation, CADD, and submittal management associated with preparing separate submittals for each of the four segments, at each design submittal level until completion.

The Cities of Los Angeles and Burbank advanced bike path projects adjacent to the Metro owned right-of-way that modified existing conditions as shown in the 90% design and require plan modifications for better integration between projects. The supplemental scope of work required to achieve a shovel ready design level includes drainage culvert extensions, utility relocations, and

casing extensions to comply with Metrolink design standards. Additional modifications to the City of Los Angeles design standards that were approved by Program Management for street improvement designs, traffic engineering calculations, and design changes to pedestrian underpass to provide more space and less-constrained experience to the City of Burbank riders. The team had extensive design coordination with the US Army Corp of Engineers to approve the structure design over the Tujunga Wash, a 70% increase in utility potholes and trenching, soil percolation testing, additional SCRRA flagging costs, and Hollywood Way bridge temporary shoring design that was not included in the initial contract or prior supplemental scope of work.

Given the above, the additional programming requested by staff in the amount of \$9.67M is summarized below in Table 1 for Measure R 3% funds.

Brighton to Roxford Double Track Project			
Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	14,528,416.00	5,686,343.00	20,214,759.00
Agency - Metro	0.00	2,500,000.00	2,500,000.00
Outreach	0.00	369,232.00	369,232.00
Real Estate/ Acquisition of Land	0.00	30,300.00	30,300.00
Project Controls	0.00	88,450.00	88,450.00
3rd Party Agreements - City/County/Others	2,176,000.00	1,000,000.00	3,176,000.00
Total Project Cost	16,704,416.00	9,674,325.00	26,378,741.00

Table 1: Brighton to Roxford Double Track Programming

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on safety. The Brighton to Roxford Double Track project is being designed in accordance with Metro and SCRRA standards, state and federal requirements and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

The recommended \$4,358,595 in FY24 programming is part of the adopted FY24 budget for this project. This is a multi-year capital project, and the Deputy Executive Officer of Regional Rail under Program Management and the 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 460074 as shown in Attachment D, Brighton to Roxford Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY24 and future fiscal year programming for the 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 Brighton to Roxford Double Track project operates on the Antelope Valley Line. The median income is \$40,823 on the Antelope Valley 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 capital project will improve line reliability, network integration, on-time performance and lead to more frequent commuter rail service. This capital project 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 Antelope Valley line. For the Brighton to Roxford capital project, 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. For the Brighton to Roxford project, the EFC communities of Sun Valley, Pacoima and City of San Fernando will indirectly benefit from the improvements from this project.

In addition to the project improvements, this project will support compliance with the American with Disabilities Act (ADA) . On the Brighton to Roxford project, ADA improvements are being added to both the Burbank Airport North and Sun Valley stations for better pedestrian crossings and walkways.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed recommendations support strategic plan goals 1, 3 and 4. The Regional Rail Capital 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;
- 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 modifications, program additional funds, and execute necessary third-party agreements for this capital project. This

is not recommended since the Brighton to Roxford Double Track project is identified as a key project to provide line reliability and capacity to support Metrolink's 30-minute bi-direction service along the Antelope Valley Line. This project is part of the SCORE Phase 1 program of priority infrastructure improvements required ahead of the 2028 Olympics, according to Metrolink. In addition, staff has already secured \$73,300,000 in State TIRCP funds for segment 1 of this project and staff is awaiting additional grant funding notification toward the remaining project segment by the end of the FY24 first quarter. 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 the Brighton to Roxford Double track project..

NEXT STEPS

Upon Board approval staff will execute Modification No. 10 to Contract No. PS2415-3412 with STV Inc. to continue providing professional services in order to complete the final design phase work in order to prepare for pre-construction activity.

ATTACHMENTS

- Attachment A - Procurement Summary PS2415-3412
- Attachment B - Contract Modification/Change Order Log PS2415-3412
- Attachment C - DEOD Summary PS2415-3412
- Attachment D - Brighton to Roxford Funding and Expenditure Plan

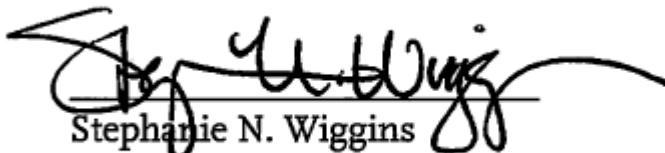
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