



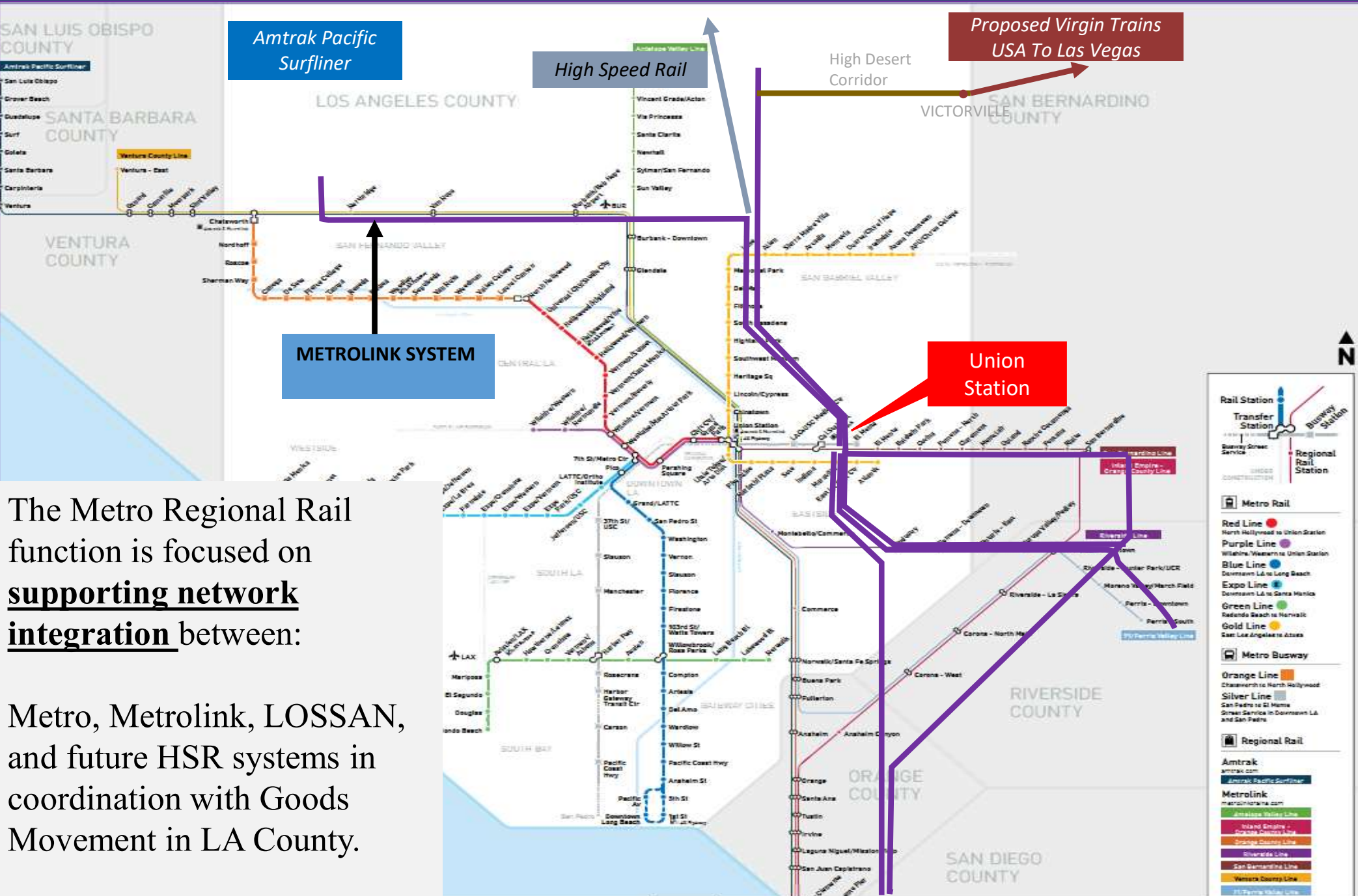
Jeanet Owens, P.E., Senior Executive Officer, Program Management and Regional Rail
Vincent Chio, P.E., Director, Engineering, Program Management and Regional Rail



American Council of Engineering Companies – LA County Chapter

June 24, 2020

Metro Regional Rail focus on Network Integration



The Metro Regional Rail function is focused on **supporting network integration** between:

Metro, Metrolink, LOSSAN, and future HSR systems in coordination with Goods Movement in LA County.

LOSSAN Corridor

1. Los Angeles – San Diego – San Luis Obispo (LOSSAN) corridor is the second busiest intercity rail corridor in the country providing passenger service operated by Amtrak Pacific Surfliner, Metrolink and Coaster. There are 8 million annual boardings in the corridor.
2. LOSSAN/Amtrak operate 29 trains per day at Union Station
3. The LOSSAN corridor is 351 miles from San Diego to San Luis Obispo. Metro owns 36 miles of the railroad ROW along the corridor.
4. Union Station on the LOSSAN corridor is Southern California's primary rail transportation hub, connecting counties with a combined population exceeding 20 million.



Amtrak Western Network



Amtrak Line	Annual Boardings at LAUS
Pacific Surfliner	683,119
Coast Starlight	54,805
Southwest Chief	49,971
Sunset Limited	29,625

Total 817,520

California High Speed Rail

The California High Speed Rail Authority (CHSRA) is working on providing high speed rail service in Southern California. Metro Regional Rail coordinates with CHSRA by ensuring Metro projects on the planned HSR alignment can accommodate the footprint of the future HSR service.



MetroLink Member Agency

METROLINK COMMUTER RAIL SYSTEM



Regional Rail Capital Projects

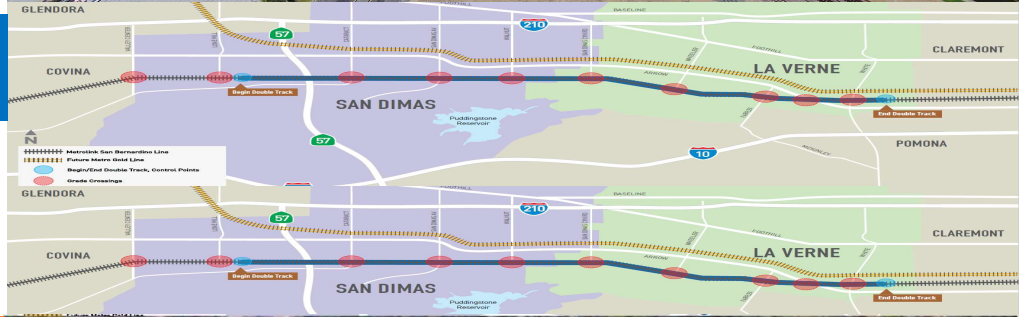
1. Link Union Station



2. Rosecrans/Marquardt Grade Separation



3. Lone Hill to White Double Track



4. High Desert Corridor Service Development Plan



Link US Project Video

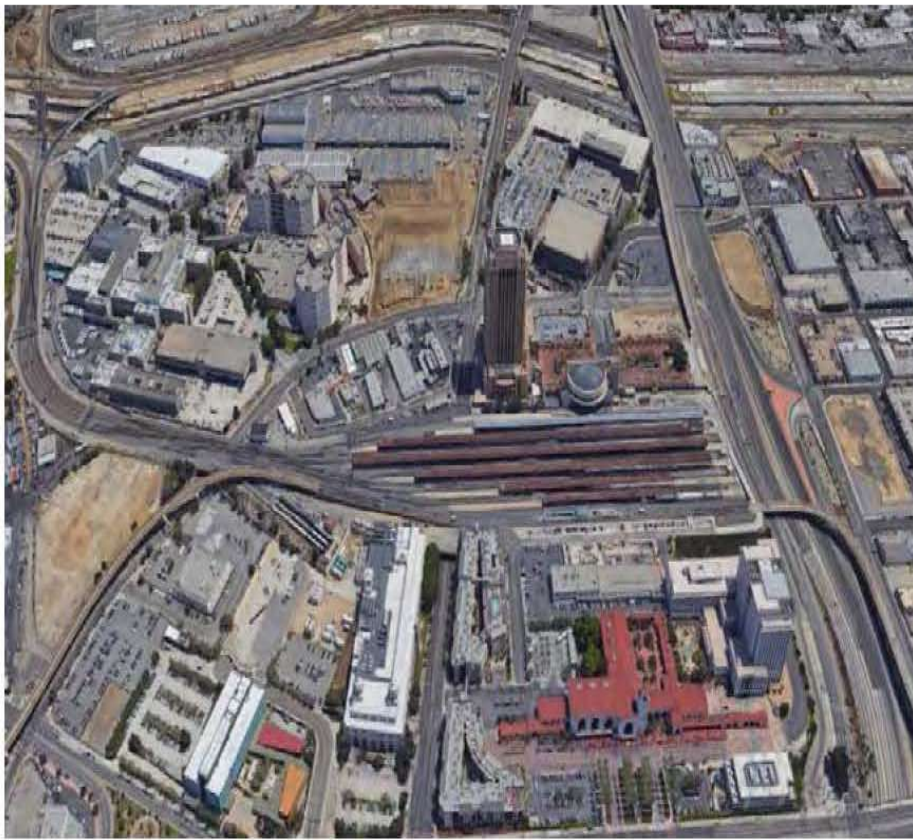


1. The video is meant to inspire a creative vision for a world class transit station at Union Station
2. Proposed buildings shown are NOT part of the Link US project. Future development shown will be in later phases.
3. Visual representation of the passenger concourse and other elements are conceptual renderings that are not funded and subject to change through future design and preliminary engineering.

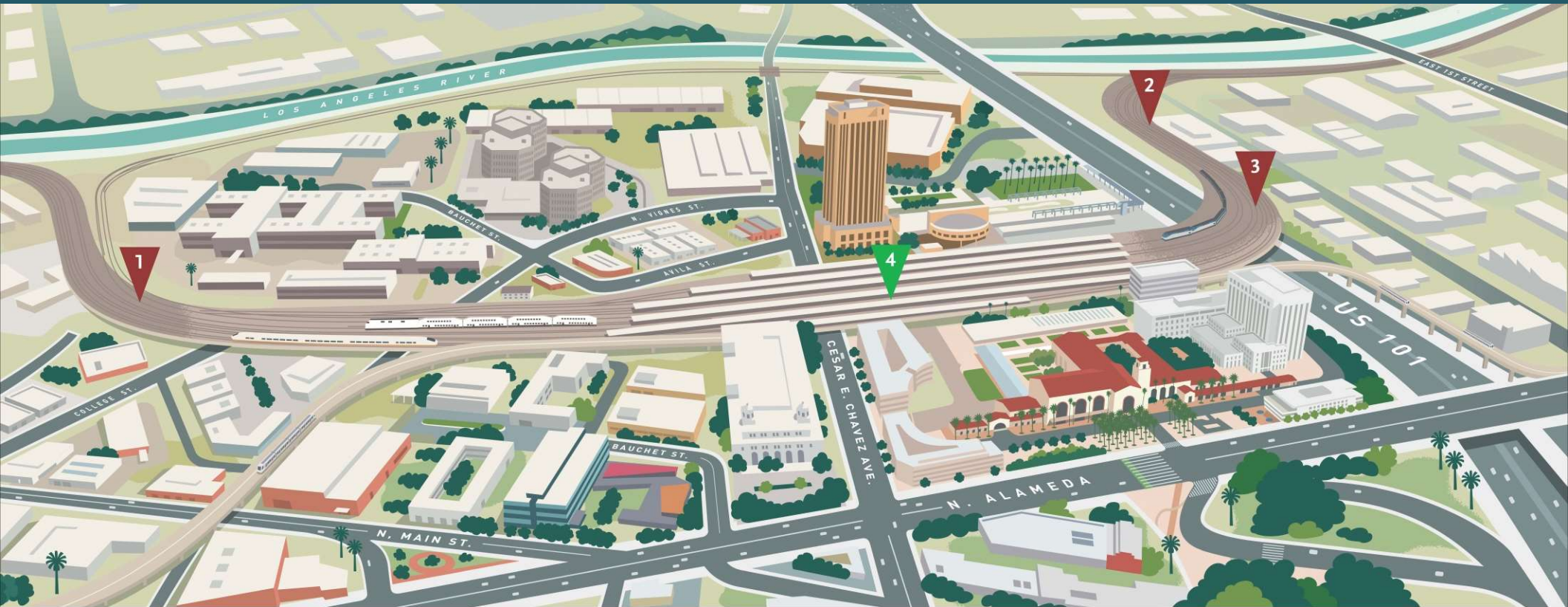
Los Angeles Union Station Today

Built in 1939

Largest multi-modal hub in Southern California



Link Union Station Project Phasing



Phase A - Funded

Phase B - Not Funded

SEGMENT 1 – THROAT AREA

SEGMENT 2 – COMMERCIAL & CENTER ST

SEGMENT 3 – VIADUCT & RUN-THROUGH

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

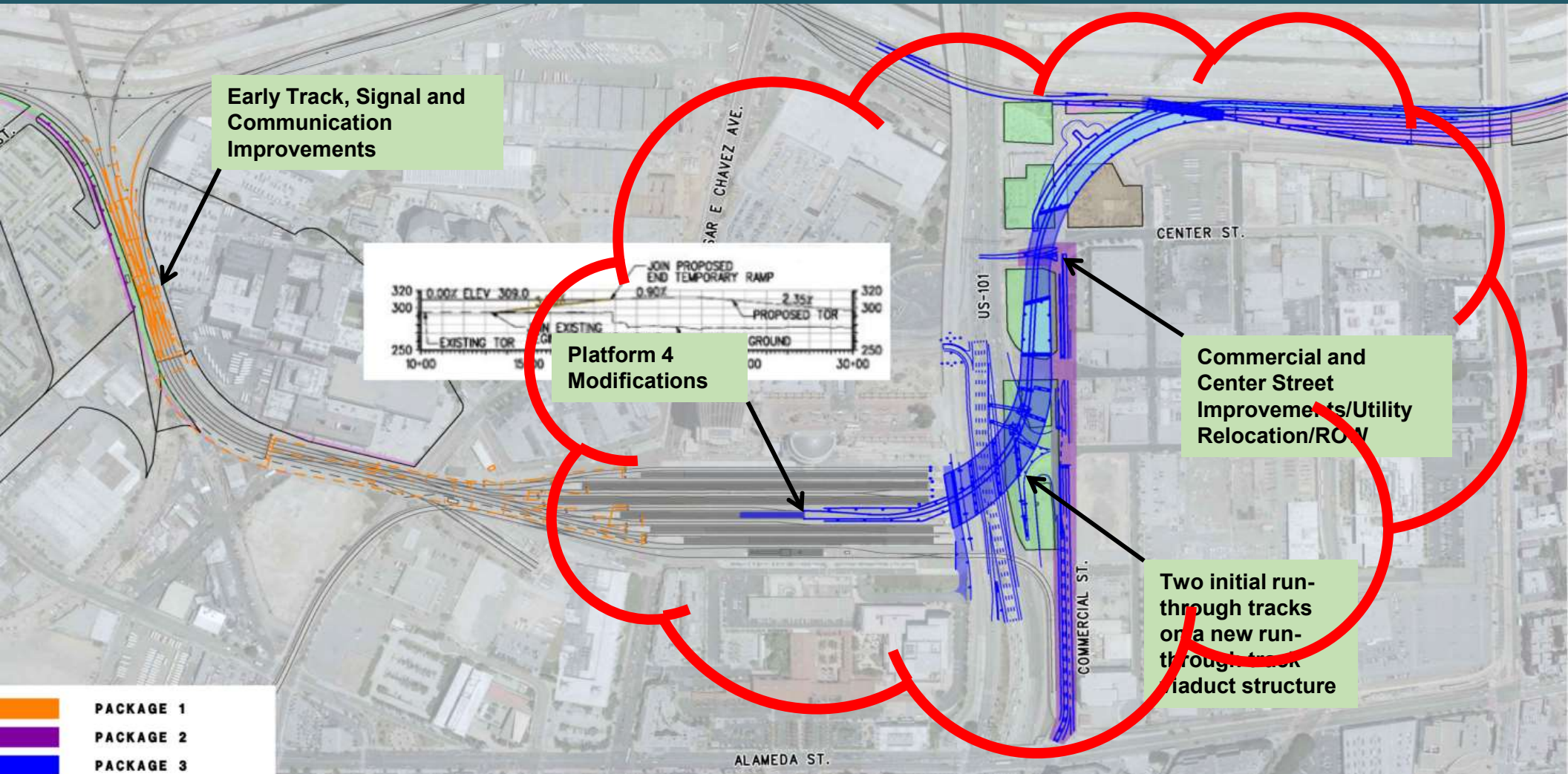
1. Rail signal, communications and track work
2. Utility relocation

1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

1. Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

1. Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.
2. Proposed modified expanded passageway, including including East and West Plazas
3. Add remaining run-through tracks and new lead track in the throat

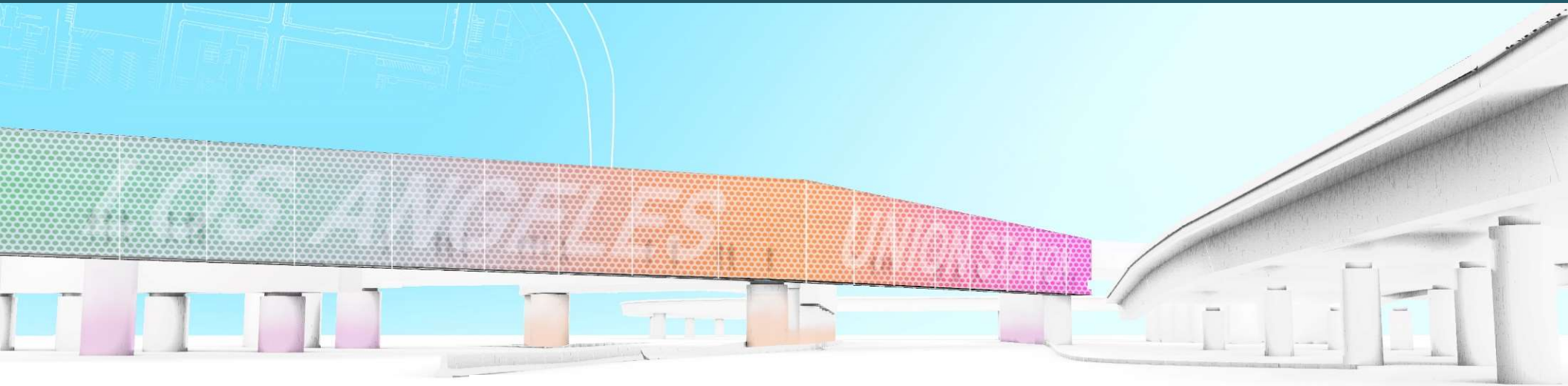
Link US Phase A (Funded)



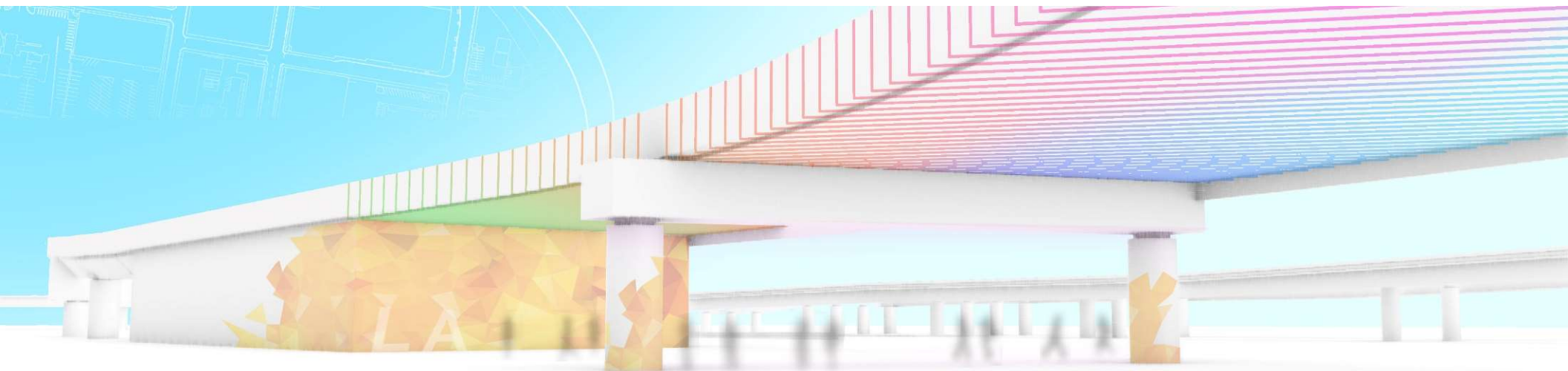
Key Project Components

1. New rail communication, signals and early tracks to be performed by Metrolink
2. Utility relocation and street improvements
3. Platform #4 and Viaduct structure over the US 101 freeway

Link US Run-Through Track Viaduct Structure



View from US-101



View from Center Street

Link US Active Transportation Improvements

Active Transportation Improvements on Commercial Street at Vignes Street



HDR M Metro

Link US Active Transportation Improvements

Active Transportation Improvements on Commercial Street at Center Street



HDR M Metro

Link US Potential Bike & Pedestrian Pathway Over US-101

EAST PARCEL - ARTS LOFTS / CREATION HUB / BIKE & PEDESTRIAN PATHWAY



Bike/Ped pathway



Link US Phase B Construction (Not Funded)



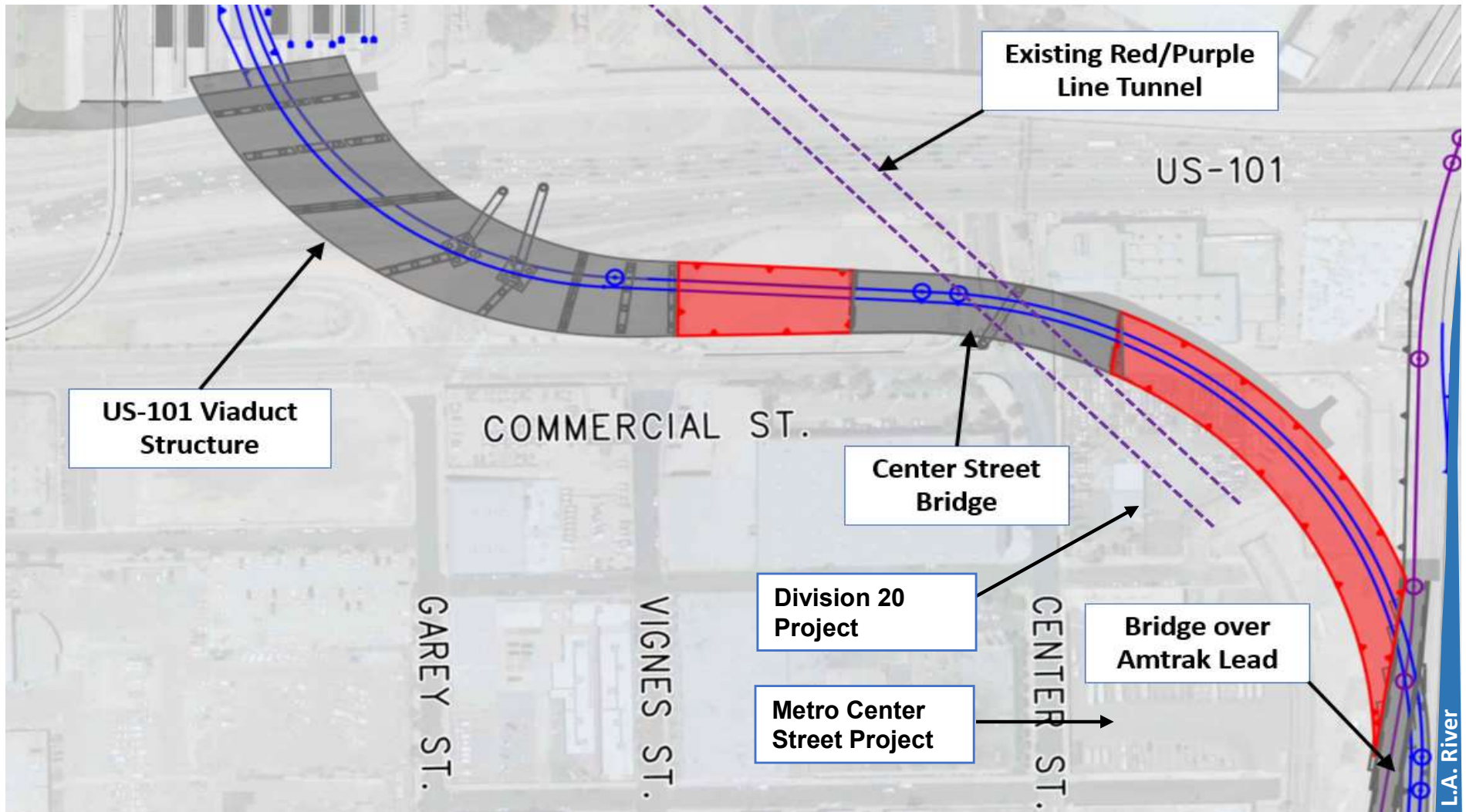
1. Raising of entire rail yard from the Vignes Bridge up to 15 feet
2. New Platforms and Expanded Passageway with retail and passenger amenities including escalators and elevators to all platforms
3. Optimization of the throat with a new lead track



Concept Rendering – subject to change

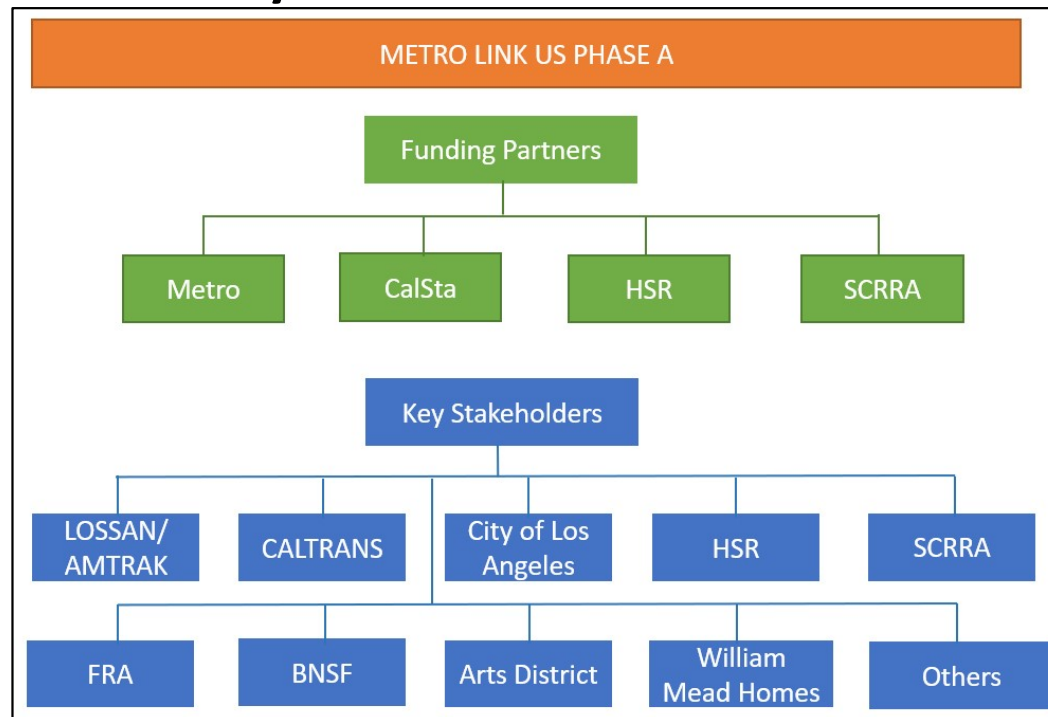
Why CMGC Delivery was selected for Link US

1. Project involves complex scheduling, phasing, and coordination due to Key Project Constraints



Why CMGC Delivery was selected for Link US (cont.)

2. **Maintain operations at LA Union Station serving over 100,000 passengers every week day**
3. **Fixed Budget of a \$950 million funding for the entire project**
 - a) Maximize cost and schedule savings with early engagement of the GC during the design
 - b) Minimize change orders during construction.
 - c) Minimize third party delays
4. **Large Funding partners and key stakeholders**



Project Management/Construction Management Support Services Opportunity

1. Preconstruction Phase

- a. Oversight of CMGC and A/E
- b. Coordination with stakeholders
- c. Independent cost estimates and construction schedule
- d. Facilitation of design workshops at project milestones
- e. Risk analysis

2. Construction Phase

- a. Oversight of CMGC and A/E
- b. Coordination with stakeholders
- c. Project controls

Rosecrans/Marquardt Grade Separation Project



REGIONALLY SIGNIFICANT PROJECT:

1. Ranked #1 by CPUC in 2017 as the most hazardous crossing in California.
2. Improves safety by separating pedestrians and vehicles from trains at the railroad crossing AND reduces traffic congestion & eliminate delays
3. Supports BNSF 3rd mainline track that provides 32 additional passenger train time slots for Metrolink and Amtrak trains.
4. Accommodates future HSR tracks.

Rosecrans Marquardt Project Timeline

- Building Demolition: Starting November 2019
- Early Utility Relocations: January 2020 – Fall 2020
- Complete ROW Acquisition: Late 2020
- Issued for Bid: January 2021
- Construction: Spring 2021

Lone Hill to White Double Track Project

Project Location: 3.9 miles double track between Lone Hill Avenue in San Dimas and White Avenue in La Verne along the Metrolink San Bernardino Line



Lone Hill to White Project Features

1. 30% Preliminary Engineering design for 3.9 miles of second mainline track completed
2. Environmental clearance for 3.9 miles of second mainline track in progress.
3. Project will add capacity to improve on time performance and schedule reliability along Metrolink SBL
4. 12 grade crossings will be upgraded and designed to be “quiet zone ready” to enhance safety and improve quality of life for area residents
5. Lengthen platform at Pomona Fairgrounds station

Upcoming Procurement Opportunity:

1. Final Design RFP - September/October 2020

High Desert Corridor Service Development Plan

Los Angeles County Metropolitan Transportation Authority (LA Metro), in partnership with California State Transportation Agency (CalSTA), Virgin Trains USA (VTUSA) and San Bernardino County Transportation Authority (SBCTA), is proposing to prepare **\$3.5 million High Desert Corridor Service Development Plan** to assess a new intercity passenger rail service from the VTUSA Southern California Station in the Victor Valley to the Palmdale Transportation Center along a 54-mile-long west-east rail alignment along the High Desert Corridor, subject to Metro Board approval in August 2020.



Summary of Upcoming Regional Rail Procurements

Link Union Station

- | | | |
|--|---|------------------------|
| 1. Phase A CM/GC RFP | - | September/October 2020 |
| 2. PM/CM Support Services | - | August/September 2020 |
| 3. Phase A Final Design Services (TBD if needed) | - | January 2021 |
| 4. Phase B CMGC RFP | - | March 2021 |

Lone Hill to White Double Track

- | | | |
|---------------------|---|------------------------|
| 1. Final Design RFP | - | September/October 2020 |
|---------------------|---|------------------------|

Proposed High Desert Corridor Service Development Plan (subject to Board Approval in August 2020)

- | | | |
|-----------------------|---|----------------|
| 1. Engineering/Design | - | September 2020 |
|-----------------------|---|----------------|

Rosecrans Marquardt Grade Separation

- | | | |
|------------------------|---|--------------|
| 1. Invitation for Bids | - | January 2021 |
|------------------------|---|--------------|

Questions?

Thank you!