Safety Briefing

Board Room Emergency Exits
Safety Briefing

Evacuation Route and Emergency Assembly Areas
Welcoming Remarks

Rick Clarke
Chief Program Management Officer
Bryan Pennington
Deputy Chief Program Management Officer
Jeanet Owens
Senior Executive Officer, Program Management and Regional Rail
Los Angeles Union Station Today

Built in 1939

Largest multi-modal hub in Southern California
1. Convert Los Angeles Union Station from a “stub-end” to a run-through station and increase operational capacity to meet the demands of regional rail system and a new future California High Speed Rail trains

2. Provide full multimodal connectivity between light rail, subway, commuter and intercity rail with our local, regional, and intercity bus services and shuttle services.

3. **Expand retail and passenger amenities** that attracts transit-oriented development and **transform Union Station to a world class transit destination** and blend the social and cultural diversity of Los Angeles.
1. The following 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.

**Concept Video**
Link US Project Overview (Phases A & B)

<table>
<thead>
<tr>
<th>Phase A - Funded</th>
<th>Phase B - Not Funded</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SEGMENT 1 – THROAT AREA</strong></td>
<td><strong>SEGMENT 4 – RAIL YARD/CONCOURSE AREA</strong></td>
</tr>
<tr>
<td>1. Rail signal, communications and track work</td>
<td>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.</td>
</tr>
<tr>
<td>2. Utility relocation</td>
<td>2. Proposed modified expanded passageway, including including East and West Plazas</td>
</tr>
<tr>
<td>3. Street and ATP improvements</td>
<td>3. Add remaining run-through tracks and new lead track in the throat</td>
</tr>
</tbody>
</table>

**SEGMENT 2 – COMMERCIAL & CENTER ST**
1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

**SEGMENT 3 – VIADUCT & RUN-THROUGH**
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication
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

← CMGC Scope
In coordination with the City of Los Angeles, the Class II bicycle facility may be upgraded to Class IV bicycle facility with street striping and bollards only with no ROW or raised median and it requires the removal of on-street parking and reducing lane width from 11 ft to 10 ft.
A vision of the run-through track structure with active recreational areas at Commercial Street & Center Street that also includes Metro’s 1st/Central Station Improvement and potential connection to the LA River Path project.
### Link US Funding Plan (Phase A)

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount ($ in millions)</th>
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</thead>
<tbody>
<tr>
<td>State Proposition 1A/High Speed Rail Bonds</td>
<td>$423.34</td>
</tr>
<tr>
<td>State Transit and Intercity Rail Capital Program (TIRCP)</td>
<td>$398.39</td>
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<tr>
<td><strong>Metro (Measure R)</strong></td>
<td><strong>$51.67</strong></td>
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<tr>
<td><strong>Metro (Measure M)</strong></td>
<td><strong>$13.27</strong></td>
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<tr>
<td><strong>Other CHSRA Funds</strong></td>
<td><strong>$18.73</strong></td>
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<tr>
<td>SCRRRA JPA Contribution (Non-Metro)</td>
<td><strong>$40.00</strong></td>
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<tr>
<td>LOSSAN/Amtrak</td>
<td><strong>$5.00</strong></td>
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<tr>
<td><strong>Total Project Cost</strong></td>
<td><strong>$950.40</strong></td>
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</tbody>
</table>

Metro’s funding partners includes CHSRA, CalSTA and SCRRRA
Link Union Station Phase A Project Team

METRO LINK US PHASE A

Funding Partners

- Metro
- CalSta
- HSR
- SCRRRA

Key Stakeholders

- LOSSAN/AMTRAK
- CALTRANS
- City of Los Angeles
- HSR
- SCRRRA
- FRA
- BNSF
- Arts District
- William Mead Homes
- Others
Project Summary Schedule

- **Environmental Planning (CEQA and NEPA)**
  - CEQA Clearance
  - NOD (Completed on Jun 27, 2019)
  - CEQA Amendment

- **Preliminary Engineering, Advanced Design**
  - Phase & Work - 35% Design
  - 35% Design submitted Aug 2019
  - Revised 35% Design by Feb 2020
  - Complete Design by Dec 2019
  - US 101 Viaduct Structure - 35% Design and Bridge Type Selection
  - Caltrans Approval of Type Selection by Sept 2020

- **Final Design**
  - 35% to 100% Design
  - Complete Design by Dec 2022

- **Right of Way Acquisition**
  - ROW Acquisition
  - Complete ROW by Jun 2021

- **Street Vacation**
  - Street Vacation

- **Construction Procurement**
  - CM/GC Contract Procurement
  - Contract Award by Dec 2020
  - CM/GC Pre-Construction

- **Construction**
  - Early Track, Signal & Comm. by SCRRA
  - Construct Early Track, Signal & Comm. in Throat Area
  - Subject to Change by Selected CM/GC
  - Early Demolition, Early Work and Remaining Phase A Work
  - Advanced URTH Relocation
  - Complete AUR by Dec 2022
  - Complete Construction by Oct 2022
  - Initiate Interim 2 Track Run Through Service by Nov 2026
1. Re-align and restripe NB & SB US-101
2. Reconstruct NB US-101 on-ramp from Vignes St
3. Reconstruct pavement at NB US-101 off-ramp to Alameda St
4. Reconstruct median pavement for NB US-101
5. Reconstruct El Monte Busway Pavement
6. Replace Retaining wall between El Monte Busway and Union Station
7. Construct Retaining wall between El Monte Busway and NB US-101
9. Construct new Concrete Barriers between SB US-101 and Commercial St Ramps
10. Re-stripe Commercial St on-Ramp to SB US-101
Preliminary Proposed CALTRANS facility closures

1. NB US-101 Vignes On-Ramp reconstruction: Closure for up to 3 months
2. NB US-101 Alameda Off-Ramp: Night time Full Closure
3. SB US-101 Commercial Off-Ramp: Night time Full Closures
4. I-10S (El Monte Busway): Night time Full Closure
5. NB US-101 Mainline: 5 Weekend (55 hours) Closures – Shift 2 NB lanes to SB side
6. SB US-101 Mainline: 5 Weekend (55 hours) Closures – Shift 2 SB lanes to NB side

Reversible lanes are currently being discussed and might be employed during certain closures pending agreement and approval. It is important that prompt opening of the freeways are strictly enforced with Caltrans late penalty of Metro of up to $12,000 per 10 minutes on each direction.
CMGC will be responsible for the standard Caltrans Construction Permit, but not limited to the following:

1. SWPP/WQ plan
2. Hazardous Material Handling
3. Shoring Submittals
4. Falsework Submittals
5. Lane Closure Work plan
Tom Kim
Senior Vice President, HDR
Link US Project Manager
Link Union Station Phase A Key Design Elements

1. Throat (North of the Station)
   a) Main Street Quiet Zone Improvements
   b) SCRRRA Early Track and Signal Modernization
   c) William Mead Homes Retaining Wall

2. Station
   a) Platform Modifications (Canopy, ADA Ramp, etc.)
   b) Retained Fill Section
   c) South End of LAUS

3. US-101 and Commercial Corridor
   a) US-101 Bridge
   b) Center Street Bridge
   c) Retained Fill Sections

4. BNSF Yard Area
   a) Amtrak Lead Bridge
   b) Retained Fill Section
   c) BNSF Storage Track Modifications

5. Connect to SCRRRA West Bank
Link Union Station Alternatives Considered

The Link Union Station team has investigated over 70 alternatives

**North of Commercial Alternative**

**In-Commercial Alternative**
The Link Union Station team has investigated multiple alternatives including ones that phased the construction of the High Speed Rail Tracks.
Link Union Station Key Project Constraints

1. William Mead Homes
2. Red Line Tunnel
3. US-101 And Ramps
4. LADOT Bus Maintenance Facility
5. Commercial Street
6. Metro Division 20 Portal and Turnback Project
7. Metro ESOC
8. BNSF West Bank Yard
Key Project Constraints (Phase A)

1. William Mead Homes
Key Project Constraints (Phase A)

2. Red Line Tunnel
3. US-101 and Ramps
4. LADOT Bus Maintenance Facility
5. Commercial Street
Key Project Constraints (Phase A)

4. Commercial Street

7. Red Line Tunnel

6. METRO Division 20 Portal and Turnback Project

7. METRO ESOC

8. BNSF West Bank Yard
### Link Union Station Phase A Agency Standards

<table>
<thead>
<tr>
<th>Agency</th>
<th>Agency</th>
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</thead>
<tbody>
<tr>
<td>SCRRRA</td>
<td>Southern California Regional Rail Authority</td>
</tr>
<tr>
<td>AREMA</td>
<td>American Railway Engineering and Maintenance-of-Way Association</td>
</tr>
<tr>
<td>CHSRA</td>
<td>California High-Speed Rail Authority</td>
</tr>
<tr>
<td>BNSF</td>
<td>Burlington Northern Santa Fe Railway</td>
</tr>
<tr>
<td>CPUC</td>
<td>California Public Utilities Commission</td>
</tr>
<tr>
<td>APWA</td>
<td>American Public Works Association</td>
</tr>
<tr>
<td>LABOE</td>
<td>Los Angeles Bureau of Engineering</td>
</tr>
<tr>
<td>LADPW</td>
<td>Los Angeles Department of Public Works</td>
</tr>
<tr>
<td>LADOT</td>
<td>Los Angeles Department of Transportation</td>
</tr>
<tr>
<td>LABSL</td>
<td>Los Angeles Bureau of Street Lighting</td>
</tr>
<tr>
<td>LABSS</td>
<td>Los Angeles Bureau of Street Services</td>
</tr>
<tr>
<td>Metro</td>
<td>Los Angeles County Metropolitan Transportation Authority</td>
</tr>
<tr>
<td>Caltrans</td>
<td>California Department of Transportation</td>
</tr>
<tr>
<td>LAFC</td>
<td>Los Angeles Fire Code</td>
</tr>
<tr>
<td>NFPA</td>
<td>National Fire Protection Association</td>
</tr>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway and Transportation Officials</td>
</tr>
<tr>
<td>ASTM</td>
<td>American Society for Testing and Materials</td>
</tr>
<tr>
<td>PCI</td>
<td>Precast Concrete Institute</td>
</tr>
<tr>
<td>USGBC</td>
<td>U.S. Green Building Council</td>
</tr>
<tr>
<td>GCOR</td>
<td>General Code of Operating Rules</td>
</tr>
<tr>
<td>CFR Title 49</td>
<td>Code of Federal Regulations</td>
</tr>
</tbody>
</table>

The Link Union Station project has conformed to the standards of the agencies above to the extent possible.
Link Union Station Phase A Key Design Criteria

**Track**
1. Track Centers – 15’ minimums
2. Track Curvature – 10°30’ for Regional Rail only and 650’ (~8°50’) when shared with CHSRA
3. Track Vertical Grade – 3.00% maximum (West Bank designed at 2.45% and Platform 4 ramp at 2.60%)
4. Turnouts – No. 8 for Regional Rail only and No. 10 when shared with CHSRA

**Structures**
1. Live Load – E60 train loading
2. Seismic design shall satisfy Caltrans, CHSRA, and AREMA design criteria
3. US-101 Bridge structure must be designed for track configurations for Phase A and the future Phase B
In coordination with SCRRA the signal system will be upgraded to microprocessors and special track work will be replaced at CP Mission.
In coordination with SCRRA the signal system will be upgraded to microprocessors
Track – Phase A Initial Run Throughs

Proposed Phase A Track Alignment
Wall Type: Cantilever CMU on concrete barrier wall
Wall Length: 860’
Wall Height: Varies from 25’-3” to 28’-7”
Sound Wall: Concrete stem wall with 13’-4” high CMU sound wall
Foundation: 24”CIDH pile spacing from 8’ to 9’ on center
Structures – US-101 Bridge
Structures – Berms

- **Wall types**: T wall
- **Wall lengths**: 158’ and 245.5’
- **Foundation Type**: CONCRETE LEVEL PAD
- **Fill Type**: ENGINEERING FILL
- **Berm Width**: 92.25’
- **Berm Height**: 38’ and 30’ max
Structures – Center Street Bridge

BRIDGE TYPE: CAST IN PLACE POST TENSIONED CONCRETE BOX GIRDER
Structures – Center Street Bridge

BRIDGE TYPE: CAST IN PLACE POST TENSIONED CONCRETE BOX GIRDER
Structures - Amtrak Lead Bridge

BRIDGE TYPE: 33” PRECAST PRESTRESSED DOUBLE BOX BEAM
FOUNDATION TYPE: CIDH PILE SECANT WALL
Commercial and Center Streets will be restriped as a result of the project. The streets will not be lowered.
Civil – Utility Relocations

Legend
- Proposed Relocation
- Location to be relocated from

- Proposed Gas
- Proposed Water
- Proposed Storm Drain
- Proposed OH Power
- Proposed Spectrum and Frontier Trench
- Proposed Underground Power
Architecture – Platform 4

Platform 7
Platform 6
Platform 5
Platform 4
Platform 3
Platform 2
Platform 1 – Gold Line
Platform 4 current deficiencies on ADA ramps and stairs
Platform 4 proposed demotion will maintain continuous passenger circulation through the existing tunnel.
Platform 4 proposed improvements including new ADA ramp and canopy
Link Union Station Phase A Construction Phasing
Link Union Station Phase A Construction Phasing (Continued)
Link Union Station Phase A Construction Phasing (Continued)
Link Union Station Phase A Construction Phasing (Continued)
Link Union Station Phase A Construction Phasing (Continued)
Link Union Station Phase A Construction Phasing (Continued)
Link Union Station Key Documents

Overall Project:
1. CEQA Final EIR – Certified
2. Alternative Analysis Report and Concourse Study
3. Preliminary Geotechnical Design Report
4. Phase I Site Assessment

Phase A
1. Preliminary Design Drawings
2. Basis of Design
3. List of Specifications
4. US-101 Bridge Type Selection Report (Caltrans Format)
7. Center Street Bridge Type Selection Report (Metrolink Format)
8. Amtrak Lead Bridge Type Selection Report (Metrolink Format)
Eduardo Cervantes
Deputy Executive Officer
Project Management, Metro
Cris Liban
Chief Sustainability Officer, Metro
LINK US CM/GC Industry Forum: Environmental

January 9, 2020

Cris B. Liban, D.Env., P.E.
Environmental Compliance and Sustainability Department
LACMTA
Environmental Evolution of a Metro Project

- PROJECT DEVELOPMENT: Planning/ECSD
  - NEPA/CEQA Process
  - Coordination with other agencies
  - Development of mitigation measures

- DESIGN AND CONSTRUCTION: ECSD/Planning
  - Monitoring of mitigation measures
  - Sustainability Plan implementation
  - Continue coordination with other agencies
  - Commissioning: Transition to operations

- OPERATIONS AND MAINTENANCE: Operations with ECSD
  - Environmental compliance monitoring

ISO 14001: Environmental Management System
Metro’s Current Environmental Best Practices

Policy
- Metro Environmental Policy
- Metro Acquisition Policy
- Green Construction Policy (RR-01)

Committees
- Chemical Standards Committee
- Metro Sustainability Council

Programs
- ISO 14001 Environmental Management System
- Strategic Initiative for Regulatory Compliance
- Sustainability Plan Program (e.g. LEED, Envision)
- Low Carbon Fuel Standards Credit program
  ✓ Metro generates and markets (sells) LCFS credits from its low-carbon fuels including renewable natural gas (RNG) and electricity (rail and EVs).

Specifications and Requirements
- Metro Rail Design Criteria (MRDC)
- Metro Bus Rapid Transit Design Criteria
- Green Construction Policy Specifications (01 35 66)
- 01 35 29 Health, Safety And Emergency Response For Contaminated And Hazardous Sites
- 01 35 43 Environmental Procedures For Contaminated And Hazardous Materials
- 01 35 63 Sustainability Plan
- 01 56 39 Shrub And Tree Protection
- 01 74 00 Cleaning
- 01 74 19 Waste Management And Disposal
Sustainability Plan Process Map
Resources

- Metro Growing Greener Workforce
- Metro Environmental Compliance Awareness Program

- [www.metro.net/sustainability](http://www.metro.net/sustainability)
- [www.metro.net/projects/sustainability](http://www.metro.net/projects/sustainability)
Recent Environmental Challenges

- Implementation of Low Impact Development Strategies
- Cultural Resources: New Discovery
- Cultural Resources: Theft
- Noise and Vibration
- Co-related Use: Homeless
- Unknown/New Conditions
- Sustainability Plan Implementation and Reporting
Thank You!
Los Angeles Union Station

Ken Pratt
Deputy Executive Officer
Real Estate, Metro
Los Angeles Union Station Requirements

1. Hours of Work, Notice of Work, Noise Ordinance Restrictions, Public Appearance
2. Job Site Security, Access Control, Material Staging, Deliveries
3. Temporary Protection, Barricades & Facilities
4. Job Site Conditions, Logistics Plans & Approvals for Work in High Impact Areas
5. Compliance with SBE & Prevailing Wage Requirements
6. Inspection Requirements
7. Insurance Requirements,
8. Communications, Meetings, Documentation Requirements

Metro Union Station’s primary concern is maintaining smooth operations for 110,000 visitors daily.
Justin Fornelli
Chief of Program Delivery
SCRRA
1. Metrolink Overview

2. Union Station and Metrolink

3. Metrolink Requirements during Construction of Link US
1. 538-mile system serving 6 Southern California counties

2. Average one-way trip length = 37 miles

3. 441 million annual passenger miles on Metrolink = 8.7 million car trips reduced annually

4. Union Station is the hub of the Metrolink System
1. Revenue Services
   a. Each Weekday, Metrolink operates 139 revenue trains into and out of Union Station

2. Peak Period Services
   a. During the 3-hour AM and PM Peak Periods, 80 trains operate into and out of Union Station

3. Non-Revenue Services
   a. Each Weekday, 46 non-revenue trains operate between Union Station and the Central Maintenance Facility
Metrolink Requirements during Construction of Link US

1. Customer Safety and Experience
   a. Ensure sufficient protections (hoardings/fencing) to separate construction site from public areas
   b. Provide robust wayfinding to/from platforms during construction

2. Minimize Operational Disruption
   a. Reduce work windows to the greatest extent possible
   b. Sustain an On-Time Performance (OTP) target of at least 94%
   c. Close coordination with Metrolink to test construction staging and operating plans
3. Advance Notice of Operational Disruption
   a. When operational disruption is necessary, provide at least 6 months advance notice

4. Construction Coordination
   a. Effective coordination with other entities undertaking construction in Union Station vicinity
   b. Maximize the usage of work windows with other entities to the greatest extent possible
   c. PTC / Configuration Management required prior to introducing new track/platforms into service
Bruce Armistead
Director of Operations and Maintenance
HSR
Link Union Station Phase A

Preliminary Draft Statement of Work
### Link US Design Elements

#### PHASE A

<table>
<thead>
<tr>
<th>Design Packages</th>
<th>Design (~35%)</th>
<th>Design (35%~65%)</th>
<th>Design (65%~100%)</th>
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</thead>
<tbody>
<tr>
<td>1. New rail communication, signals and early tracks to be performed by Metrolink</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2. Utility relocation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Street improvements</td>
<td></td>
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<tr>
<td>4. Viaduct structure over the US 101 freeway</td>
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<tr>
<td>5. Platform #4 and run through structures south of US 101 freeway</td>
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<tr>
<td>6. PHASE B: Raising rail yard, building new platforms, vertical circulation elements - elevators, escalators</td>
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</tbody>
</table>

*Note: Diagram and design packages are visual representations of the project elements.*
Link Union Station Key Project Constraints

1. Fixed Budget
   a. $950 million budget for Phase A, 93% from the State and other agencies
   b. Very limited ability to absorb cost overruns.

2. Los Angeles Union Station Operations
   a. Live tracks with 188 Metrolink and Amtrak trains use the Union Station railyard every week day from 4am to 10pm, in addition to Red Line, Purple Line and Gold Line services.
   b. Over 1,000 buses every week day serves Patsaouras Bus Plaza and bus stops around Union Station
   c. Union Station serves a total of over 100,000 passengers every week day.

3. Complexity on constrained site (Union Station, US 101 freeway, Red Line/Purple Line, Metrolink/Amtrak)
   a. Union Station must maintain operations with no or very minimal disruptions to transit, commuter and inter-city rail services.
   b. Large number of funding partners and stakeholders: SCRRA, HSR, Amtrak, Caltrans, City of Los Angeles, Metro Union Station property management, etc.
   c. US 101 Freeway including on/off ramps cannot be changed; Metro Purple Line/Redline expansion is in the same area as the Link US run-through tracks.
CMGC Project Delivery Method was selected because it address the key project constraints

1. **Maintain operations** at Los Angeles Union Station, largest multi-modal transit terminal in Southern California serving over 100,000 passengers every week day

2. **Fixed Budget** – Due to the financial constraint of a $970 million funding for the entire project, there is very limited ability to absorb cost overruns.
   a) **Maximize cost and schedule savings with early engagement of the GC** during the design phase to provide constructability review, value engineering analysis, updated construction costs, risk analysis and updated construction schedule at every design submittal.
   b) **Minimize change orders** during construction.
   c) **Minimize third party delays** with flexible phasing plan based on GC construction schedule.

3. **Large Funding partners and key stakeholders** compromising of CalSta, HSR, SCRRRA, LOSSAN/Amtrak, Caltrans, City of Los Angeles, BNSF, FRA, Arts District, William Mead Homes, and others.

4. **Optimize Quality** – with a high level of sustainable design and construction as the A/E, CMGC and Owner are collaboratively working together throughout the design development phase.
CMGC Approach for LINK US

Considering:

1. **Single contract** with phased approach (via Task Order) which provide off-ramps with independent task orders

2. **NTE fee with lump sum contract** (at 90% design level)

3. **Establish an overall SBE and DVBE goal** based on 35% Phase A preliminary engineering design

4. **3-Party Cooperation Agreement** (CMGC, A/E and Owner)
Preliminary Statement of Work Overview

1. **One Contract for Preconstruction and Construction Services with a NTE price (per the construction budget) and preliminary construction schedule.** This contract is task order base.

2. **Preconstruction Services:** Work collaboratively with the A/E and Owner to review and develop the final design, perform value engineering and constructability analysis and provide risk assessment, cost estimate and construction schedule for each Phase A design submittal set 65%, 90% (100% Caltrans) and Phase B 35% design. CMGC should include early construction work such as utility relocation in their schedule. In addition, CMGC will also develop construction staging plans for Phases A and B. Rail modeling of the construction staging Plans for Phase B 35% PE design will be required.

3. **Construction Services:** At 90% Design, CMGC will negotiate with Owner for a **fixed lump sum price** to construct Phase A with the overall goal based on the development of the final design that the **fixed lump sum price is less than the NTE price (cost savings).** Metro is evaluating an incentive program that will share the cost savings to be shared by the Parties. Construction Services will also include Option items, if funded, such as Phase B and Bike/Ped Bridge over the US 101 Freeway.
1. Enables value engineering and constructability review throughout the design development process.

2. Reduce risk and contingency while reaffirming cost and schedule certainty at each progression of the design thereby minimizing change order.
QUESTIONS ?

Conceptual Rendering of Union Station East Portal from Patsaouras Bus Plaza
Small Business Requirements

Elke Campbell
Director, Diversity & Economic Opportunity
Metro
Small Business Programs

The Project is anticipated to be funded in whole or in part with USDOT funds and will comply with Metro's Disadvantaged Business Enterprise (DBE) Program requirements.

1. **A DBE Goal will be established for the project**
   - 15% or more DBE Goal (estimate)

2. For a proposal to be considered responsive, the proposer must meet or exceed the DBE goal, or submit its Good Faith Efforts (GFE) documentation with its Proposal, evidencing that it made adequate GFE to achieve the stated goal.

3. All DBE firms must be certified under the California Unified Certification Program (CUCP) by the proposal due date, in the applicable NAICS code for the proposed scope of work, to receive DBE credit.

4. **DBE Contracting and Mentoring Plan (COMP) is applicable to the project**
   - Proposers must submit, as part of its Proposal, a Contracting Outreach and Mentoring Plan (COMP) evidencing how it will achieve its listed commitments through the utilization of DBE firms for the Project. Metro expects Proposers to develop a mentoring approach to help assist and remove barriers for small and disadvantaged businesses (Proteges) by pairing them with more experienced contractors (Mentors) to assist in advancing participation on Metro contracts through subcontracting and technical assistance opportunities.
Procurement Process Overview

Fred Origel
Director, Contract Administration
Metro
A separate RFP for CM/GC Project Support Consulting Services will be issued. The RFP is anticipated to be issued in June 2020.
Procurement Overview

Vendor/Contract Management Points of Contact for this Procurement:

Fred Origel, Director, V/CM
(323) 903-4111 OrigelF@metro.net

Noelle Santos, Sr. Contract Administrator, V/CM
(213) 922-3647 Santosn@metro.net

Damian Bonura, Sr. Manager, V/CM
(310) 431-3331 Bonurad@metro.net

*During the proposal period, only contact the personnel listed above with the exception of DEOD, Ethics, and Metro Pre-Qual Dept.*
Discussion Items Overview

Jeanet Owens
Senior Executive Officer, Program Management and Regional Rail
Discussion Item #1

Metro is proposing a three-party cooperation agreement among the A/E consultant, CMGC contractor (Contractor), and Metro, collectively referred to as the “Parties.”

Pursuant to the cooperation agreement, the parties would collaboratively work together for the duration of the Project, identify cost savings, and develop innovations that would improve the progress and economy of the Project, such as alternate means or materials, and scheduling, without impairing in any manner the essential functions or characteristics of the Project.

The cooperation agreement would also provide that any cost savings from the NTE contract price realized after construction will be shared among the Parties. For example, using an incentive percentage split of 45% Contractor, 35% A/E consultant and 20% Metro.

What are your thoughts on the cooperation agreement concept, specifically on:

a. Defining the roles and responsibilities of each party?
b. Proposed cost savings incentives and percentage split among A/E consultant, Contractor, and Metro?
Discussion Item #2

The selected CMGC proposer (Contractor) will provide preconstruction services and, provided Metro and the Contractor agree to terms for the construction work, construction services.

In addition, Metro is exploring the possibility of awarding a contract to the second ranked CMGC proposer (Backup Contractor) for up to a two-year period. In the event that Metro and the Contractor are not able to reach agreement for the construction work, Metro will implement provisions to cease the Contractor’s CMGC contract and may negotiate a contract with the Backup Contractor to perform the construction services.

What are your thoughts on this concept?
Discussion Item #3

It is critical for the success of CMGC project delivery that all parties, Contractor, A/E consultant and Metro, commit to key personnel throughout the duration of the contract. Therefore, Metro intends to require a guarantee from the Contractor that the key personnel included in its proposal will remain committed to the project from contract award through substantial completion.

If a key person holding one of the following positions is removed from the project prior to substantial completion for reasons other than termination of employment and without Metro’s acceptance of replacement personnel, liquidated damages will be assessed against the Contractor:

a. Project Manager
b. General Superintendent / Construction Manager
c. Project Controls Manager
d. Community Relations Manager

What are your thoughts on this approach?
Discussion Item #4

The Link Union Station CMGC RFP will include 35% preliminary engineering design bridging documents with a corresponding environmental mitigation monitoring plan, risk register, preliminary project schedule and conceptual construction staging plan.

In response to the RFP, Metro will require that CMGC proposers submit a Not-To-Exceed (NTE) price for construction of the project. During the preconstruction services, at 65% and 90% design milestones, the Contractor will provide updated cost estimates. Provided that the Contractor’s cost estimate remains within the NTE price, at the 90% design milestone (equivalent to Caltrans 100% design plans) the Contractor and Metro will seek to negotiate a fixed lump sum price for construction of the project.

What are your thoughts on this process?
Discussion Item #5

The Link US project is a large and complex project with an estimated total life of project budget of approximately $3 billion. Due to funding constraints, the project is divided in two phases: Phase A is comprised of utility relocations, rail and signal communication work, and a new viaduct structure over US-101 freeway, estimated at $1 billion; and Phase B includes new lead tracks, the elevated rail yard, new platforms and vertical circulation with passenger retail amenities, estimated at $2 billion.

This Link Union Station CMGC contract is mainly for the fully funded Phase A project, while Metro is working with its funding partners to secure funding for Phase B. Metro is considering including in the CMGC contract (a) an option for Metro to have the Contractor perform pre-construction services with respect to Phase B final design; and (b) an option for Metro to have the Contractor perform construction services for Phase B.

In connection with each of these options, Metro would request the Contractor’s overhead cost and fee in response to the issued RFP and would, at a later date and if the options are exercised by Metro, negotiate lump sum prices for pre-construction services with respect to Phase B beyond 35% design, and for the construction of Phase B.

What are your thoughts on this approach?
Discussion Item #6

Metro is developing a performance incentives program for the Contractor during the performance of construction work. **Incentive amounts could be up to $30,000 per month for the entire construction period up to the substantial completion of the project.**

Contractor’s performance will be evaluated and scored on a quarterly basis based on criteria for exceeding the requirements/expectations for activities such as quality, safety, minimization of disruptions to operations, and community relations.

A quarterly incentive payment would be provided to the Contractor based on Metro’s evaluation.

**What are your thoughts on this approach?**
Discussion Item #7

Given the critical importance of the US 101 freeway and the significant amount of project scope that will impact the freeway and ramps, Metro is considering including in the CMGC contract a liquidated damages provision that corresponds to Metro’s obligations to Caltrans should the Contractor delay re-opening lanes on the US 101 freeway and ramps beyond the approved and scheduled closure windows.

What are your thoughts on this?
DISCUSSION ITEMS – NEXT STEPS

Please provide written responses to be submitted at and discussed during your one-on-one meeting.

If you don’t have a one-on-one meeting scheduled, we welcome your written responses by January 15, 2020 to be sent to Fred Origel, Metro Contract Administrator, OrigelF@metro.net.

The purpose of these discussion items is to engage in an open dialogue. Please note that Metro is not obligated to carry forward any of the concepts included in these discussion items and Metro reserves the right to take a different approach with respect to any of these concepts, in its sole discretion.
Small Business Networking Event with Potential Primes

Miriam Long
Director, Diversity & Economic Opportunity
Metro
METROLINK BACKUP SLIDES
METROLINK MISSION

TO PROVIDE SAFE, EFFICIENT, DEPENDABLE AND ON-TIME TRANSPORTATION SERVICE THAT OFFERS OUTSTANDING CUSTOMER EXPERIENCE AND ENHANCES QUALITY OF LIFE.
SCORE Service Vision for 2028

KEY
- Red at least 8 trains per hour
- Orange at least 4 trains per hour
- Green at least 2 trains per hour
- Yellow at least 1 trains per hour
- Dotted Express Overlay / LOSSAN (1 per hour)

Metro

LOSSAN
Moorpark
Chatsworth

Ventura

Antelope Valley
Santa Clarita
San Fernando Valley

Los Angeles
Burbank

Norwalk
Fullerton
Anaheim
Irvine
Laguna Niguel

San Gabriel Valley
Pomona Valley
Ontario
Riverside
Corona
Perris

San Bernardino
Redlands

San Clemente
Oceanside
Orange

10
SCORE Service Vision for 2028

- Trains at regular headways
  - Timed connections between lines
  - Stronger first mile-last mile connections
  - Current average headways from Simi Valley into LA during the morning peak are approximately 40 minutes
  - Current average headways from LA to Simi Valley during the afternoon peak are approximately 50 minutes

- More frequent, more reliable, more cost-effective service
  - Minimum hourly, as frequent as 15 minutes on some segments
  - Bidirectional on all lines
  - Express overlays on some lines, including LOSSAN

- Rail integration
  - Between regional rail, intercity rail (LOSSAN/Amtrak) and future High Speed Rail

- Ready for 2028 Summer Olympics
  - Regional rail is only inter-county, high-speed transit serving venues
SCORE Phase 1 - Funded
Elements of SCORE Phase 1 Program

- New Track and Siding Extensions
  - Approximately 10 miles of new track (double-tracking and siding extensions)
  - Enables train passes at key sections of the Metrolink system

- Station Modifications
  - New platform(s) and pedestrian crossing improvements at Simi Valley, Chatsworth, El Monte, Irvine and Riverside-Downtown Stations
  - Enables better train connections

- Signal Improvements
  - New signaling as part of new double-track, siding extensions and station modifications
  - Respace existing signals to allow trains to run closer together

- Supplemental Fleet
  - New trains needed (study underway to determine number) to operate enhanced services

- New Maintenance and Layover Facility in Orange County
  - Provides additional storage and maintenance capacity for new trains

- Link Union Station (Link US) Project
  - Converts LA Union Station from a ‘stub-end’ station to a ‘run-through’ station
  - Run-through services enable a 1-seat ride between new station pairs, along with system-wide service increases
  - Enhances passenger experience
Cleanest in the Nation

Tier 4 Locomotive

- Tier 4 refers to the latest emission milestone established by the EPA and the CARB. Tier 4 compliant engines significantly reduce emission of particulate matter and oxides of nitrogen.

- First commuter line in the nation to have Tier 4’s, our fleet will include 40 Tier 4’s (out of 55 locomotives).

- Up to 85% Reduction In Emissions

- Improved Safety

Bike Cars

- Plenty of bicycle storage space – About 30 spaces on every train

- Using a bike serves as a great first/last mile option

Safety First

Positive Train Control

• Metrolink is the first commuter railroad in the nation to fully implement PTC.
• Uses GPS to control trains remotely in the event of operator error.

Quiet Zones

• Horns are not routinely blown in Quiet Zones.
• Improve safety and quality of life.
• Require federal approval after safety upgrades have been made.
• Quiet Zones on the Metrolink System include: Glendale (2017), Riverside (2016), Orange County (2008)
• Sycamore Drive, First Street and Erringer Road are crossings in Simi Valley that have undergone crossing improvements.