



CONSTRUCTION NETWORK

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Regional Rail Projects

9/14/2023

METROLINK

Andy Althorp

Assistant Director for Construction

LA Metro

Brian Balderrama

Executive Officer,

Project Management/Regional Rail

Orange County Transportation Authority

Jason Lee

Program Manager, Rail Capital Programs

Riverside County Transportation Commission

Erik Galloway, PE

Project Delivery Director

LOSSAN

James Campbell

Operations Officer

Moderator

Abdollah Ansari, *Vice President*— EXP

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Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update

Construction Network | September 14, 2023



Existing & Completed Capital Projects

→ → **SCHEDULE**

| Project | Lead Agency | Current Phase | PAED | PS&E | Const | Project Completion |
|--|-------------------|------------------|-----------------------|----------------------|--------------------|---------------------------------|
| Central Coast Layover Facility Expansion (Phase 1) | LOSSAN | PAED | Mid 2019 (Completed) | Early 2023 (Started) | Late 2024 | End 2026 |
| Goleta Layover Facility Expansion | LOSSAN | PS&E | N/A | Mid 2019 (Started) | Early 2025 | Early 2026 |
| Leesdale Siding Upgrade and Extension | LOSSAN | PS&E | N/A | Mid 2023 (Started) | Mid 2025 | Mid 2027 |
| Ortega Siding | LOSSAN | PSR | Early 2024 | Mid 2025 | Early 2029 | Early 2031 |
| Seacliff Siding Extension | LOSSAN | PSR | Mid 2024 | Mid 2026 | Mid 2027 | Mid 2029 |
| Coastal Resiliency / Safety Improvements | UPRR | Const | N/A | N/A | Mid 2020 (Started) | Mid 2025 |
| CTC / Powered Sidings | UPRR | Const (Complete) | Early 2020 (Complete) | Mid 2020 (Complete) | End 2020 Completed | Late 2023 (Project in Closeout) |
| Narlon Bridge Replacement | UPRR | Const (Complete) | Completed | Completed | Completed | Completed |
| Canada Honda Bridge Replacement | UPRR | PAED | Mid 2021 (Started) | Late 2022 (Started) | Mid 2023 | Late 2024 |
| Lompoc-Surf Bridge Replacement | UPRR | PSR | Early 2025 | Early 2027 | Early 2029 | Late 2030 |
| Upgrade of Rail/Tie Replacement | UPRR | Const (Complete) | Completed | Completed | Completed | Completed |
| Camarillo Station Improvement | City of Camarillo | PAED | Mid 2021 (Started) | Early 2024 | Early 2025 | End 2026 |

Notes: All above dates are estimated begin phase dates and subject to change. Projects in GREEN indicate Complete / In Service.

Existing Capital Projects

→ → **BUDGET**

| Project | Cost | \$ Funded |
|--|------------------|------------------|
| Central Coast Layover Facility Expansion (Phase 1) | \$41.5 M | \$41.5 M |
| Goleta Layover Facility Expansion | \$14.4 M | \$14.4 M |
| Leesdale Siding Upgrade and Extension | \$69.5M | \$69.5M |
| Ortega Siding | \$33.1 M | \$10.7 M |
| Seacliff Siding Extension | \$26.5 M | \$0.0 M |
| Coastal Resiliency / Safety Improvements | \$90.0 M | \$33.6 M |
| Canada Honda Bridge Replacement | \$44.1 M | \$36.0 M |
| Lompoc – Surf Bridge Replacement | \$60.0 M | \$14.0 M |
| Camarillo Station Improvements | \$15.0 M | \$15.0 M |
| Total Expected Cost | \$394.1 M | |
| Total Currently Funded | | \$234.7 M |

Note: All above costs are estimated and subject to change

Upcoming Procurements

- For more information on upcoming procurements, contact:

James Campbell
Operations Officer
jcampbell@octa.net



Southern California Regional Rail Authority (SCRRA) – Key Programs and Goals (September 2023)

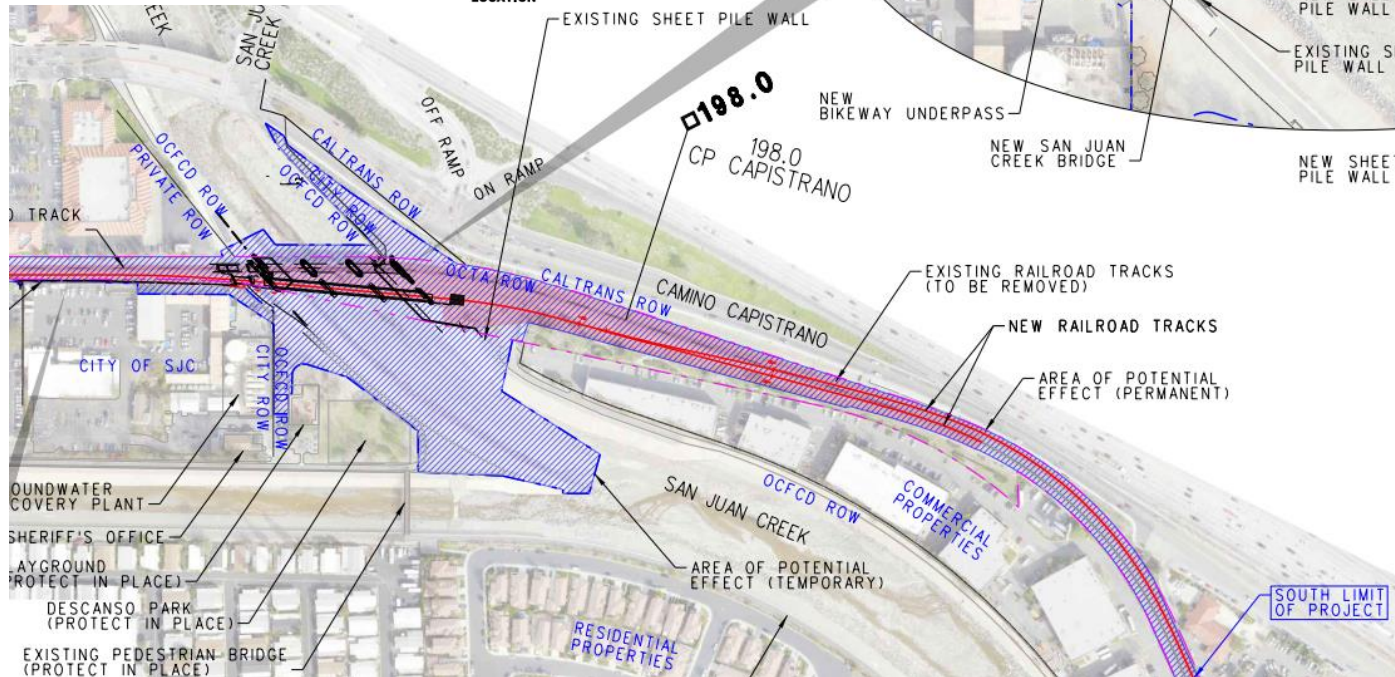
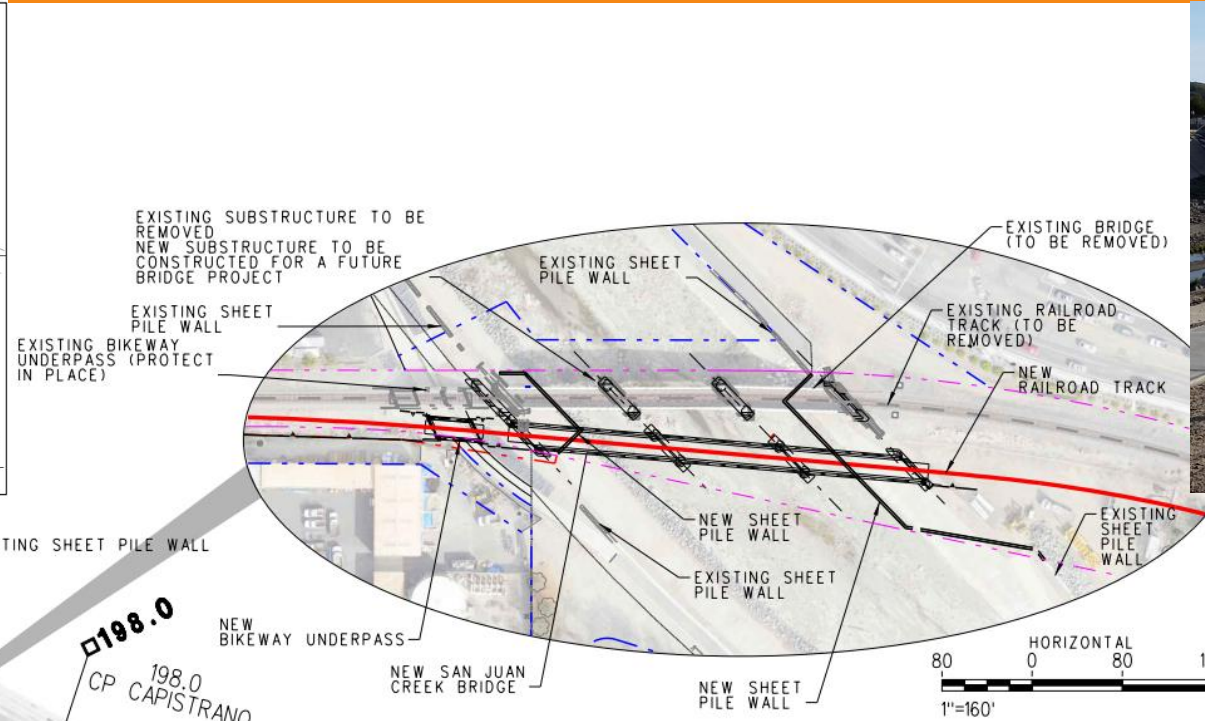
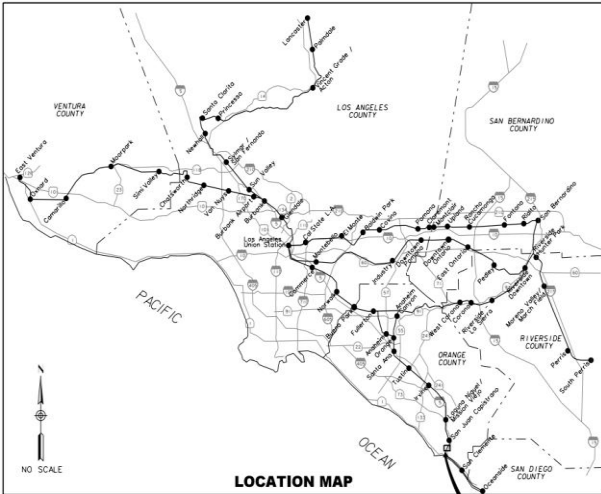
| Project | Description | Benefits / Goals | Schedule and Progress |
|---|--|---|--|
| Southern California Optimized Rail Expansion (SCORE) | \$10B Vision for improved regional rail connectivity and services in SoCal. | Deliver 30min bi-directional service with regular headways between trains on all Metrolink lines. 15min bi-directional service on key sections. Service flexibility, increase ridership, safety, environmental, job creation. | \$2.3B secured, Key Phase 1 projects to construction into 2024 (Ventura and San Gabriel Subdivisions). Phase 2 projects (Antelope Valley) in design. Focus on completion for Olympics, and beyond. |
| State of Good Repair (SOGR) | Rehabilitation of existing aging and worn track, signal, bridges and drainage to current standards and operational requirements. | Ensure safety of system, reliability of services, functionality of equipment. | Approx. \$120M annual budget for rehabilitation projects, but with \$750M overall backlog for entire system improvements required. Multiple projects annually. |
| ZERO Emissions | Focus on 2030 California state requirement for zero emissions equipment. | Environmental, economic, recycling of materials, air quality/emissions | 100% of fleet using renewable diesel. Introduce Hydrogen fueled Multiple Unit in 2024/25. New Tier 4 low emissions fleet. |



| Project | Description | Benefits / Goals | Schedule and Progress |
|---|--|--|---|
| Multiple Unit (MU) Implementation Plan | Focus on a blended service approach, combining both Locomotive Hauled coaches and Zero Emissions Multiple Units, to best meet service demands throughout the San Bernardino and Antelope Valley Lines. | More frequent service, flexibility, drive towards zero emissions environmental goals, operational economy, safety improvements, meet ADA level boarding requirements. | Implementation Plan study commenced September 2023, with draft plan, summary scope of requirements, associated costs, and schedule for phased implementation expected Summer 2024. |
| Olympics and Paralympics 2028 Planning | SCORE improvements to facilitate 30-minute headways in the core network, serving key Games venues. Additional train set requirements, and support facilities. Only transit provider connecting all event locations (backbone service). | Support to car free Olympics (Safety, air quality and environmental), flexibility and frequency of service, passenger schedule focused on meeting needs of spectators for timing and location of events. | Focus on development of an Olympics events driven schedule, fleet requirements (lease/borrow vs purchase), additional staffing, maintenance and service requirements. Additional funding requirements and |
| | | | |



San Juan Creek Bridge Replacement



ABBREVIATIONS:

| | |
|-------|--|
| CP | CONTROL POINT |
| FWY | FREEWAY |
| I | INTERSTATE |
| OCFCD | ORANGE COUNTY FLOOD CONTROL DISTRICT |
| OCTA | ORANGE COUNTY TRANSPORTATION AUTHORITY |
| RD | ROAD |
| ROW | RIGHT-OF-WAY |
| SJC | SAN JUAN CAPISTRANO |
| ST | STREET |

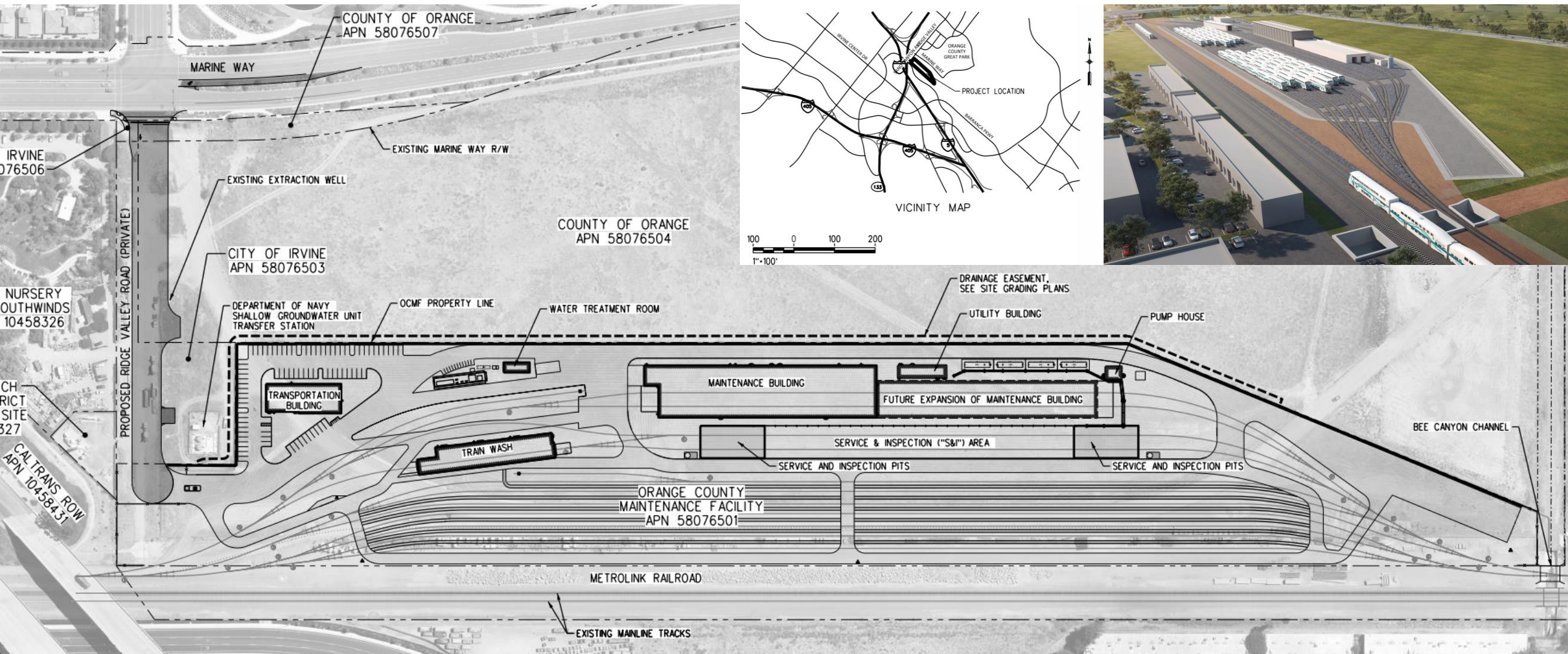
- Replaces 100+ year old bridge
- Construction IFB released in August 2023 by Metrolink

Slope Stabilization Phase II

- Erosion protection grading and shotcrete on slopes in Lake Forest, Mission Viejo, Laguna
- Drainage improvements
- Access Road improvements
- Final design underway



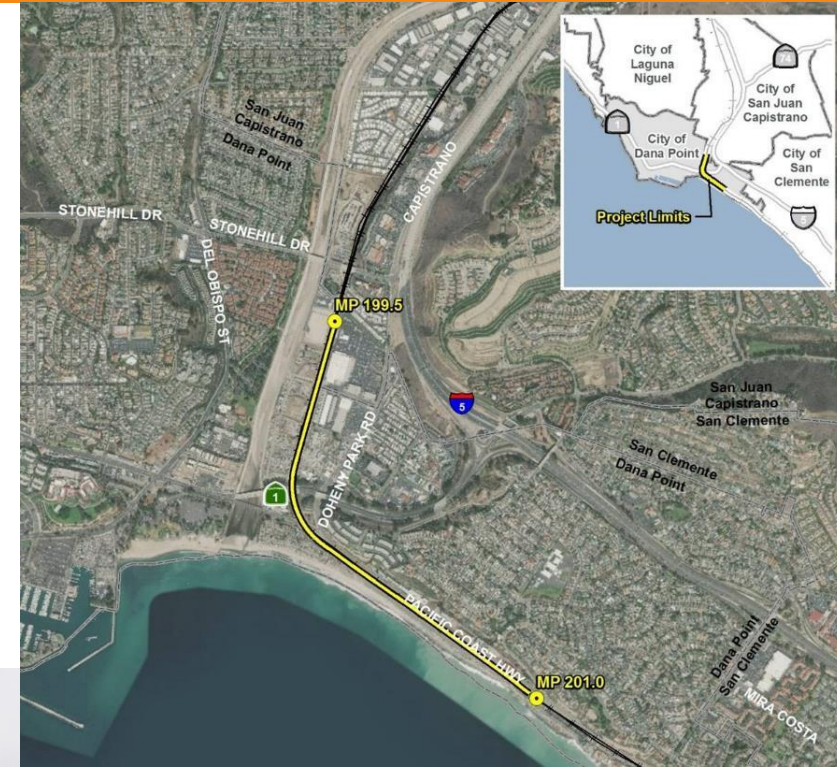
Orange County Maintenance Facility (OCMF)



- 21 acres acquired by OCTA
- OCTA environmental lead
- Environmental clearance late 2023
- Metrolink design and construction lead
- SCORE funded

Serra Siding Extension

- Estimated project cost \$50 million
Based on preliminary design
- Extends 1.2 miles of siding track
- Replaces wooden ties with concrete ties
- Replaces ≈100-year-old railroad bridge over Coast Highway with two single-track bridges
- Adds fencing along Coast Highway
- Active transportation access
- Retaining walls/culvert extensions
- **Environmental clearance pending coastal rail and community discussions**



Framework for Future Solutions to Coastal Rail

Phase I Study

short- to medium-term solutions

- Develop options to protect coastal rail infrastructure at various sea levels
- Gain an understanding of climate effects on coastal rail infrastructure
- Identify potential solutions for sand replenishment / retention
- Consult and engage key stakeholders / agencies
- Study cost: ~\$2 million
- Probable capital costs: ~\$ millions TBD

Phase II Study

long-term solutions

- Develop options for potential long-term solutions for the coastal section of rail line
- Create an action plan for key elements
- Partner with LOSSAN, state and federal agencies
- Consult and engage key stakeholder / agencies
- Study cost: ~\$5 million*
- Probable capital costs: ~\$ billions TBD

***OCTA thanks the State for its recent \$5 million Transit and Intercity Rail Capital Program award to help develop long-term solutions to keep trains running safely.**



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC) PROJECT SUMMARY

Construction Network

September 14, 2023

Erik Galloway – RCTC Project Delivery Director

RCTC Moreno Valley/March Field Station Track and Platform Expansion

- **Project Description:**
 - Add a second passenger loading platform
 - Rehabilitates 2.7 miles of existing freight only track (rail, ties, ballast) and bring to passenger service standards
 - Remove and replace existing switches and turnouts, install new train signal systems, and Metrolink Positive Train Control network
- **Current Phase – Construction**
- **\$24 million Construction investment**
- **Project Benefit:**
 - Completion of the original scope of the 91/Perris Valley Line (PVL) which was deleted due to funding constraints
 - Increase ridership, enhances service reliability, expands bi-directional, peak period service, works towards 30-min service frequencies
- **Project Status**
 - Construction Completion: Est. late 2024





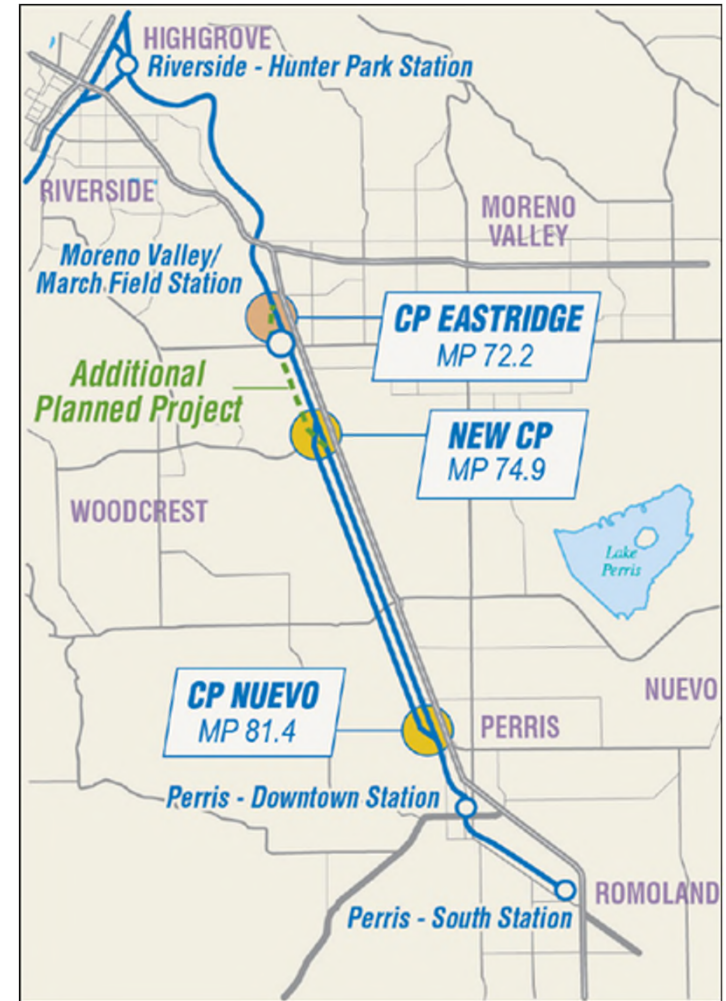
Perris South Station and Layover Expansion

- **Project Description:**
 - Add a second passenger loading platform and approximately 1,100 feet of new station track, allow passing and multiple trains on corridor concurrently
 - Also adds 4th track in the layover facility which includes installing new switch, track, and ancillary items to allow 4 train sets to layover
- **Current Phase – Environmental and Design**
- **\$26 million Design and Construction investment**
- **Project Benefit:**
 - Completion of the original scope of the 91/Perris Valley Line (PVL) which was deleted due to funding constraints
 - Increase ridership, enhances service reliability, expands bi-directional, peak period service, works towards 30-min service frequencies
- **Project Status**
 - Design Awarded: Oct 2022
 - Construction Begin: Est. late 2024



Perris Valley Line Double Track

- **Project Description:**
 - Rehabilitate 6.5 miles of existing freight only track (rail, ties, ballast) and bring to passenger service standards
 - Remove and replace existing switches and turnouts, install new train signal systems, and Metrolink Positive Train Control network
- **Current Phase – Environmental and Design**
- **\$34 million Design and Construction investment**
- **Project Benefit:**
 - Completion of the original scope of the 91/Perris Valley Line (PVL) which was deleted due to funding constraints
 - Increase ridership, enhances service reliability, expands bi-directional, peak period service, works towards 30-min service frequencies
- **Project Status**
 - Design Awarded: Oct 2022
 - Construction Begin: Est. late 2024





FUTURE RAIL PROJECTS

Projects Start within next 5 years

COACHELLA VALLEY RAIL

- Project Phase: TIER II Environmental Document
- Project Description: Construct 77 miles of triple track, track signalization and PTC, construct 7 rail stations, and modify 23 at-grade crossings.
- Estimated Investment: \$60 million Environmental / \$1.2+ billion Construction
- Currently Seeking funding for Tier II document development
- Estimated Start Date: TBD

PERRIS VALLEY LINE / I-215 BARRIER PROJECT

- Project Phase: Planning
- Project Description: Build barrier along PVL Right-of-way adjacent to I-215 to reduce vehicle intrusions into the rail corridor
- Estimated Investment – \$10 million Construction
- Estimated Start Date: TBD



FUTURE RAIL PROJECTS

Projects Start in 5 to 10 years

HUNTER PARK STATION

- Project Phase: Planning - unfunded
- Project Description: Construct Second platform and station track, upgrade grade crossings to accommodate 2nd track.
- Estimated Investment: \$2 million Design / \$18 million Construction

Moreno Valley March Field Station

- Project Phase: Planning - unfunded
- Project Description: Construct Pedestrian Overcrossing.
- Estimated Investment: \$2 million Design / \$17 million Construction

San Jacinto Branch Line Extension

- Project Phase: Planning - unfunded
- Project Description: Upgrade existing track to commuter rail standard, construct a number of new stations, upgrade street crossings.
- Estimated Investment: \$272 million Total Project Cost



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Strategic LA County Rail Projects for Early Delivery

| Metrolink Projects | |
|---|--|
| Acton Downtown Double Track | Tunnel 25 / Second Tunnel |
| Metrolink State of Good Repair Burbank Junction to LAUS/East and West Bank (consolidated) | Valley Culverts (between Palmdale & CP Soledad) |
| Ravenna – Agua Dulce Double Track | Valley Rail & Ties (between Palmdale & CP Soledad) |
| Saugus – Hood Double Track | Valley Signal Rehab |
| Sylmar Station Improvements (East SFV LRT Enabling Turnback Facility) | Via Princessa to Honby Double Track |
| Tunnel 25 Track State of Good Repair | Vista Canyon Multimodal Maintenance Facility |

| California High-Speed Rail Authority Projects | |
|--|---|
| Antelope Valley Maintenance Facility | Norwalk Boulevard Grade Separation |
| Avenue K Grade Separation | Palmdale Drainage Improvements |
| Avenue M Grade Separation | Palmdale Multimodal High Speed Rail Transportation Center |
| Chevy Chase Closure with pedestrian bridge / Goodwin Avenue Grade Separation | Pioneer Boulevard Grade Separation |
| Full HSR Tunnel – Palmdale to Burbank Build Alternative | Rancho Vista Grade Separation |
| Glendale Slide Relocation and Colorado Street Bridge Reconstruction | Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita) |
| Grandview / Sonora / Flower Grade Separation | |

| Multimodal Projects | |
|--|---|
| Brighton to Roxford Double Track (Segments 2-4) | Lancaster Terminal Improvements (Phase 2) |
| Burbank to Los Angeles Third Track | Lone Hill to White Double Track |
| CMF* Modernization, Phase 1 | North CMF Connection and Tail Track |
| CMF Modernization, Phase 2 | Palmdale – Lancaster Double Track |
| Doran Street and Broadway / Brazil (and Salem / Sperry) Grade Separation | * <i>CMF = Central Maintenance Facility</i> |

| Other Projects |
|---|
| High Desert Corridor Preliminary Engineering and Final Design |