

Rosecrans Marquardt Grade Separation & Link Union Station Project Updates

CREATING BUILDING BLOCKS FOR FUTURE HSR



**California High Speed Rail Board Presentation
September 15, 2022**

Existing Conditions Rosecrans/Marquardt



1. This is the **Diagonal Crossing at Rosecrans Ave Marquardt Ave Intersection** located in the **City of Santa Fe Springs**.
2. It was ranked **#1** by CPUC in 2016 as the most hazardous grade crossing in California with **26 incidents, 5 fatalities and 6 injuries** that consists of over 120 trains and 45,000 vehicles daily crossing totaling approximately 21 hours gate down time per week (or 45 days per year)

Rosecrans Marquardt Key Stakeholders

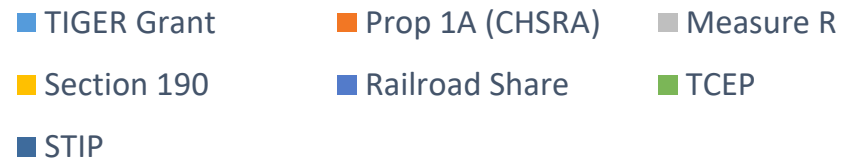
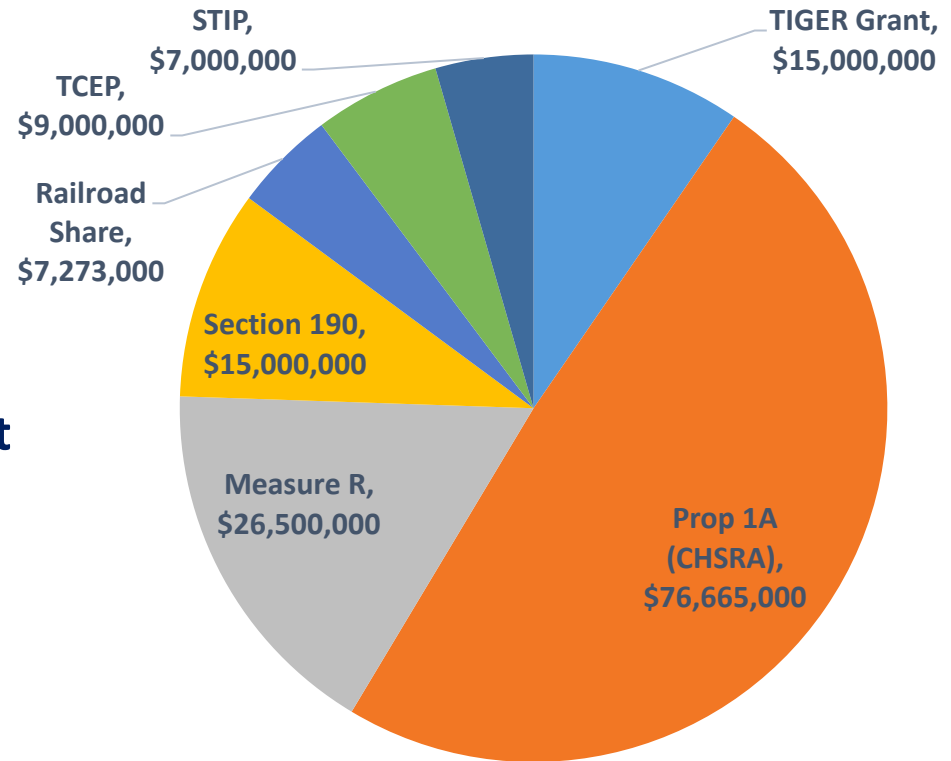


- **Metro- Lead Agency**
- California High Speed Rail Authority (CHSRA)
- City of Santa Fe Springs
- City of La Mirada
- Federal Railroad Administration (FRA)
- BNSF Railway
- California Public Utilities Commission (CPUC)
- Caltrans Division of Rail (Amtrak)
- Metrolink (SCRRA)

Rosecrans Marquardt Funding Plan

Fully Funded- Estimated at \$156.439 million

1. TIGER Grant - \$15 million
2. Proposition 1A-(CHSRA) \$76.665 million
3. Measure R - \$26.5 million
4. Trade Corridor Enhancement Program (TCEP) - \$9 million
5. State Transportation Improvement Program(STIP) - \$7 million
6. BNSF Railway – Up to \$7.273 million
7. California Public Utilities Commission -Section 190 - \$15 million



Rosecrans Marquardt Benefits

Community, Environmental and Goods Movement

- 1. Improved safety due and elimination of train-to-vehicle accidents and pedestrian accidents.**
- 2. Better air quality due to elimination of idling trains.**
- 3. Increases rail efficiency with time savings of 21 hours per week due to vehicles idling to allow train passage across this intersection.**
- 4. Supports the 3rd main line track that was constructed in 2020 that increases BNSF allotted passenger rail time slots for Amtrak, and Metrolink.**
- 5. Enhances Goods Movement (Passenger/Freight) rail services today and accommodates the future potential future California High-Speed Rail.**



Rosecrans Marquardt Advanced Utility Relocations (AUR)

City's Coop Agreement provided a cost savings of up \$18 million savings

The City of Santa Fe Springs authorized Metro to execute the City's Franchise Agreement with all utility owners that were in conflict with the project and requested to relocate or remove the conflicting facilities at the utility owner's cost in accordance with City's Franchise Agreement. The utility relocation of Edison Power Poles and telecommunication fibers took **five years (5)** for design and construction which was completed in May 2022 in time for the General Contractor to begin construction, **significantly reducing project risks and saving the project more than \$18 million.**



Total Existing Power Poles within the Project	New TSPs that were Installed	Existing Power Poles to Remain in Place	Existing Power poles to be Removed	Existing Power Poles to be Topped	Existing Power Poles to be Replaced with Taller Poles	New Power Poles that were Installed
21	9	4	8	5	4	2



Rosecrans Marquardt Project Update

1. **November 2018: Completed** environmental clearance under the National Environmental Policy Act (NEPA) **COMPLETED**
2. **January 2020:** Began Advance Utility Relocation of up to 17 Southern California Edison Power Poles and telecommunication fiber as well as early demolition of buildings required for new location of the utilities.
3. **December 2020:** Right-of-Way Certification – **COMPLETED**
4. **June 2021:** 100% Final Plans, and specs were **COMPLETED** & Construction Package was Issued For Bid in August 2021
5. **April 18, 2022:** Construction Contract was awarded to Flatiron West, Inc. and NTP was issued on June 13, 2022.
6. **May 2022:** **Completed** Advance Utility Relocation
7. **June 13, 2022:** Notice to Proceed (NTP) for Construction was authorized on June 13, 2022
8. **Fall 2025:** Anticipated Construction completion

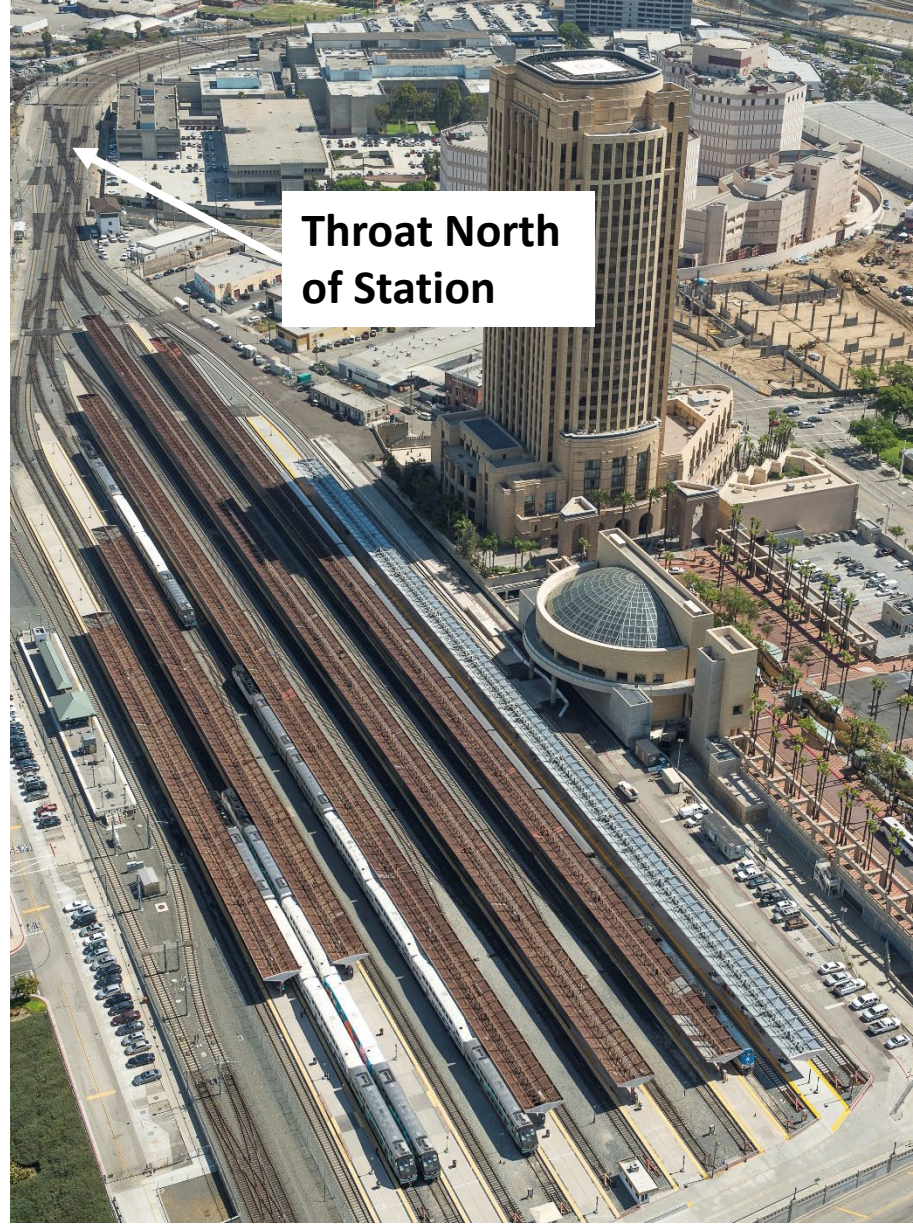
Link Union Station (Link US) Project Phase A



Metro



Stub-ended tracks

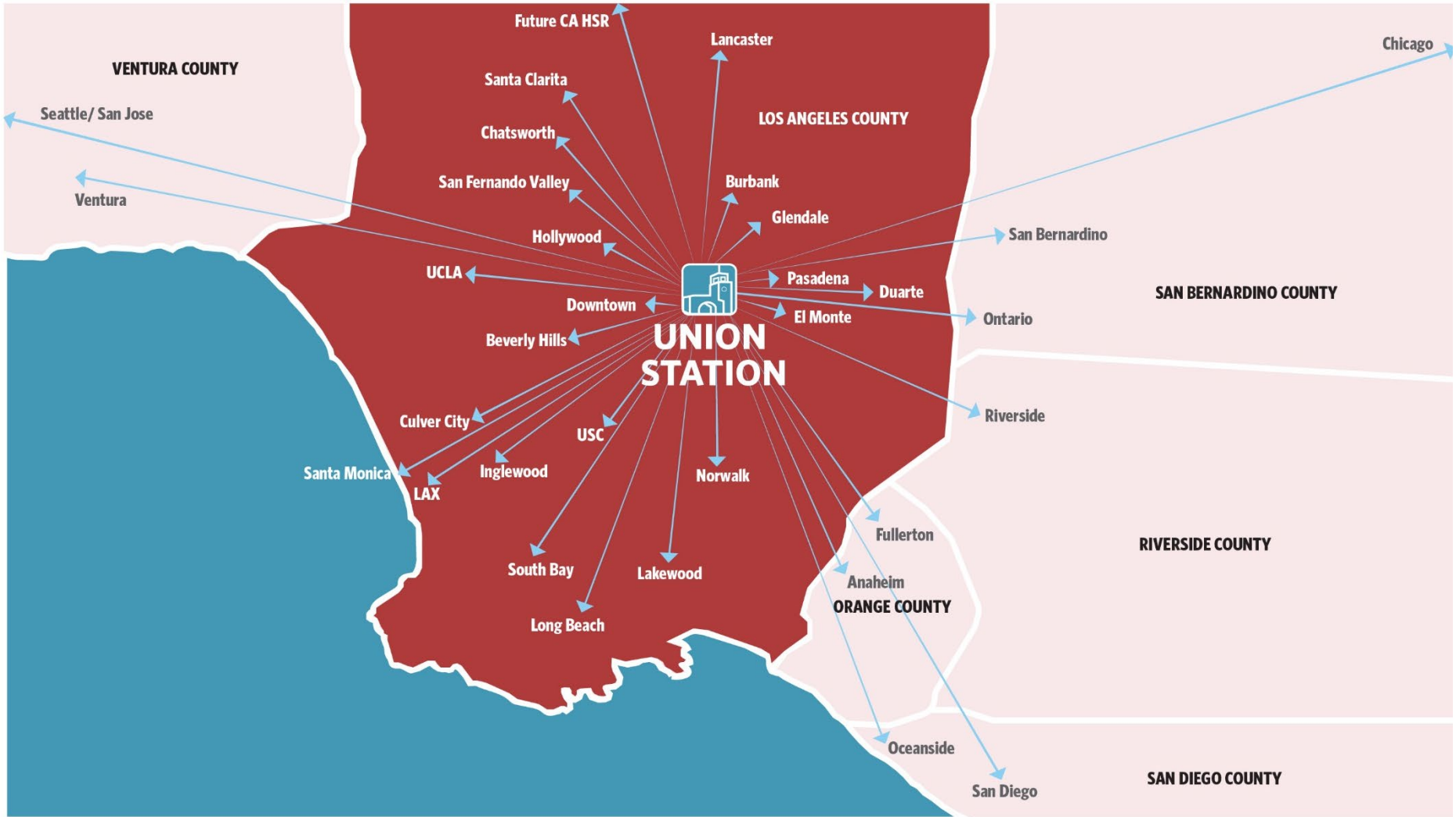


Throat North of Station

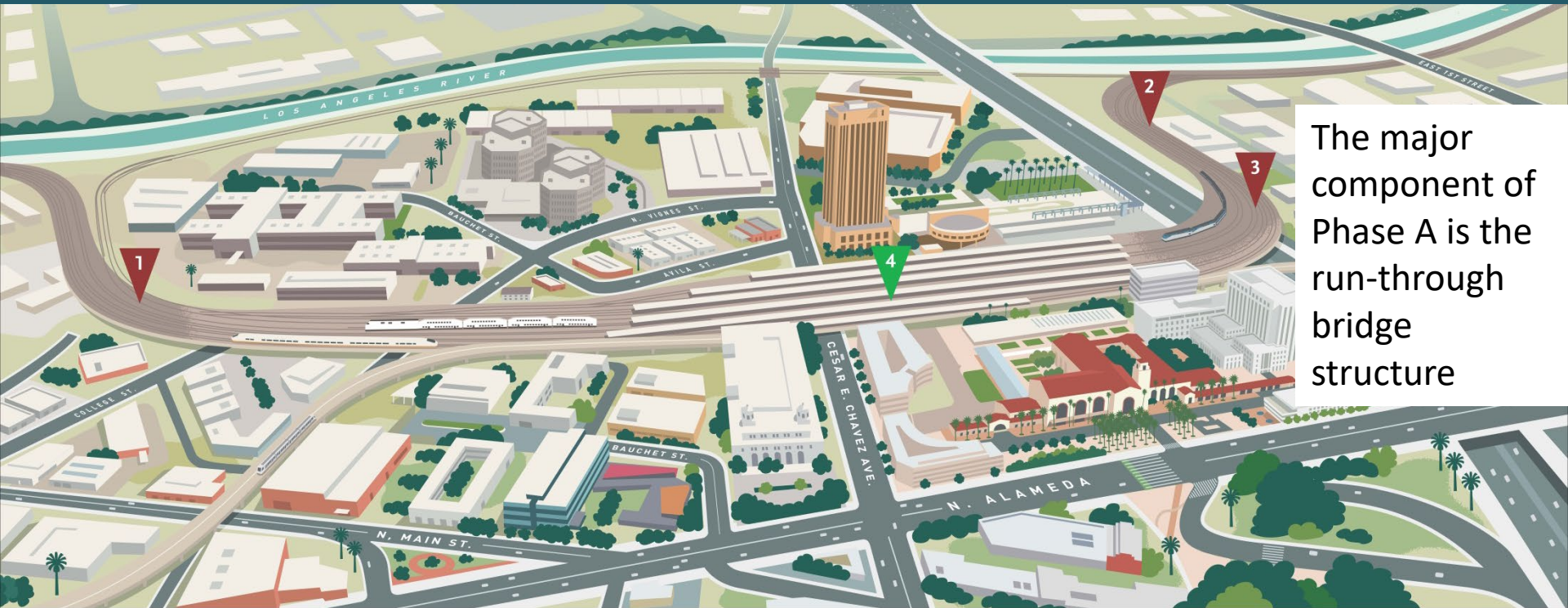
Los Angeles Union Station Today

Built in 1939 | Union Station is a stub end station and has not been modernized since it was built

The Link to Southern California



Link US Project is implemented in two phases, Phase A and Phase B



The major component of Phase A is the run-through bridge structure

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

Existing Commuter and Intercity Rail Services at Los Angeles Union Station (Pre-Covid)

Carrier	Service	# of Weekday Trains (2020)
Metrolink	Riverside	12
	91 / Perris Valley Line	11
	Antelope Valley	30
	Orange County	23
	San Bernardino	38
	Ventura	33
LOSSAN	Pacific Surfliner	26
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited	5

Total 178

There is a total of 178 commuter and intercity trains every weekday in addition to Metro light rail service and Metro subway service every 15 minutes or less during the peak



Proposed Commuter and Intercity Rail Services with the Link US Project

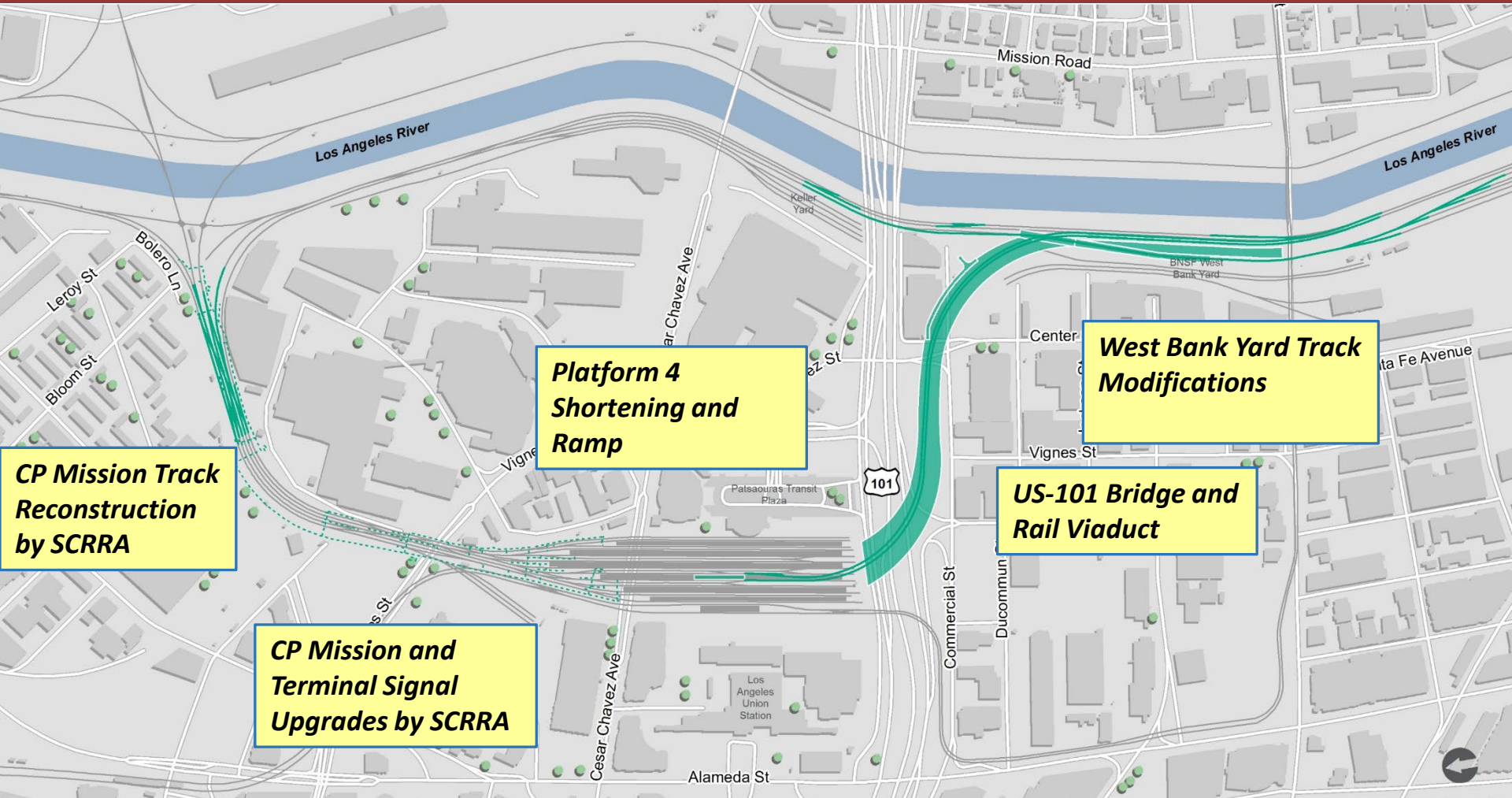
New High-Speed Rail Service with the Same Number of Platforms at Los Angeles Union Station

Carrier	Service	# of Weekday Trains (2040)	
Metrolink	Riverside	Weekday Trains are expected to almost triple by 2040, with new High-Speed Rail service	22
	91 / Perris Valley Line		23
	Antelope Valley		48
	Orange County		41
	San Bernardino		48
	Ventura	51	
LOSSAN	Pacific Surfliner	38	
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited and future routes	9	
California High-Speed Rail	San Francisco to Los Angeles Union Station	173	
Brightline West High-Speed Rail	Las Vegas to Los Angeles Union Station (via Palmdale using High Desert Corridor)	50	

Link US Benefits to Passenger Services

1. **Increase in Passenger Rail Services from 178 trains up to 503 trains** (including future HSR services) with the **same** number of six (6) platforms and transform regional rail services in Southern California with run-through operation and providing one-seat rides.
2. Stub ended train operations have longer dwell times. With run-through operations, it eliminates the need to re-initiate PTC and reduces dwell times of up to 20 minutes.
3. New signal infrastructure work is currently being installed by Metrolink.
4. Regional Rail Platforms will be widened from 21 feet to approximately 28 feet to improve passenger safety and comfort.
5. **New ADA compliant platforms with new escalators, elevators to replace all existing pedestrian ramps**
6. New passenger concourse with key features of a work class rail transit station with retail and passenger amenities.

Link Union Station Phase A Overview



CP Mission Track Reconstruction by SCRR

CP Mission and Terminal Signal Upgrades by SCRR

Platform 4 Shortening and Ramp

West Bank Yard Track Modifications

US-101 Bridge and Rail Viaduct

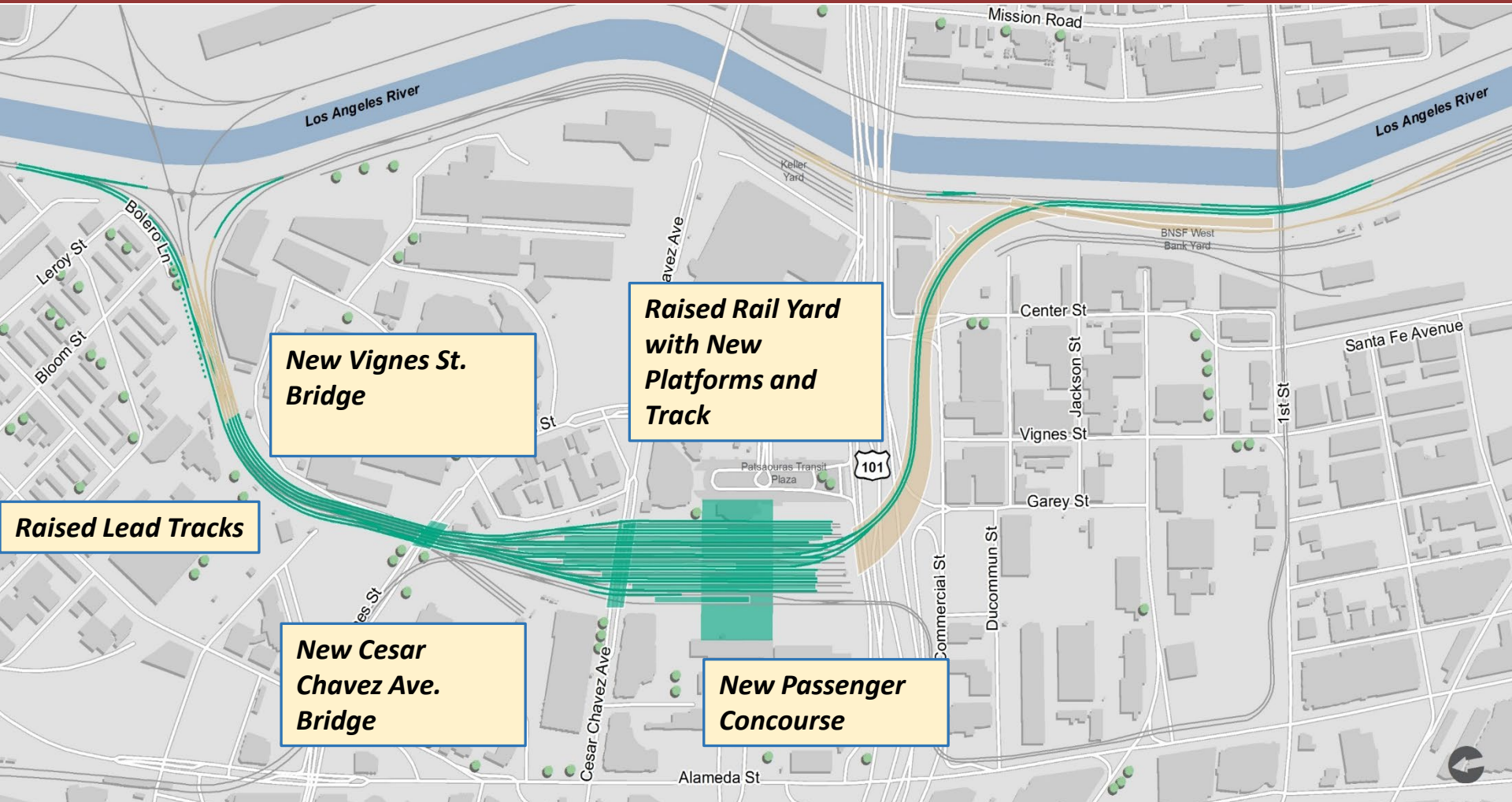
Link US Project Full Buildout (Phases A and B)

Up to 9 run-through tracks, 6 new reconstructed platforms



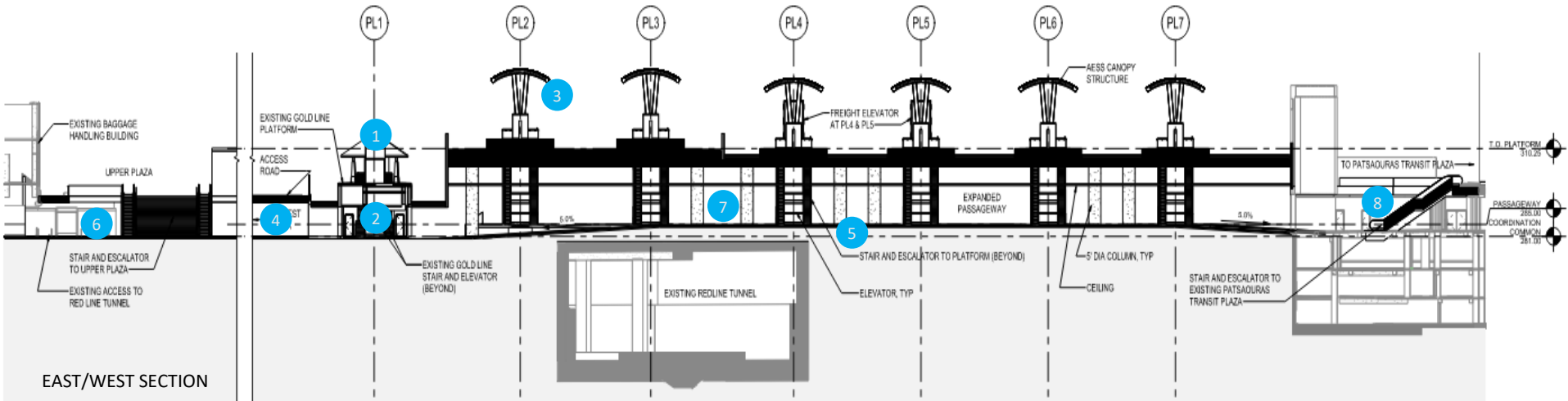
Link Union Station Phase B Elements

NOT FUNDED for Final Design and Construction



PHASE B NEW PASSENGER CONCOURSE

NOT FUNDED for Final Design and Construction



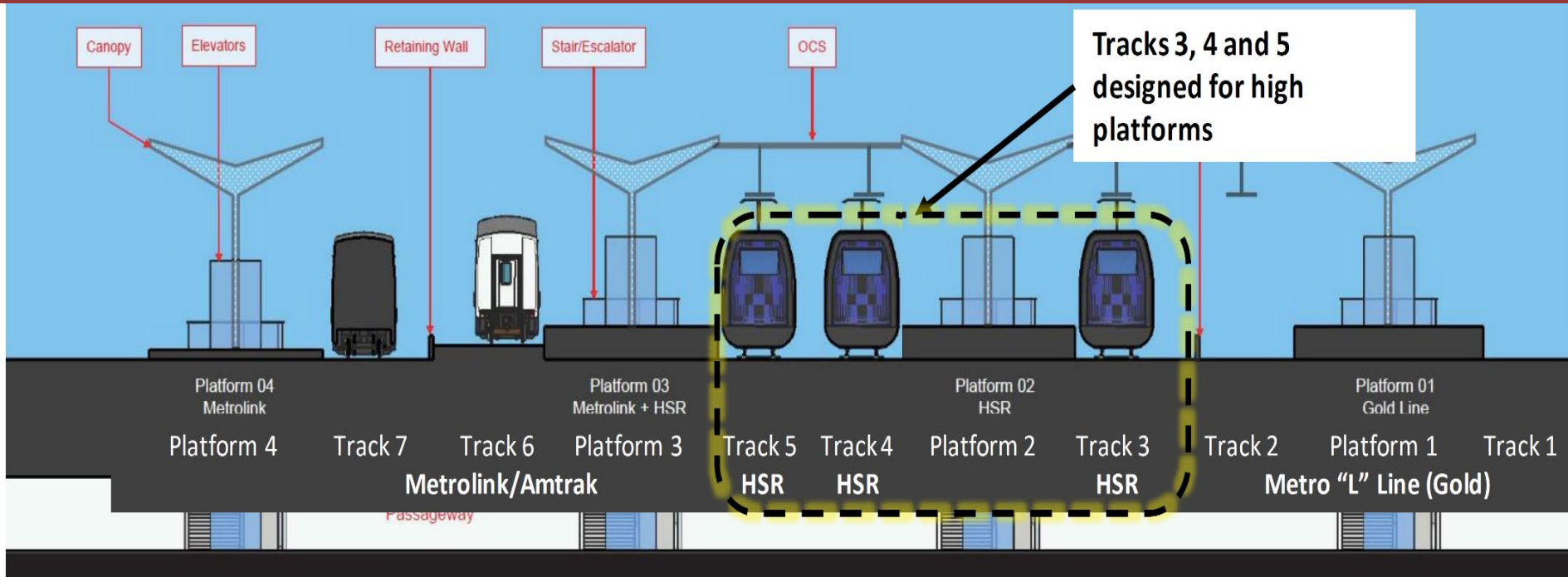
Expanded Passageway Assumptions

1. Maintain Gold Line platform at current elevation and replace existing VCE
2. Widen passageway under Gold Line
3. Provide platform canopies only
4. West Plaza utilized for egress and commercial development opportunity
5. Passageway building on 4' structure to reduce/divert structural loads away from the Red/Purple Line station
6. Access to Red/Purple Line Station through existing entry portals
7. Passageway head clearance 9'-0" (min)
8. East Portal structure replaced with widened egress plaza and modern VCE

ACCOMMODATING HSR WITH SHARED PLATFORMS

PHASE B HSR IMPLEMENTATION

Link US



1. Due to different floor heights between Metrolink and HSR Trains (15" vs 51" floor to top of rail), Platforms 2 and 3 will be constructed at the ultimate height for HSR trains (51" floor height).
2. Additional retaining walls will be constructed to allow for future lowering of tracks to be used by HSR without impacting adjacent tracks.
3. No modifications to elevators, escalators or stairs are needed in the future to accommodate HSR.

Link US Phase A Funding Plan (established in 2018)

FUNDING SOURCES

Funding Source	Amount (\$ in millions)	Partial Preconstruction Phase LOP Budget Request
State Proposition 1A/High Speed Rail Bonds	\$423.335*	-
State Transit Intercity Rail Capital Program (TIRCP)	\$337.571*	\$227.420
State Transportation Improvement Program (STIP)	\$60.820*	-
Metro Measure R 3%	\$51.672*	\$51.672
Other Metro Local funds	\$13.274**	-
SCRRA JPA Contribution (Non-Metro)	\$40.000*	-
Other HSR Funds	\$18.726*	\$18.726
LOSSAN/Amtrak	\$5.000**	-
Total	\$950.398 *	\$297.818

PRECONSTRUCTION PHASE

INITIATE (2015)		PRELIMINARY ENGINEERING & ENVIRONMENTAL APPROVAL (2016 and on-going)		ROW ACQUISITION & CMGC PROCUREMENT (in progress)	FINAL DESIGN & EARLY WORKS	MAIN CONSTRUCTION	PROJECT CLOSEOUT
STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	
Project Initiation	Identify Preferred Alternative & Begin Preliminary Design	Environmental Clearance, Prepare for Construction	Right-of-Way Acquisition & CMGC Procurements (on-going)	Final Design & Early Construction	Main Construction, Testing & Commissioning	Project Closeout	
PRE-CONSTRUCTION PHASE					CONSTRUCTION PHASE		
<p>PRE CONSTRUCTION PHASE WORK on-going with Completion of CEQA , working on completing NEPA and PE Design, CMGC Procurement, real estate acquisition and final design of third party work</p>							

Next Steps

- 1. Complete the NEPA environmental work as early as Summer 2023.**
- 2. Continue Work on Early work (Real Estate Acquisition, Advance Engineering Design, and Final Design for Third party work (utilities))**
- 3. Procure CMGC and work with A/E and Stakeholders on Final Design**

CHSR SOUTHERN CALIFORNIA BOOKEND

SUMMARY OF PROJECT UPDATES

ROSECRANS MARQUARDT GRADE SEPERATION FUNDING PLAN \$156.439 MILLION

PLANNING/PE DESIGN Initiated April 2015

CEQA NOTICE OF EXEMPTION March 2016*

1st CHSRA PMFA Executed May 2018

NEPA FONSI Completed November 2018*

ROW CERTIFICATION Completed December 2020

FINAL DESIGN Completed MAY 2021

CONSTRUCTION PROCUREMENT October 2021

CONSTRUCTION CONTRACT Awarded April 2022

ADVANCE UTILITY RELOCATION Completed May 2022

CONSTRUCTION GROUND BREAKING June 2022

ANTICIPATED CONSTRUCTION Completed Fall 2025

LINK UNION STATION PHASE A PROJECT FUNDNG PLAN \$950.398 MILLION

Planning Initiated Winter 2016

PRELIMINARY ENGINEERING DESIGN On-going

CEQA Completed July 2019

CEQA VMT ADDENDUM Completed October 2021

CHSRA PMFA Executed June 2022

RIGHT OF WAY ACQUISTION On-going

NEPA In Process anticipated to be completed as early as Summer 2023

Early Track & Signal Work by SCRRA to be completed as early as 2023

CMGC PROCUREMENT On-going

* A full CEQA and NEPA for Link US Project is up to 3 years longer than a CEQA Exemption or NEPA Findings of No Significant Impact (FONSI)

QUESTIONS?