Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0527, **File Type:** Contract **Agenda Number:** 10.

CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of $955,866, increasing the Total Contract Value from $10,735,474 to $11,691,340; and

B. APPROVE programming an overall $2,028,570 to the project, increasing the programmed Measure R 3% funds from $18,523,736 to $20,552,306, in order to achieve shovel-ready project status.

ISSUE

Staff is advancing the Lone Hill to White Double Track project from inception through the final design phase. As the design progressed, additional requirements were identified through coordination with third-party agencies and changes in project interface conditions. Board approval of the staff recommendations will provide the resources necessary to incorporate the requirements needed to complete final design and advance the project to a shovel-ready status while Metro continues to pursue construction funding. This approach allows Metro to complete the design while avoiding premature work that could require redesign as field conditions, agency requirements, or construction constraints evolve. Completion of this final design phase will demonstrate project readiness and enhance the project's competitiveness for future construction grant funding.

BACKGROUND

The Lone Hill to White Double Track project runs along the San Gabriel Subdivision and merges with the Pasadena Subdivision at White Avenue, where the Gold Line Phase 2B project will operate. The proximity between both rail subdivisions results in three railroad crossings being less than 300 feet apart: San Dimas Canyon Road, White Avenue, and Fulton Road. The Gold Line Authority has been a collaborative partner through the design development process for the Lone Hill to White Double Track project.

The Project will improve service reliability and on-time performance along the Metrolink's San Bernardino Line by reducing single-track bottlenecks and delays associated with that, while providing greater operational flexibility. It is also identified as a vital line reliability project in Metrolink's Southern California Optimized Rail Expansion (SCORE) Program, supporting future 30-minute bi-directional service along the San Bernardino Line. The Project also includes safety and Quiet Zone-ready improvements at existing grade crossings.

At its October 2013 meeting, the Board approved $3,000,000 in programming to begin environmental and preliminary engineering work for the four miles of double tracking. At the December 2019 meeting, the Board approved $7,500,000 for final design work, inclusive of all third-party and professional service-related costs.

At its July 2021 meeting, the Board approved reprogramming of $769,688 in project savings from Lone Hill to White Preliminary Engineering to Lone Hill to White Final Design and established a Life of Project (LOP) Final Design budget of $8,269,688 to initiate final design services.

On July 22, 2021, Moffat and Nichol received Notice to Proceed to perform final design engineering services for the Lone Hill to White Project, including the preparation of approved plans, specifications, and estimates.

DISCUSSION

As final design advanced, changes to adjacent project conditions, third-party and jurisdictional requirements, field conditions, and updated regulatory requirements resulted in additional design work beyond the original scope. These changes include coordination with the completed Gold Line Foothill Extension Phase 2B Project, right-of-way and utility requirements, revised hydrology requirements, and updated railroad signal specifications.

Staff evaluated the additional design requirements with the design team and determined that only changes necessary to obtain final design approval should be incorporated at this time. Changes dependent on the future construction schedule will be deferred until construction funding and schedule are established.

This contract modification will include the following changes:

- Survey: Expand survey coverage near San Dimas Canyon Road, White Avenue, and Arrow Highway to incorporate City-requested modifications and provide design compatibility with the Gold Line Foothill Extension Phase 2B Project.
- Right-of-Way: Prepare additional property-specific ROW exhibits and lease mapping to support encroachment removal and pre-construction readiness.
- Utilities and insurance*:* Address additional utility conflicts identified through field potholing, coordinate required utility relocations, and address updated right-of-entry insurance requirements.
- Fiber-Optic and Signal Design: Revise fiber-optic layouts and utility interfaces to accommodate Sprint-requested joint trench configurations and update signal specifications to

comply with FRA requirements issued in May 2024.

- Hydrology and Hydraulics: Complete the 100% report in accordance with revised City requirements.
- Trackwork: Revise trackwork as necessary to incorporate changes resulting from the revised drainage and structural requirements.

Given the above, the additional programming of Measure R 3% funds requested in the amount of $2,028,570 is summarized below in Table 1.

Lone Hill to White DT	Prior Programming Funds	Inception thru FY26	FY27	FY28	New Programing Funds
USE OF FUNDS					
Professional Services	**$ 12,835,474**	$ 12,838,353	$ 955,866	$ -	$ 13,794,219
Agency -Metro	**$ 1,545,763**	$ 2,234,112	$ 360,000	$ 360,000	$ 2,954,112
Outreach	**$ 253,302**	$ 114,601	$ 138,701	$ -	$ 253,302
Real Estate/Acquisition of Land	**$ 56,000**	$ 82,950	$ -	$ 100,000	$ 182,950
Project Controls Support Services	**$ 289,962**	$ 317,507	$ 120,000	$ 60,000	$ 497,507
3rd Party Agreements - City/County/Others	**$ 2,469,688**	$ 1,483,268	$ 986,420	$ -	$ 2,469,688
Project Reserve/Contingency	**$ 1,073,547**	$ -	$ 332,928	$ 67,600	$ 400,528
Total Project Cost	**$ 18,523,736**	**$ 17,070,791**	**$ 2,893,915**	**$ 587,600**	**$ 20,552,306**

Table 1: Lone Hill to White Double Track Project

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety, rather it will improve the safety of the San Dimas and La Verne communities. The Lone Hill to White 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

Execution of the proposed modification and programming request for the Lone Hill to White Double Track Project would require amending the previously Board- approved programming by the recommended $2,028,570. This additional programming is included in the FY27 Adopted Budget.

This is a multi-year capital project, and the Project Manager 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 460068 as shown in Attachment D, Lone Hill to White Double Track Project Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY27 and future fiscal year programming for the project is Measure R 3% Transit Capital. These funds are not eligible for use in Metro bus/rail operations .

EQUITY PLATFORM

The Lone Hill to White Double Track Project operates on the San Bernardino Line. According to Metrolink's 2025 Onboard Survey, the median household income of San Bernardino Line riders is $60,913. Systemwide, 39% of Metrolink riders report annual household incomes below $50,000. The survey also found that the average Metrolink rider is 51 years old and that Hispanic riders comprise 40% of systemwide ridership, making them the largest ethnic group of Metrolink riders

The Lone Hill to White Double Track Project will improve service reliability, network integration, operational flexibility, and on-time performance along the San Bernardino Line. The project supports the implementation of the Metrolink SCORE Program by providing the infrastructure necessary for future 30-minute bi-directional service throughout the day and evening. While the project traverses a corridor that includes a mix of Moderate Need and High Need communities, its benefits extend throughout the San Bernardino Line, improving mobility and access for riders traveling to and from numerous Equity Focus Communities (EFCs).

This project will improve American with Disabilities Act (ADA) compliance. All proposed improvements comply with the latest ADA requirements within the project footprint.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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 modification and amend the programming for this project. This alternative is not recommended since this project has been identified as a key project to provide line reliability in support of Metrolink's 30-minute bi-direction service along the San Bernardino Line.

NEXT STEPS

Upon Board approval staff will execute Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final design and advance the Project to shovel-ready status. Staff will continue to pursue funding opportunities for right-of-way acquisition and construction.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Funding and Expenditure Plan

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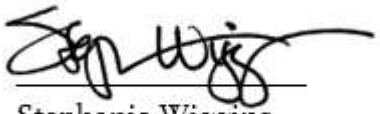

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN/AE73891000

1.	**Contract Number**: AE73891000			
2.	**Contractor**: Moffatt & Nichol			
3.	**Mod. Work Description**: Continue providing professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right of way acquisition and construction phases.			
4.	**Contract Work Description**: Engineering services for the Lone Hill to White final design plans, specifications and estimates (PS&E).			
5.	**The following data is current as of**: 8/7/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	07/22/21	**Contract Award Amount:**	$6,498,899
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$4,236,575
	Original Complete Date:	08/04/23	**Pending Modifications (including this action):**	$955,866
	Current Est. Complete Date:	03/31/27	**Current Contract Value (with this action):**	$11,691,340
7.	**Contract Administrator**: Lily Lopez		**Telephone Number**: (213) 922-4639	
8.	**Project Manager**: Bilal Khazaal		**Telephone Number**: (213) 418-3330	

A. Procurement Background

This Board Action is to approve Contract Modification No. 9 issued to continue providing professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right-of-way acquisition and construction phases for the Lone Hill to White (LHW) Double Track project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On July 22, 2021, the Board awarded firm fixed price Contract No. AE73891000 to Moffatt & Nichol in the amount of $6,498,899 for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E).

A total of eight modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on an Independent Cost Estimate (ICE), cost analysis, and technical analysis. During fact finding, the cost elements were validated supporting the recommended amount.

Proposal Amount	Metro ICE	Recommended Amount
$951,760	$969,725	$955,866

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG
LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN/AE73891000

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Additional work to prepare and complete the final engineering design necessary for the double track project.	Approved	04/12/22	$474,223
2	Additional level of effort (design submittals to Union Pacific Railroad) and addition of subcontractor.	Approved	03/10/23	$76,658
3	No cost extension of period of performance (POP) through 10/31/23.	Approved	07/11/23	$0
4	Work to address comment resolution meetings with project stakeholders as a result of the 60% final design submittal and POP extension through 12/31/24.	Approved	09/28/23	$3,685,694
5	No cost POP extension through 12/31/25.	Approved	12/10/24	$0
6	Reallocation Matrix revised to account for budget changes within tasks.	Approved	05/09/25	$0
7	No cost POP extension through 03/31/26.	Approved	12/05/25	$0
8	No cost POP extension through 06/30/27.	Approved	02/10/26	$0
9	Continue professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right of way acquisition and construction phases.	**Pending**	**Pending**	**$955,866**
	Modification Total:			**$5,192,441**
	Original Contract:		07/22/21	**$6,498,899**
	Total:			**$11,691,340**

DEOD SUMMARY

LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN / AE73891000

A. Small Business Participation

Moffatt & Nichol (M&N) made a 27.19% Small Business Enterprise and a 3.18% Disabled Veteran Business Enterprise (DVBE) commitment. Based on payments, the project is 90% complete and the current level of SBE participation is 22.43%, representing a 4.76% shortfall, and the level of DVBE participation is 4.74%, exceeding the commitment by 1.56%. M&N has a shortfall mitigation plan on file and contends that the shortfall is due to the phased scope that has not yet commenced. M&N anticipates that the SBE shortfall will be mitigated by Q1 2027.

Small Business Commitment	**27.19% SBE 3.18% DVBE**	**Small Business Participation**	**22.43% SBE 4.74% DVBE**

	SBE Subcontractors	% Committed	Current Participation[1]
1.	Pacific Rail Enterprises, Inc.	16.93%	10.26%
2.	Rail Surveyors and Engineers, Inc.	6.13%	6.75%
3.	Wagner Engineering & Survey, Inc.	4.13%	4.98%
4.	Kroner Environmental Services, Inc.	Added	0.44%
	Total	**27.19%**	**22.43%**

	DVBE Subcontractors	% Committed	Current Participation[1]
1.	MA Engineering	3.18%	4.74%
	Total	**3.18%**	**4.74%**

[1]Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

ATTACHMENT D
Lone Hill to White DT
Programming Fund Increase 2026
Funding/Expenditure Plan

Lone Hill to White DT	Prior Programming Funds	Inception thru FY26	FY27	FY28	New Programing Funds
USE OF FUNDS					
Professional Services	**$ 12,835,474**	$ 12,838,353	$ 955,866	$ -	$ 13,794,219
Agency -Metro	**$ 1,545,763**	$ 2,234,112	$ 360,000	$ 360,000	$ 2,954,112
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Project Reserve/Contingency	**$ 1,073,547**	$ -	$ 332,928	$ 67,600	$ 400,528
Total Project Cost	**$ 18,523,736**	**$ 17,070,791**	**$ 2,893,915**	**$ 587,600**	**$ 20,552,306**
SOURCES OF FUNDS					
Measure R 3%	$ 18,523,736	$ 17,070,791	$ 2,893,915	$ 587,600	$ 20,552,306
Total Project Funding	**$ 18,523,736**	**$ 17,070,791**	**$ 2,893,915**	**$ 587,600**	**$ 20,552,306**

Note:
The new funding request amount is $2,028,570

LONE HILL TO WHITE DOUBLE TRACK PROJECT

2026-0527, Construction Committee

October 14, 2026

Recommendation

A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of $955,866, increasing the Total Contract Value from $10,735,474 to $11,691,340; and

B. APPROVE programming an overall $2,028,570 to the project, increasing the programmed Measure R 3% funds from $18,523,736 to $20,552,306, in order to achieve shovel-ready project status.

Metro

Issue

- Additional design requirements were identified through third-party coordination and changes in project interface conditions.
- Additional programming is needed to complete final design.
- Completing final design will bring the project to shovel-ready status and improve its competitiveness for future construction funding.

Background

- Adds approximately four miles of double track on the San Bernardino Line.
- Improves operational flexibility, reliability, capacity, and on-time performance.
- Supports Metrolink's SCORE Program and future 30-minute bidirectional service.
- Includes safety and Quiet Zone-ready improvements at existing grade crossings.

Metro

Discussion

Need for Additional Funding

- Updated FRA and City requirements
- Additional utility and right-of-way coordination
- Changes due to adjacent projects and field conditions
- Revised hydrology, track, fiber-optic, and signal designs

Metro

NEXT STEPS

- Execute Contract Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol.
- Complete final design and advance the project to shovel-ready status.
- Continue pursuing funding for right-of-way acquisition and construction.

Metro