



Metro

Metropolitan Transportation Authority

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**CONSTRUCTION COMMITTEE
July 15, 2010**

PROJECT: EXPOSITION LIGHT RAIL TRANSIT PROJECT – PHASE 1

ACTION: INCREASE THE LIFE OF PROJECT BUDGET FOR THE ADDITIONAL SAFETY ENHANCEMENT PROGRAM FOR THE EXPOSITION LIGHT RAIL PROJECT (PHASE 1)

RECOMMENDATION

- A) Approve an increase to the Life of Project Budget for the additional Safety Enhancement Program for Project 890001, Exposition Light Rail Project (Phase 1) in the amount of \$36,590,455 increasing the previous authorized amount of \$862,300,000 to \$898,890,455 and
- B) Amend the FY'11 budget to add \$850,000 to Project 800113, Exposition Blvd Light Rail Project and \$26,086,533 to Project 890001, Exposition Light Rail Project (Phase 1). Project 800113 is subsumed within the Life of Project budget for Project 890001.

ISSUE

On May 27, 2010, the Metro Board authorized the Chief Executive Officer (CEO) to negotiate with the Exposition Metro Line Construction Authority for the Exposition Light Rail Project – Phase 1 (Expo 1) Additional Safety Enhancements. Staff was to report back to the Board with the results of the negotiations including any recommended budget increases to fund the recommended additional safety enhancements at a later date.

BACKGROUND

Metro staff met with Expo 1 staff on April 16, 2010, to discuss the Safety Enhancements. At that meeting, Expo 1 staff was requested to provide backup documentation for the various safety enhancements including;

- 1) documentation that the work is out of Project scope,
- 2) documentation on who the requesting party is,
- 3) provide the scope of the work for each safety enhancement,
- 4) documentation on what the cost of each item is based on negotiated change orders, contractor's proposals not yet negotiated, engineer's estimates, rough order of magnitude (ROM) estimates,
- 5) status of each safety enhancement such as percentage of completion and costs incurred to date,
- 6) cash flow for each item.

Expo 1 staff provided a binder containing the requested backup documentation and Expo 1 staff, Metro Safety, Operations, Estimating and Construction staff met to review the documentation provided on the eleven items. During the discussions, various action items were assigned to both Expo 1 and Metro staff to provide further clarification /information concerning particular details of each safety enhancement item.

Metro staff has determined that:

- 1) The Safety Enhancement items are out of the original scope of the project. The requesting parties listed were not accurately identified for all of the Safety Enhancements; however, this did not negate the validity of the Safety Enhancement requests.
- 2) The Center Track Signals (estimated at \$1,500,000) are not recommended as the currently designed Light Rail Vehicle (LRV) signal indications are visible as required and the landscaping along the guideway is designed and will be installed to meet Metro and CPUC visibility criteria. Therefore, if the Center Track Signals are installed, additional Metro operational costs will be incurred on an annual basis as well as additional capital costs for future rail lines and retrofitting existing rail lines.
- 3) The scope of the 7th and Metro Station Turnback was not well defined and required additional efforts by Metro and Expo 1 to fully define the cost for this enhancement.

- 4) Additional Safety Enhancement #12 (Between Car Barriers), #13 (Pavement and Signage Safety Enhancements) and #14 (Interlock Metro Blue Line Maple and Tarleton Crossovers) were added by Metro during the negotiations to bring Expo 1 into compliance with the other operating LRT rail lines and add additional operational safety to the Metro Blue Line.

FINANCIAL IMPACT

Metro staff has evaluated these cost increases and has determined that further value engineering and/or scope reductions are not possible. Specifically, we have reviewed the cost estimates and need for the Safety Enhancements. The cost estimates for the Safety Enhancements are accurate and the cost components are for genuine project needs.

To make the necessary funds available, we have reviewed the project priority list adopted by the MTA Board in March 2010 to determine what should be deferred in favor of accomplishing the Safety Enhancements. For more information on the prior MTA Board action, please see Item 9 (As Adopted) on the March 25, 2010 MTA Board agenda. Prior to preparing this report, construction funding for several projects has already been deferred in response to the economic slowdown. For example, construction funding for the Union Bus Division and the Wilshire Bus Rapid Transitway have been previously deferred to meet these needs.

Using the pre-established priorities set by the MTA Board in March of 2010, a portion of the package of transit system state of good repair projects in Figure 1, below, would be deferred to meet the Expo Safety Enhancement needs:

Figure 1:

Transit System State of Good Repair Projects Subject to Deferral Excerpt from 2011 LA County Transportation Improvement Program
(Source: MTA Board Report Item 9 (As Adopted) March 25, 2010)

Project Description (Priority Set as a Package, No Order w/in Package)	Cost Est.
Metrolink Renovation and Rehabilitation	\$ 62.6 M
Red Line Ventilation to North Hollywood	\$160.0 M
Red Line Train Control for 2.5 Minute Headways	\$ 60.0 M
Red Line North Hollywood Terminal	\$ 94.2 M
Red Line Traction Power Sub-Stations Supports 2.5 Min. Headways	\$ 94.2 M
Red Line Union Station Upgrade Division 20	\$113.6 M
Transit Contingency for Rail Yards and Cars	\$ 60.0 M
Total Transit System State of Good Repair Package	\$644.6 M

The first project in the package, Metrolink renovation and rehabilitation, is Proposition C 10% funded. Proposition C 10% funds are dedicated to commuter rail, transit centers, and park and ride lots. The last project has already been deferred in favor of funding cost increases for the LRV procurement, leaving the Red Line projects above as up-next for deferral using the MTA Board approved March 2010 priorities. These Red Line projects are "30/10 Adjacent" because some of them are considered necessary to run added subway headways when the subway is extended.

FY 11 budget will be amended to add \$850,000 in cost center 7160, Regional Communications Programs under project 800113, Exposition Blvd Light Rail Project, account 50316 – Professional and Technical Services; and to add \$26,086,533 in cost center 8901, Exposition Metro Construction Authority under project 890001, Exposition Light Rail Project (Phase 1), account 50316 – Professional and Technical Services. In FY 10, \$2,574,989 has been expended through May 2010 on labor, real estate, and miscellaneous expenses. Since this is a multi-year capital project the Project Manager and Deputy Chief Capital Management Officer will be responsible for budgeting in future years. If the Board of Directors decides to include of item 7 on Attachment A, Center Track Signals, with a cost of \$1.5M, the amount will be added to the Life of Project budget increase and the FY 11 budget amendment will be increased by \$1.5M.

Impact to Bus and Rail Operating and Capital Budget

The FY11 budget will be amended to include funding for the Safety Enhancement program in the amount above using Proposition C 25% funds. The 1998 MTA Reform and Accountability Act made capital improvements to existing rail rights-of-way, like the Expo right-of-way, eligible for Proposition C 25% funds which were originally targeted to transit related highway improvements.

Proposition C 25% funds are not eligible for transit operations. To make the Proposition C 25% funds available, we believe we will ultimately have to defer some of the Red Line projects described above. This is not a direct funding source transfer and we must still work through the necessary fund reassignments to remain consistent with the Board's March 2010 priorities. No other sources of funds were directly considered for this activity because sufficient fund balances were not available. This activity will impact ongoing operating costs by \$1.772 million to cover annual maintenance and repair costs of the Safety Enhancements.

NEXT STEPS

Metro staff has determined that the confidence level of the estimates provided by Expo 1 varies depending on each particular Safety Enhancement, based on the cost data provided by Expo1 as described above.

Therefore, Metro staff recommends that the Board approve an increase to the Expo 1 Project Budget for the additional Safety Enhancement Program as shown on

Attachment A. Furthermore, Expo 1 staff will be directed to produce the appropriate Fair Cost Estimate for each of the Safety Enhancement items prior to negotiating with the Contractor and that standard negotiation processes be undertaken in order for Expo 1 to finalize an appropriate value for each of the Safety Enhancements. If Expo 1 should find this additional funding inadequate, Expo 1 shall return to the Metro Board fully describing the allocation of this current additional funding to the individual Safety Enhancement items and describing the amount and cause of any shortfall.

ALTERNATIVES CONSIDERED

The Board could choose not to approve this action. However, staff does not recommend this because it will not allow Expo 1 to implement the Safety Enhancements prior to the anticipated Expo 1 Revenue Operation Date in 2011.

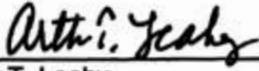
ATTACHMENTS

- A. Safety Enhancement Budget – Expo 1 (Revised)
- B. Funding/Expenditure Plan

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Deputy Chief Capital Management Officer



Arthur T. Leahy
Chief Executive Officer

Attachment A

SAFETY ENHANCEMENT BUDGET – EXPO 1 (REVISED)

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|----|--|-----------------|
| 1. | Pico Station (Gates, Flashers) Requested by EXPO/Metro/CPUC . Added to meet updated Fire Life Safety and National Fire Protection codes for station egress and pedestrian swing gates and flashers. | \$375,000 |
| 2. | Photo Enforcement Requested by Metro . Added to document vehicles making illegal left turns across operating LRT tracks. | \$980,000 |
| 3. | ROW Fencing Requested by Metro/CPUC . Added to provide fencing on both sides of the LRT tracks from Denker Ave to Western Ave to discourage pedestrians from jaywalking across the tracks. | \$1,020,455 |
| 4. | Junction ATP Requested by Metro/CPUC . Added to replace line of sight operations between Washington and Pico Stations with an automatic train control system. | \$5,000,000 |
| 5. | Embedded Pedestrian Light Demo Requested by EXPO . Added to improve pedestrian safety at Western and Denker Ave by including embedded lighting in the pedestrian walkway. | \$300,000 |
| 6. | Foshay Safety Enhancements (Tunnel, Property, Fencing, Video Surveillance) Requested by CPUC/ City of LA/ EXPO . Added to improve pedestrian safety at the pedestrian undercrossing adjacent area. | \$3,500,000 |
| 7. | Center Track Signals Requested by EXPO . Added to provide LRT operators with an additional signal. | Not Recommended |
| 8. | Intrusion Detection at Portals Requested by Metro . Added to determine if an errant individual is in the tunnel section of the LRT guideway. | \$200,000 |
| 9. | Safety Outreach Program w/ 1 Metro FTE Requested by | \$1,300,000 |

Metro. Added to provide Metro Safety Ambassadors and collateral materials to offer school/community safety training and awareness.

10.	Farmdale Station Requested by EXPO/ LAUSD/ CPUC. Added a new station, train control, property acquisition, replacement parking for Dorsey High School in order to have safe interaction between LRVs, pedestrians and vehicles.	\$18,715,000
11.	7 th and Metro Turnback (Signage, Supervisor Booth) Requested by Safety Peer Review. Added a new dispatch booth for Metro operations to safety manage train control operations between the Blue Line and Expo Line.	\$2,000,000
12.	Between Car Barriers Requested by Metro. Added to safely guide Metro Patrons away from the area in between the LRVs and to the proper LRV doors.	\$100,000
13.	Pavement and Signage Enhancements Requested by Metro. Added to increase the safety of pedestrians and vehicles in and around the guideway and stations. Same enhancements as were installed on the MGLEE.	\$100,000
14.	Interlock Metro Blue Line (MBL) Maple and Tarleton Crossovers Requested by Metro. Added rail booting and train circuits on MBL adjacent to Expo 1 to enable trains to be tracked throughout the downtown area and prevents trains being routed towards one another via the above crossovers.	\$3,000,000
Total		\$36,590,455

Note: Metro requested items are required by current Metro Design Criteria, Codes, Standard Practice or Lessons Learned from the MGLEE.

Attachment B

**Project 890001/800113 Exposition Light Rail Project Phase 1
Funding/Expenditure Plan**

Expenditures by Category and Revenue Sources (\$000s)						
Expenditure Categories	FY10 Forecast	FY11	FY12	FY13	FY14	Total
Pico Station	\$190,333	\$184,667	\$ -	-\$	\$ -	\$ 375,000
Photo Enforcement	980,000	-	-	-	-	980,000
ROW Fencing	133,000	887,455	-	-	-	1,020,455
Junction ATP	800,000	4,200,000	-	-	-	5,000,000
Pedestrian Light Demo	50,000	250,000	-	-	-	300,000
Foshay Safety Enhancements	1,750,000	1,750,000	-	-	-	3,500,000
Intrusion Detection at Portals	50,000	150,000				200,000
Safety Outreach Program	-	850,000	450,000			1,300,000
Farmdale Station	2,074,118	13,464,412	3,176,471			18,715,000
7th & Metro Station Turnback	-	2,000,000	-	-	-	2,000,000
Platform Between-Car-Barriers	-	100,000	-	-	-	100,000
Pavement & Signage	-	100,000	-	-	-	100,000
Interlock Maple & Tarleton Crossovers	-	3,000,000	-	-	-	3,000,000
Total	\$6,027,451	\$26,936,534	\$3,626,471	\$	\$	\$ 36,590,455
Revenue Sources	FY10 Forecast	FY11	FY12	FY13	FY14	Total
Prop C 25%	\$6,027,451	\$26,936,534	\$3,626,471	\$	\$ -	\$ 36,590,455
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Total	\$6,027,451	\$ 26,936,534	\$ 3,626,471	\$	\$	\$ 36,590,455