



Metro

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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FINANCE AND BUDGET COMMITTEE

November 17, 2010

PLANNING AND PROGRAMMING COMMITTEE

NOVEMBER 17, 2010

SUBJECT: ARTESIA TRANSIT CENTER IMPROVEMENTS PROJECT

ACTION: APPROVE LIFE OF PROJECT BUDGET AND AMEND THE FY11 BUDGET

RECOMMENDATION

Authorize the Chief Executive Officer to:

- A. Establish a life-of-project (LOP) budget for the Artesia Transit Center Improvements Project in the amount of \$1,240,000;
- B. Approve the transfer of \$990,000 in funding from Capital Project # 202096 Norwalk 605 Station Expansion Project to the Artesia Transit Center Improvements Project; and
- C. Amend the FY11 budget to add in \$80,000 of revenues and expenditures to be funded with Federal 5307 Bus Operations Subcommittee Transit Enhancements (TE) funds to begin implementation of the project in FY11.

RATIONALE

This action will set a Life of Project (LOP) budget for the Artesia Transit Center Improvements Project in the amount of \$1,240,000. The scope of work for the project includes the purchase and installation of two automatic public toilets (APTs), landscaping improvements, installation of a new irrigation system, installation of variable message signs at the bus platforms for enhanced customer information and wayfinding, and new environmental signage and wayfinding for the entire Artesia Transit Center.

The scope of work for the project has been derived based on staff direction contained within a February 25, 2010 Board motion regarding public restrooms at Artesia Transit Center, as well as subsequent meetings and briefings held by staff with the South Bay Sector Governance Council, stakeholders from the South Bay Council of Governments, as well as members of the public. The scope has also been refined and discussed at the Artesia Transit Center Working Group, a multi-departmental internal and external

working group that met in March 2010 and met again on October 26, 2010. The project was also discussed during a verbal staff report with the Planning and Programming Committee on July 21, 2010.

Specifically, the scope of work includes the purchase and installation of two APT units that can be accessed by transit customers of Metro and other municipal operators. The APTs are self-cleaning and essentially work using timed access control, which discourages vagrancy, loitering, and extended occupancy within the restrooms. Staff is also considering linking the APT units to TAP card technology, so that only transit customers will be allowed access to the restrooms.

In addition to the APTs, the project also includes new landscaping and a new irrigation system at the Artesia Transit Center. The facility was initially constructed by Caltrans and was opened to the public in 1996. The design of the station included numerous custom-built planter boxes lining the entrance and ingress/egress points at the station which were planted with queen palms and ground cover. In the 14 years since the facility opened, the irrigation and plantings were not maintained by Caltrans, and all of the trees and plantings have died. In order to restore the design intent to the original condition, Metro proposes to remove all dead landscaping and trees, and install new drought-tolerant plantings more in keeping with today's sustainable landscaping palette. In addition, a new drip irrigation system will be installed so that the plantings can receive water during the hot and dry times of year.

The third scope item proposed by staff is the installation of up to 20 variable message signs (VMS's) at the bus loading and unloading platforms and a complete upgrade of all environmental signage and wayfinding at the Artesia Transit Center. The signage upgrades and VMS's can provide enhanced passenger information and link up with the future NextBus program, giving us the ability to instantaneously inform passengers when the next bus will be arriving. The VMS's can also be used to broadcast safety messages, emergency information, and up-to-date information regarding potential delays or bus re-routing.

If this LOP budget request is approved, engineering and environmental approvals required to proceed with the project will commence in December 2010. The goal will be to assemble the work into contract documents which would be advertised for competitive bidding by July 2011. The construction work would start in approximately January 2012, and the work would be completed by July 2012.

FINANCIAL IMPACT

For FY11, \$80,000 in funding required for FY11 activities will be added to the FY11 budget in Cost Center 8510. No funds have been expended on this project to date. The source of funds for implementing the project in FY11 and future fiscal years will be Federal 5307 Transit Enhancements (TE) and Prop C 40% funds that will be

programmed to this project and are discussed below. Since this is a multi-year project, the Project Manager will be responsible for budgeting the project costs in future years.

In FY08, Metro received a Federal 5307 TE grant from the Bus Operations Subcommittee (BOS) for a new Tier 1 Metro Connections passenger terminal in the total amount, plus match, of \$1,228,000. This grant was originally allocated to Capital Project # 202096 Norwalk 605 Station Expansion Project; however, to date this project has not moved forward and is not ready for funding other than early feasibility studies. Based on discussions with the City of Norwalk, significant planning, charettes, and discussions still must take place before moving forward. In order to avoid a situation where the grant funds are not spent by FY13 and lapse, the grant funds must be re-allocated to a ready project.

Upon Board approval of this request, \$990,000 of the original TE grant and \$250,000 in new Prop C40% local match funding will be allocated to the Artesia Transit Center Improvements Project for a total LOP budget of \$1,240,000. The Norwalk 605 Station Expansion project will have the LOP budget reduced to \$238,000 for funding of potential early studies, charettes, and design concepts.

Impact to Bus and Rail Operating and Capital Budget

The current year funding for this action will come from \$80,000 in Federal 5307 TE funds received from the Bus Operations Subcommittee. No other sources of funds were considered for this activity since these funds are specifically set aside for transit passenger enhancements at bus stations and terminal facilities.

This action will impact ongoing operating costs going into FY12, since approximately \$200,000 per year will be needed in order to maintain the new APT's in clean, sanitary, and working order commensurate with our passenger's expectations. Custodians must be assigned to this location to provide hourly cleaning, re-supply, and routine maintenance. Further, it is anticipated that the APTs will require periodic mechanical and preventive maintenance to stay within a state of good working order. In order to provide this custodial and maintenance service, staff will require additional operating money which is not currently budgeted. Starting in FY12, it is anticipated that the additional budget needed to clean and maintain the APT's will be approximately \$200,000 per year.

POLICY IMPLICATIONS

The Metro Public Restroom Policy was approved in May 1999, and remains unchanged to this date. Although the policy generally discourages operation of public restrooms, the policy also states that "public restrooms may be installed at locations including but not limited to bus/rail interchanges and terminal stations and available to the public when a clear demonstration of public needs results from actual operations". Given that the Artesia Transit Center is a terminal station and is essentially "landlocked" with no

adjacent public restroom availabilities, the policy does suggest that an exception could be made for this facility. The policy also suggests that provision of public restrooms be on a trial basis, which is the intent of this project. Upon installation of the APT technology, Metro staff will monitor their effectiveness and determine whether or not similar technology could be deployed if other exceptional Metro bus/rail facilities are identified in the future.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to authorize the project at this time. However, this alternative is not recommended since staff would not be able to perform these requested and needed improvements at the Artesia Transit Center.

ATTACHMENTS

- A. Artesia Transit Center Improvements Project: Life of Project Budget Status

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for Arthur T. Leahy
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Attachment A
 Artesia Transit Center Improvements Project
 Funding/Expenditure Plan

Dollars in (000's)	FY11 Incurred to date	FY11 Forecast	FY12	FY13	FY14+	Total	%
Uses of Funds							
Project							
Adm/Construction Mgmt	0	20	70	20	0	110	8.9%
Design/Specs/Other							
Prof Svcs	0	50	50	10	0	110	8.9%
Construction/Equipment	0	0	750	130	0	880	70.9%
Contingency	0	10	80	50	0	140	11.3%
Total Project Cost	0	80	950	210	0	1,240	100%
Sources of Funds							
FTA Sec 5307 and							
Local Match	0	80	700	210	0	990	100.0%
Prop C 40%	0	0	250	0	0	250	
Total Project Funding	0	80	950	210	0	1,240	100%