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Metropolitan Transportation Authority

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**CONSTRUCTION COMMITTEE
OCTOBER 18, 2012**

**SUBJECT: METRO ORANGE LINE BUS ENHANCEMENT- PEDESTRIAN
CONNECTOR TO NORTH HOLLYWOOD RED LINE STATION
PROJECT**

ACTION: AUTHORIZE INCREASE LIFE OF PROJECT

RECOMMENDATION

Amend FY13 budget to increase the Life-of-Project budget of the Metro Orange Line Bus Enhancement-Pedestrian Connector to North Hollywood Red Line Station project from \$17,000,000 to \$22,000,000 using \$10,000,000 supplementary funding awarded by the US Department of Transportation (DOT) - Bus and Bus Facilities Program Funds exclusively for this project.

ISSUE

On September 15, 2011, Metro Operations Committee authorized the Chief Executive Officer to solicit and award design-build delivery approach contract for the construction of the Metro Orange Line Bus Enhancement-Pedestrian Connector to North Hollywood Red Line Station project pursuant to Public Utilities Code Section 130242. This was referred to as the North Hollywood Station West Entrance project and for all purposes are one and the same project. Based on conceptual plans initially developed for the project, the Life-of-Project Budget was estimated to be \$17,000,000. However during Preliminary Engineering Design and (1) in coordination with the third parties and stakeholders, (2) considering results of additional on-site investigations and (3) new safety ADA requirements for compliance identified during the update of the Metro Design Criteria; additional safety features were required to be added to the project. These include a second elevator, new fare gates, increase in cameras communications system and additional street improvements. These additional requirements will increase the approved life of project cost of construction cost of the project by seven million dollars

DISCUSSION

The Metro Orange Line Bus Enhancement-Pedestrian Connector to North Hollywood Red Line Station project will connect the Metro Red Line to Metro Orange Line through an underground pedestrian passage under the Lankershim Blvd. The objective of the proposed underpass is to provide inter-modal safe pedestrian connection between existing bus and rail transit Metro Orange Line/Metro Red Line at North Hollywood. The proposed underpass will be completely grade separated from Lankershim Blvd heavy traffic. The existing west side knock-out-panel at the Metro Red Line Station will be opened at its mezzanine level to facilitate this access. During the Preliminary Engineering Design process and after coordination with other stakeholders, staff determined that additional safety and access requirements are necessary. These additional requirements will require additional funding beyond those already projected for the project.

The US Department of Transportation had recently awarded Metro \$10 million to help build this project based on project merits related to livability and sustainability. Specifically, the project will facilitate efficient movement of commuters between the Orange Line and Red Line and residents who live adjacent to the stations, reduce travel time for transit users and motorists, and provide other tangible transportation benefits including enhanced safety of crossing patrons.

Based on existing and planned infrastructure, and projected increases in ridership, we anticipate a time savings of approximately 44 seconds per passenger crossing from the Orange Line to the Red Line after the project is completed in 2014. In addition, the pedestrian connector will make it easier for people with disabilities and senior citizens to transfer from one line to another by decreasing the distance and time required for transfer.

The Metro Orange Line Bus Enhancement - Pedestrian Connector to North Hollywood Red Line Station project will also significantly improve mobility and reduce greenhouse gases by providing increased capacity and connectivity via transit. It will also reduce the amount of greenhouse gas emissions and air toxic emissions from reduced idling associated with current pedestrian crossing activity.

According to the Los Angeles Department of Transportation, the average daily traffic (ADT) along this segment of Lankershim Boulevard is 23,000 vehicles per day. Within 0.1 miles of the intersection, 95 total collisions have occurred in the past five years, 11 of which involved serious pedestrian injury. Building the project will greatly improve the safety of transit users, motorists, bicyclists and pedestrians by ensuring a safe mode transition from the Orange Line to the Metro Red Line. By having a pedestrian tunnel built underground, the project will specifically enhance pedestrian safety by reducing the points of conflict between high-volume vehicular traffic and pedestrians.

An Invitation for Bid for the Design-Build contract was issued on June 2012, to build the Metro Orange Line Bus Enhancement - Pedestrian Connector to North Hollywood Red

Line Station project. Three bids were received with the lowest bid at \$16,630,000. Upon approval of this increase of LOP for the project, Metro will award the contract to the low bidder.

Project Cash Flow up to the Life-of-Project Cost, along with sources of funds are provided in Attachment A.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's Construction projects.

FINANCIAL IMPACT

The project budget will be amended to increase the Life-of-Project budget by \$ 5 million from \$17 million to \$22 million in cost center 8510, under project 204122.

Source of funds: TDA4, Prop A 35%, and the US Department of Transportation - Bus and Bus Facilities Program Funds. The US DOT Grant seeks at least a 20% match from Metro. Using this formula, since the US DOT Grant only funds \$10 million of the project, an additional \$12 million from TDA-4 and Prop A 35% local match is needed to fully fund the project.

Since this is a multi-year project, the Executive Director, Transit Project Delivery will be responsible for budgeting in future years and ensuring cost recoveries from US DOT.

IMPACT ON BUS AND RAIL OPERATING AND CAPITAL BUDGET

The source of funds for this project is TDA Article 4, Prop A 35% and US DOT- Bus & Bus Facilities Program Funds. The TDA-4 and PC 35% funds are eligible for rail operating and capital expenses. The US DOT funds are for capital expenses only. No other source of funds was considered.

ALTERNATIVES CONSIDERED

The Board may choose not to proceed with the proposed actions for this project. We do not recommend this alternative because it will stop the construction of the Metro Orange Line Bus Enhancement-Pedestrian Connector to North Hollywood Red Line Station project and eliminate the use of awarded Bus and Bus Facilities Discretionary Program Funds to Metro.

NEXT STEPS

Upon MTA board approval of the increase to the life-of-project budget the CEO is authorized to award of the contract for construction scheduled for completion by December 2014.

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Attachment A: Project cash flow.

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Chief Executive Officer

Attachment A

CP # 204122

MOL Bus Enhancement - Pedestrian Connector to Nth. Hollywood Red Line Station Project

Expenditures by Category and Revenue Sources (\$000s)						
Expenditure Categories	ITD to FY12	FY13	FY14	FY15	FY16	Total
Final Design & Construction		\$ 3,819	\$ 9,071	\$ 3,740	\$ -	\$ 16,630
Professional Services, Third party, Agency Cost	\$ 501	\$ 1,129	\$ 1,133	\$ 944	\$ -	\$ 3,707
Project Contingency	\$ -	\$ 333	\$ 499	\$ 831	\$ -	\$ 1,663
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -
						\$ -
Total	\$ 501	\$ 5,281	\$ 10,703	\$ 5,515		\$ 22,000
Revenue Sources	ITD to FY12	FY13	FY14	FY15	FY16	Total
Prop A 35% Rail Capital	\$ 501	\$ -	\$ 3,484	\$ 3,615	\$ -	\$ 7,600
TDA Article 4	\$ -	\$ 1,056	\$ 1,444	\$ 1,900	\$ -	\$ 4,400
Federal Bus & Bus Facilities Program	\$ -	\$ 4,225	\$ 5,775		\$ -	\$ 10,000
						\$ -
						\$ -
						\$ -
						\$ -
Total	\$ 501	\$ 5,281	\$ 10,703	\$ 5,515	\$ -	\$ 22,000