



## Board Report

File #: 2015-0864, File Type: Contract

Agenda Number: 22.

### PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 16, 2015

**SUBJECT: DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATIONS**

AUTHORIZING the Chief Executive Officer to:

- A. execute Contract Modification No. 2 for Contract No. PS2415-3046, **Doran Street Crossing Grade Separation, with HNTB, Inc., in the amount of \$94,954 to complete the necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing**, increasing the total contract value from \$5,688,892 to \$5,783,846; and
- B. increase Contract Modification Authority (CMA) specific to Contract No. PS2415-3046, Doran Street Crossing Grade Separation, in the amount of \$125,000, increasing the total CMA amount from \$523,620 to \$648,620.

#### **ISSUE**

In May 2011, the Metro Board programmed \$6.6 million for the Doran Street intersection safety improvement. In April 2013, the Metro Board approved a cost plus fixed fee contract for project engineering services with HNTB, Inc. for \$5,236,205 inclusive of two one-year options. Board approval for the contract modification is needed due to insufficient contract modification authority remaining to complete the necessary project signal engineering.

In addition, staff is requesting to increase the contract modification authority by \$125,000 using previously approved Measure R 3% funds.

The additional engineering required for this project is for railroad signal engineering related to the one-way westbound improvements at the Doran Street intersection mandated by the Administrative Law Judge (ALJ) of the California Public Utilities Commission (CPUC) in December 2012. The signal engineering is additional scope to the current contract with HNTB, Inc. This work was originally to be performed by Metrolink. However, Metrolink does not have the contracting capacity through their existing bench contracts to complete this work without delaying the project.

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**DISCUSSION**

Metro is working towards improving safety, mobility and quality of life for the Glendale and Los Angeles communities by closing the Doran Street at-grade crossing. As with any at-grade railroad crossing, safety is of significant importance. A unique combination of limited access, high traffic volumes, adjacent industrial uses, and residential interests, make mobility improvements important to this Project. Doran Street has 13 incidents on record resulting in two fatalities and one injury. These safety statistics have made the Doran Street crossing the subject of safety hearings and arbitrations by the California Public Utilities Commission (CPUC). The at-grade crossing of Doran Street with the Metro owned right-of-way operated by Metrolink has been the subject of concern for several years. Additionally, this crossing has significant truck and vehicle traffic as well as 90 passenger and freight trains per day.

Due to the urgent need to improve safety at this crossing, an ALJ ruled in December 2012 that the Doran Street at-grade crossing be closed permanently. However, there is a requirement to provide two points of access for emergency responders into the area west of the railroad corridor during an emergency. To accomplish this requirement, the ALJ required that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently.

In May 2011, the Metro Board authorized \$6.6 million for improving the safety of the intersection of Doran Street and the Metro owned right-of-way. A portion of these funds is being used to fund the engineering and environmental work necessary for the grade separation of this intersection. Since the Board motion was passed, additional funding has been obtained that will fund the construction of the grade separation of this roadway.

Since the Metro Board action, staff has been working towards the advancement of a solution to the challenges related to this crossing. This has included examining several grade separation alternatives that will provide the maximum safety benefit while minimizing impacts to the communities. This analysis has included existing and proposed future uses of the railroad corridor. The first phase of the project was completed in April 2015 and the key deliverable was the Project Study Report Equivalent highlighting three alternatives to close Doran Street and/or Broadway/Brazil crossings.

The ALJ decision that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently necessitated a re-negotiation of the initial engineering design contract with HNTB, Inc. Modification No. 1 was issued for the one-way westbound movement design. Metrolink has been involved with the project since the inception and will approve all designs associated with the interim and final conditions.

**DETERMINATION OF SAFETY IMPACT**

The proposed crossing improvements for the interim one-way westbound movement at Doran Street will require railroad signal engineering. These improvements will improve safety at the intersection.

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The purpose is to avoid collisions between vehicles and/or pedestrians with trains at the Doran Street at-grade crossing.

### **FINANCIAL IMPACT**

The Board approved \$6.6 Million in Measure R 3% funds for this project. The current contract value is \$5,688,892. Although the contract has not exceeded the budgeted amount, we are requesting \$125,000 to increase the contract value to \$5,783,846.

#### **A. Source of funds:**

| Funding Source                                 | Amount       |
|------------------------------------------------|--------------|
| Local Measure R 3%                             | \$6,600,000  |
| State Proposition 1A                           | \$45,000,000 |
| Federal American Recovery and Reinvestment Act | \$15,800,000 |
| CHSRA and other sources                        | \$19,600,000 |
| Total                                          | \$87,000,000 |

Table 1: Summary of Funding Sources

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses. This programming action has no impact to the Proposition A and C, TDA or Measure R administration budgets.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to execute the contract modification to complete railroad signal engineering for the Doran Street intersection. This alternative is not recommended. The railroad signal engineering is necessary to comply with the ALJ decision to convert Doran Street to a one-way movement for vehicles in the interim condition while the grade separation is under design and construction. The railroad signal engineering is required to maintain the full functionality of the roadway and railroad at-grade crossing and avoid the possibility of vehicle/pedestrians-train collisions.

### **NEXT STEPS**

Upon approval by the Board, staff will execute Contract Modification No. 2 for the signal engineering.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - Contract Modification Log

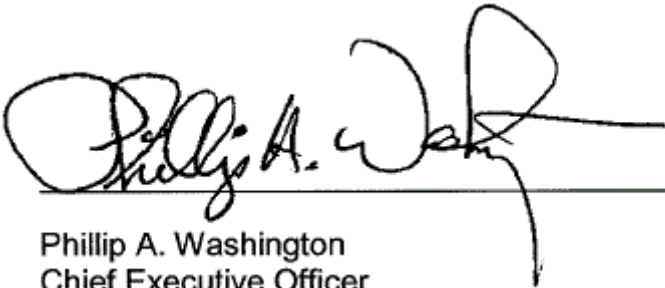
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