



Board Report

File #: 2023-0453, File Type: Project

Agenda Number: 8.

FINANCE, BUDGET, AND AUDIT COMMITTEE JULY 19, 2023

SUBJECT: DORAN STREET CROSSING GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 16 to Contract No. PS2415-3046 with HNTB Corporation and extend the professional service period of performance from August 4, 2023 to December 31, 2024 in the amount of \$2,686,361 increasing the Total Contract Value from \$8,359,970 to \$11,046,331; and
- B. APPROVE programming an additional \$9,163,577 from \$11,000,000 to \$20,163,577 of Measure R 3% funds in order to achieve a shovel ready level.

ISSUE

Staff is advancing this capital improvement from inception through the final design phase with extensive changes to existing conditions that have not been accounted for in the current project programming. Board approval of the staff recommendations will allow the continuation of services for this project to a shovel ready level in order to demonstrate project readiness with the recent federal grant award of \$38.3M through the Railroad Crossing Elimination Program.

BACKGROUND

This project is the building block for future service expansion and improved network integration along the Antelope Valley Line corridor. The Doran Street Crossing Grade Separation project would enable uninterrupted commuter, intercity and high speed rail service through the cities of Glendale and Los Angeles.

In January 2021, the Board approved contract modification No. 12 to increase the professional service value to \$8.4M based on the need to modify the design of the interim conditions for the Doran Street at-grade crossing. The same board action provided an additional \$2.6M for third party services bringing the approved programming to \$11M. Similar to the other Regional Rail projects, board action

for programming did not include Metro labor, outreach services, Real Estate/Acquisition of Land and Project Controls costs projected at \$5.62M to achieve a shovel ready level.

In January 2022, the final design of the interim conditions were approved by all project stakeholders. In July 2022, staff notified all project stakeholders that this project would start applying for construction funding in October to fully fund the ultimate project conditions for grade separation at Doran Street through the Railroad Crossing Elimination Program. At that time, Metro was notified by the California Public Utilities Commission (CPUC) that if Metro was successful with the grant request, the construction of the interim improvements would be cancelled and the construction funds could be applied to the ultimate configuration work. On June 4, 2023, Metro was informed they were successfully awarded \$38.3M by the Federal Railroad Administration under the Railroad Crossing Elimination Program.

Since the grant application was submitted, an independent cost estimate was conducted for this project to address construction forecast needs. At this current design phase, the available funding is sufficient for the construction needs. Staff will continue to monitor the project estimate for each final design milestone against the independent information received. As mitigation, this project is a great candidate for CPUC's upcoming Section 190 grant program to increase the project contingency amount. Staff will work with project stakeholders to cancel the interim improvements and prepare a construction schedule for the Doran Street Grade Separation.

DISCUSSION

To make this project more competitive for grants, staff reached out to the CPUC and all other project stakeholders on an approach to phase the grade separation construction. The phased construction approach was unanimously approved by the project stakeholders based on independent structure utility, project readiness, and funding needs. By phasing construction, the project will need to be separated into three design packages: (1) Doran Grade Separation, (2) Salem/Sperry Overpass and (3) at-grade crossing closure improvements. The Doran Grade Separation construction will be the first phase based on the ability to achieve a shovel ready level by July 2024 and higher safety and economic benefits compared to the Salem/Sperry Overpass. Along with the clear benefits of avoiding fatal collisions at the Doran Street at-grade crossing, closing the Doran Street at-grade crossing will improve service reliability and speed for both Amtrak and Metrolink services and future California High Speed Rail operations.

In addition to the project packaging, the following design changes are included in this contract modification: drainage sump conditions, non-destructive testing procedures for geotechnical work, Army Corporation design approval process, Cultural Affairs Commission approval, tree surveys, LID reporting, sewer line design work, minor construction stages and temporary work during construction.

Given the above, the additional programming of Measure R 3% funds requested in the amount of \$9.16M is summarized below in Table 1.

Doran Street Crossing Grade Separation Project

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	8,359,970.00	2,686,361.00	11,046,331.00
Agency - Metro	0.00	1,956,692.00	1,956,692.00
Real Estate/ Acquisition of L	0.00	3,508,000.00	3,508,000.00
Project Controls	0.00	152,554.00	152,554.00
3rd Party Agreements - City	2,640,030.00	859,970.00	3,500,000.00
Total Project Cost	11,000,000.00	9,163,577.00	20,163,577.00

Table 1: Doran Street Crossing Grade Separation Programming

DETERMINATION OF SAFETY IMPACT

This Board action will have a positive impact on safety. The Doran Street Crossing Grade Separation project is being designed in accordance with Metro and SCRRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

Regional Rail staff have included the recommended \$7,962,500 in FY24 programming as part of the adopted FY24 budget for this project. This is a multi-year capital project, and the Deputy Executive Officer of Regional Rail under Program Management and 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 460091 as shown in Attachment D, Doran Street GS Funding and Expenditure Plan.

Budget Impact

The source of funds for FY24 and future fiscal year programming for the project is Measure R 3% Transit Capital. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Doran Street Crossing Grade Separation project operates on the Antelope Valley Line. The median income is \$40,823 on the Antelope Valley Line according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below \$50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

The capital project will improve line reliability, network integration, on-time performance and lead to more frequent commuter rail service. This capital project is within and indirectly supports Equity Focus Communities (EFC) by providing more frequent service and better transit options through the Metrolink SCORE program that proposes 30-minute bi-directional service throughout the day and

evening along the Antelope Valley line. For the Doran capital project, communities located in the vicinity of the project are comprised of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents.

In addition to the project improvements, this project will improve American with Disabilities Act (ADA) compliance. For Doran Street Crossing Grade Separation Project, the pedestrian path on the Salem/Sperry overcrossing is wide enough to accommodate bikes and pedestrians with disabilities.

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 modifications, program additional funds, and execute necessary third-party agreements for this capital project. This is not recommended since the Doran Street Crossing Grade Separation is identified as key projects to provide line reliability and capacity to support Metrolink's 30-minute bi-direction service along the Antelope Valley Line. In addition, staff has already secured \$38,300,000 through the Railroad Crossing Elimination program for Doran Street Grade Separation which would be at risk of losing if the project does not stay on schedule. This project is identified as an early action project by the California High Speed Rail Authority as a critical grade separation. Another alternative is to cancel the professional service contract for Metrolink to lead and complete the final design phase of the project instead of Metro. This is not advised since the Metro Board previously directed staff to lead and complete the final design phase for the Doran Street Crossing Grade Separation Project and will not result in any project cost or schedule savings.

NEXT STEPS

Upon Board approval staff will execute Modification No. 16 to Contract No. PS2415-3046 with HNTB Corporation to continue providing professional services in order to complete the final design phase work in order to prepare for pre-construction activity.

ATTACHMENTS

Attachment A - Procurement Summary PS2415-3046

Attachment B - Contract Modification/Change Order Log PS2415-3046

Attachment C - DEOD Summary PS2415-3046

Attachment D - Doran Street GS Funding and Expenditure Plan

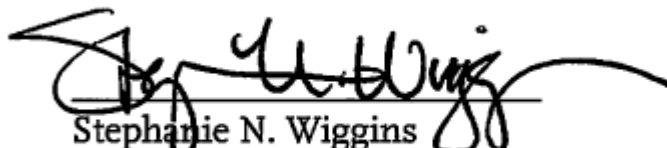
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