



Board Report

File #: 2015-1332, File Type: Contract

Agenda Number: 19.

~~PLANNING AND PROGRAMMING COMMITTEE~~

~~SEPTEMBER 16, 2015~~

CONSTRUCTION COMMITTEE

SEPTEMBER 17, 2015

SUBJECT: L.A. COUNTY GRADE CROSSING AND CORRIDOR SAFETY PROGRAM

ACTION: APPROVE CONTRACT

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. AE3319400599 with AECOM for the **L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$3,868,848, inclusive of all design phases. This contract is for three years.

ISSUE

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for an analysis of 153 pedestrian and vehicular at-grade crossings and right-of-way in L.A. County. This work includes the completion of a Project Study Reports Equivalent (PSRE) for four at-grade crossings that could be advanced to a grade separation.

DISCUSSION

Metro owns approximately 160 route miles of right-of-way in Los Angeles County that is operated by the Southern California Regional Rail Authority (SCRRA) for the Metrolink commuter rail service. As part of this right-of-way, there are approximately 153 at-grade pedestrian and roadway crossings. These crossings are in various areas from urban to rural. In addition, there are varying degrees of warning equipment installed at these crossings.

Since the implementation of the Sealed Corridor program, the SCRRA has upgraded several crossings with state-of-the-art equipment, including in some cases, enhanced pedestrian treatments, four-quadrant gates, and advance preemption. In addition, SCRRA developed a comprehensive guide that identified standards for the design of at-grade crossings.

This program will establish a comprehensive strategy to approach grade crossing safety and mobility on Metro-owned right-of-way operated by SCRRA in Los Angeles County. This strategy will establish the overall approach to crossing enhancements as well as establish the need for additional measures. In particular, this strategy will identify at-grade crossings that could be advanced to grade

separations. In the development of this strategy, an objective analysis will need to be done of each of the crossings. As an overall analysis is completed, a strategy for funding of enhancements will need to be developed. This will also include an approach to utilizing all state and federal opportunities for funding.

As part of this program, the Metro-owned/SCRRA operated right-of-way will be analyzed for opportunities to address trespassing or other issues that would enhance safety. Indicators such as near misses and graffiti locations are indicators of trespasser activity. An analysis of methods addressing right-of-way access through enforcement, fencing, and/or the application of advance technology, will be completed as part of this overall program. In addition, state and federal grant opportunities will be explored as a means of developing these enhancements.

DETERMINATION OF SAFETY IMPACT

The Project will examine approximately 153 at-grade crossings in Los Angeles County. Site-specific safety features will be identified through the FHWA’s Manual on Uniform Traffic Control Devices grade crossing diagnostic process, whereby Metro, Metrolink, and the CPUC will review each crossing in accordance with Metrolink and CPUC best practices.

FINANCIAL IMPACT

In July 2012, the Metro Board authorized \$4.5 million in Measure R 3% funds towards this program. The breakdown of this funding is as follows:

L.A. County Grade Crossing Safety Program	\$2 Million
L.A. County Grade Separation Priority Program	\$500 Thousand
Project Study Reports	\$2 Million
Total	\$4.5 Million

\$1,110,000 for this Project is included in the FY16 budget in department 2415, Regional Rail, Project No. 460071. Since this is a multi-year contract, the cost center manager, and Executive Director, Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to AECOM and decide not to pursue the L.A. County Grade Crossing and Corridor Safety Program. This alternative is not recommended due to the significant benefits that the project provides to commuter rail transportation in L.A. County.

NEXT STEPS

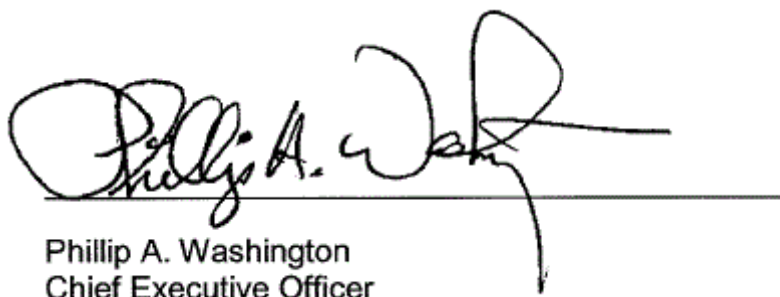
Upon approval by the Board, staff will execute the contract, and begin the services for the L.A. County Grade Crossing and Corridor Safety Program

ATTACHMENTS

Attachment A - Procurement Summary

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