



## Board Report

File #: 2017-0383, File Type: Project

Agenda Number: 19.

### PLANNING AND PROGRAMMING COMMITTEE JUNE 14, 2017

**SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR SEGMENT A**

**ACTION: APPROVE THE USE OF DESIGN-BUILD DELIVERY METHOD AND  
COMMITMENT OF LOCAL FUNDS PER FTA REQUIREMENTS**

#### **RECOMMENDATIONS**

CONSIDER:

- A. AUTHORIZING the use of Design-Build project delivery method for the Rail to Rail Active Transportation Corridor (ATC) - Segment A (the "Project"), pursuant to Public Utilities Code Section 130242 (a); and

(REQUIRES 2/3 VOTE OF THE BOARD)

- B. APPROVING a Preliminary Project Funding Plan, which includes additional funding up to \$20 million to be secured from local funds to meet project requirements.

#### **ISSUE**

In October 2015, the Rail to Rail ATC - Segment A was awarded funding from the Federal Transit Administration (FTA) in the form of a Transportation Investment Generating Economic Recovery (TIGER) VII Grant. In order to maintain the required schedule, a Design-Build low bid project delivery method would provide potentials for efficiencies in schedule and cost. Board approval is being requested for use of the Design-Build delivery method pursuant to Public Utilities Code Section 130242 (a).

In addition, in order to ensure Project implementation, staff is requesting to approve a Preliminary Funding Plan which commits an additional \$20 million in local funds to cover the currently estimated cost based upon 15% design. The FTA requires this funding commitment in order to move forward with execution of the TIGER grant award for the Project. A Life of Project Budget has not yet been established for the Project and will not be established until design proceeds further.

#### **DISCUSSION**

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In October 2014, upon Metro Board direction, the Rail to River Intermediate ATC Feasibility Report was completed and demonstrated that the corridor along the Metro-owned Harbor Subdivision provided a feasible alignment for the Project. The Rail to Rail ATC - Segment A is an approximately 5.6-mile Class I bicycle and pedestrian path running along the Metro-owned Harbor Subdivision, with a 0.5 mile section along Los Angeles City right-of-way (ROW) that connects the future Metro Crenshaw/LAX Line (Fairview Heights Station) with the Metro Silver Line (Slauson Station) and the Metro Blue Line (Slauson Station). The Board adopted the findings of the Environmental Analysis for the Rail to Rail ATC - Segment A in April 2017. The Project team will complete preliminary design (30%) in July 2017.

The Rail to Rail ATC - Segment A primarily consists of Metro-owned 30' cross-section ROW and includes a 12' wide bi-directional bicycle path, a 7' wide pedestrian path, landscape/safety buffers and bioswales. Through the development of the preliminary design, 15% design level cost estimates were refined that are associated with various elements included in the TIGER VII Segment A application (e.g. asphalt, fencing, lighting, traffic control and landscaping improvements) and additional design requirements that will be needed for the development of the Project. The proposed Preliminary Project Funding Plan includes the Board's previous commitment from May 2015 for \$10.8 million and additional funding of \$20 million, for a total of \$30.8 million from local funds to cover current estimated costs. The cost estimates include Project-related items included as part of the FTA TIGER grant application. However, the funding gap also acknowledges that there are currently unresolved items associated with the Project's total cost, which are related to City of Los Angeles' desired street improvements, storm drainage issues and potential soil remediation as part of the Volunteer Cleanup Agreement with the California Department of Toxic Substance Control. Contingency funds are included in the Preliminary Project Funding Plan.

### **DETERMINATION OF SAFETY IMPACT**

The Board actions will not have any safety impacts on Metro employees and patrons.

### **FINANCIAL IMPACT**

Approval of the recommendations will have no financial impact to the FY17 budget. Development of the Life-of-Project budget will begin after the Design-Build contract procurement. Since this is a multi-year project, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

#### **Impact to Budget**

The sources of funds for this project are Caltrans Active Transportation Program grant, TIGER grant, general funds or other eligible and available local funds. The Caltrans and TIGER grants are not eligible for Metro bus and rail operating and capital expenditures. General funds can be used for both transit operating and capital. Other eligible and available local funds may include Measure M 2% Active Transportation program funds, for which guidelines are pending approval and is restricted to active transportation type of projects.

### **ALTERNATIVES CONSIDERED**

The Design-Bid-Build project delivery method was considered but there are distinct and clear

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advantages to having a single contractor responsible for both design and construction with using Design-Build for this project. In addition, the Design-Build process includes a shortened project schedule where the builder is able to start construction while the design is being completed.

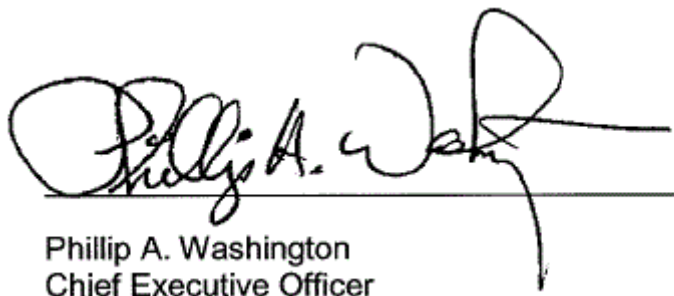
The Board may choose not to authorize the use of Design-Build project delivery method or approve a Preliminary Project Funding Plan for the Project. However, this alternative is not recommended as it would risk the loss of TIGER grant funding by not maintaining the required schedule.

### **NEXT STEPS**

Upon Board authorization of the Design-Build project delivery method and the Preliminary Project Funding Plan, staff will submit TIGER grant documents in June to the FTA in compliance with grant requirements.

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