



Board Report

File #: 2020-0931, File Type: Budget

Agenda Number: 44.

CONSTRUCTION COMMITTEE
MARCH 18, 2021

SUBJECT: EASTSIDE ACCESS IMPROVEMENTS PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. ESTABLISH a life-of-project budget for the Eastside Access Improvements Project (Project) in the amount of \$29,703,098 consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project budget.

ISSUE

The establishment of the LOP Budget for the Project at the time of construction contract award is consistent with the recommendations in the Office of the Inspector General (OIG) Construction Management Best Practices Study Report and lessons learned regarding establishing final budgets, when adequate information (such as the receipt of hard bids) is available. Bids for the design-bid-build construction of the project were received on January 25, 2021 and the recommended award under the CEO’s delegated authority.

BACKGROUND

The Project was awarded funding through Federal TIGER Grant CA-79-0005-00 (\$11,800,000) and \$30,000,000 is included in the Measure R Ordinance for the “Eastside Light Rail Access (Gold Line)” transit project. The Project is intended to improve multi-modal access to Metro’s bus and rail facilities located at Union Station and enhancements in the Little Tokyo and surrounding neighborhoods.

The Project elements include:

Segment 1: 1st Street: (From Los Angeles Street to Mission Road)

This segment includes construction of bike lanes, LED street light upgrades, and wayfinding signage

Segment 2: Alameda Esplanade: (From 1st Street to Commercial Street)

This segment includes construction of an esplanade including installation of bike lanes, pedestrian walkway, trees, streetlights, pedestrian lights, low impact development improvements, crosswalks, landscaping, wayfinding signage

Segment 3: Los Angeles Street: (From Arcadia Street to 2nd Street)

This segment includes construction of crosswalks, LED street light installation and upgrades, trees, and wayfinding signage

Segment 4: People Street: (2nd Street and Traction)

This segment includes installation of wayfinding signage

Segment 5: Central Avenue: (1st Street and 3rd Street)

This segment includes LED street light installation and upgrades, street furniture restoration, decorative crosswalks restoration, and wayfinding signage

Segment 6: Judge John Aiso and San Pedro Street (From Temple to 3rd Street)

This segment includes LED street light upgrades, decorative crosswalks restoration, and wayfinding signage

Segment 7: Santa Fe Spine: (From 4th Street and Vignes Street)

This segment includes LED street light installation and upgrades, crosswalks, vehicle and pedestrian traffic lights, mid-block crossing, trees, bike lanes, curb ramps, and wayfinding signage

DISCUSSION

To date, the Project has been funded on a fiscal year basis. The proposed LOP budget for this project has been based on total project costs incurred, the bid prices, and contingency.

The Project will be funded through a combination of Federal grant funding and Metro local funding, as shown in Attachment A Funding and Expenditures Plan.

Funding for the Eastside Light Rail Access (Gold Line) has also been expended on two separate phases of this transit project.

DETERMINATION OF SAFETY IMPACT

This project includes new bike lanes, lighting upgrades, signage, crosswalks, and curb ramp upgrades in the Union Station, Little Tokyo, and Arts District neighborhoods. As such, approval of this

item will have a positive safety impact for Metro bus and rail passengers, pedestrians, and active transportation users.

FINANCIAL IMPACT

The Board approval of \$29.7 million LOP for Eastside Access Phase 3 will exceed the \$30 million allotment of Measure R 35% Transit funds for the combined three phases for Eastside Access Improvements efforts. As such, Unified Cost Management Policy analysis is provided in Attachment B. The \$3.3 million required in FY21 for Phase 3 is included in the adopted budget. This is a multi-year project and it is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are Federal TIGER VII Grant, Measure R Transit Capital (35%), federal formula, and Proposition C Transit-Related Streets and Highways (25%). Metro staff will concurrently work with the subregion to provide the required 120 day written notification and seek formal approval from the governing body for use of the subregional equity program as a reimbursement or funding source for future expenditures. Should the subregion not approve the use of the funds, Metro staff will return to the Board with an update on the funding sources and a fiscal impact analysis of the use of these funds for the project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan goal # 3 by providing people with alternative mobility options near public transit and downtown Los Angeles.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the establishment of an LOP budget. This is not recommended as this may jeopardize current and future grant opportunities.

NEXT STEPS

Upon Board approval of the recommendations, staff will move the Project forward into construction.

ATTACHMENTS


Attachment A - Funding and Expenditure Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy

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