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**CONSTRUCTION COMMITTEE
NOVEMBER 19, 2009**

**SUBJECT: NEW GRANT FUNDED RAIL WAYSIDE ENERGY STORAGE
SYSTEM PROJECT**

**ACTION: APPROVE LIFE-OF-PROJECT BUDGET FOR RAIL WAYSIDE
ENERGY STORAGE SYSTEM (WESS) PROJECT**

RECOMMENDATION

- A) Establish a Life-of-Project (LOP) budget for the Wayside Energy Storage System Project, Capital Project # 205090, in the amount of \$4,466,000; and
- B) Amend the FY10 Budget to add \$350,000 to Project # 205090.

RATIONALE

This action will establish a Life of Project (LOP) budget for the federal grant funded Project # 205090, Wayside Energy Storage System Project that was allocated Federal Transit Administration's Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Grant Program funding in the amount of \$ 4,466,000.

The system will use the flywheel technology and will be installed in the Traction Power Substation of the Westlake/McArthur Park Metro Red Line. It will comprise of a set of flywheel units and controls, which will be interconnected to the existing Traction Power Substation. The systems will "recycle" the electrical energy used to move the trains and achieve a significant savings in the overall energy consumption in the system and the electricity bills. It will also reduce the peaks of power during rush hours, relieving the demands of power from the Utilities. This will add to the savings in the electricity bills.

The Project is anticipated to be completed over a three year period beginning in FY10.

FINANCIAL IMPACT

Upon Board approval, \$ 350,000 in TIGGER funding will be added to the FY10 budget. The TIGGER grant funds will be placed in Cost Center 8330, Project # 205090. There is no local match requirement for this project. Since this is a multi-year project, the Deputy Chief Capital Management Officer will be responsible for budgeting the expense in future years.

Impact to Bus and Rail Operating and Capital Budget

The funding for this action will come from Federal Transit Administration's TIGGER grant. These funds are not eligible for bus and rail operating and capital expenditure.

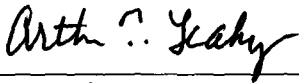
ALTERNATIVES CONSIDERED

The Board may choose not to authorize the projects at this time. This alternative is not recommended because it could affect our ability to use the federal funds in the required timeframe to meet the grant deadlines.

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