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Metropolitan Transportation Authority

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**CONSTRUCTION COMMITTEE
MAY 21, 2009**

PROJECT: METRO ORANGE LINE EXTENSION

**ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO
NEGOTIATE AND EXECUTE WORK ORDER AGREEMENTS
WITH SCRRRA**

RECOMMENDATION

Authorize the Chief Executive Officer to negotiate and execute work order agreements with the Southern California Regional Rail Authority (SCRRRA) for the design and construction of the railroad modification work and the at-grade rail crossing safety enhancements at Lassen Street relating to the Lassen/Railroad Overcrossing as part of Metro Orange Line Extension Project in an aggregate amount not to exceed \$5,000,000.

Within Construction Committee authority: Yes No N/A

RATIONALE

The Metro Orange Line (MOL) Extension Project is a four-mile extension of the MOL extending from the existing Canoga station and park-and-ride lot to the Chatsworth Metrolink Station. The Project includes: busway, new station platforms at the Canoga park-and-ride lot, new stations at Sherman Way (with park-and-ride), Roscoe Boulevard, Nordhoff Street, and the Chatsworth Metrolink Station; bikeway and transportation enhancements/greenway; and an over-crossing/grade-separation over active railway tracks and Lassen Street, providing direct access into the Chatsworth Metrolink Station.

In January 2009, the Board adopted the MOL Extension Project and established a life-of-project budget of \$215.6 million. Additionally, the staff was requested to accelerate the project completion date to summer of 2012. The grade-separation bridge over the operating railroad and Lassen Street is on the project's schedule critical path. SCRRRA maintains and operates the railroad and shares tracks with Union Pacific (UP) and Amtrak. There are existing SCRRRA train control signals and equipment which are in conflict with the proposed bridge structure. The accelerated schedule for the MOL Extension requires that the existing tracks and train control signal modification work

along the Metro/UP right-of-way, be completed by November 2009, prior to the start of construction of the Lassen Street/Railroad Overcrossing.

The MOL Extension includes installation of a new traffic signal on Lassen Street at the entrance to the Chatsworth station. The City of Los Angeles, SCRRA and the California Public Utilities Commission (CPUC) require the new traffic signal to be interconnected with the adjacent at-grade railroad signal. Additionally, SCRRA and the CPUC require at-grade rail crossing safety enhancements at Lassen Street. These improvements on Lassen Street must be completed before the start of construction of the bridge over Lassen Street. Railroad modification work requires procuring new railroad equipment and materials that have long delivery lead times and should be ordered in May 2009 to minimize delays in the accelerated schedule.

Design and construction of the railroad modification work required for the MOL extension project during railroad operations is better handled by SCRRA as the responsible agency. Also, SCRRA is most capable and is in the best position to design and construct this work within the accelerated schedule. SCRRA's staff has determined that the most expedient means of completing the work is to enter into an agreement with Metro to contract directly with SCRRA to perform the construction including the procurement of new railroad equipment and materials.

SCRRA's Metrolink commuter rail system is strictly regulated by the Federal Railroad Administration and CPUC, and as such utilizes pre-approved suppliers, contractors, and consultants to provide equipment and materials, signal design, and installation services for all safety critical railroad signal work within the Metrolink system. In keeping with the accelerated project schedule, Metro has already directed SCRRA to commence the design of the railroad modification work. SCRRA has agreed to place orders for the equipment with long delivery lead times using their existing contractors subject to Metro providing funding authorization. SCRRA has provided rough order of magnitude costs and is currently developing a detailed scope of work. Metro and SCRRA will negotiate the work and the associated costs for SCRRA's work required for this project.

IMPACTS TO OTHER CONTRACTS

Contract C0944 Lassen/Railroad Overcrossing – The current schedule is to award a construction contract in November 2009 and begin construction in January 2010. The construction of the new C0944 Lassen/Railroad Overcrossing cannot begin until the rail modification work and some of the at-grade safety enhancements are completed.

FINANCIAL IMPACT

Funding of \$3.5 million is included in the FY09 budget in Cost Center 8510, Construction, under Capital Project 800119 MOL Extension. The funding for this project will be a combination of State Proposition 1B and Proposition C 25% funds. These funds are not eligible for bus and rail operating expenses. This action is within the approved life-of-project budget of \$215.6 million. Since this is a multi-year project, the Chief Capital Management Officer will be responsible for budgeting future year's costs.

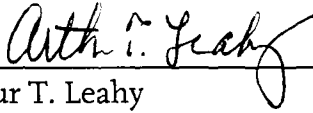
ALTERNATIVES CONSIDERED

The Board may reject the Recommendation and direct us to issue an Invitation For Bids. This is not recommended as the equipment with long delivery duration would not be ordered until Metro's contractor is on board later in the year, which may result in six months or more delay in the accelerated schedule. Additionally, SCRRA, as the responsible agency, has not agreed to this approach and SCRRA has the resources to perform the specialized work in the timeframe necessary to meet our schedule.

Prepared By: Hitesh Patel, Project Manager



Richard Thorpe
Chief Capital Management Officer



Arthur T. Leahy
Chief Executive Officer