



Board Report

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Agenda Number: 32.

CONSTRUCTION COMMITTEE APRIL 21, 2022

SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. INCREASING the life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$27,295,000, from \$115,989,173 to \$143,284,173;
- B. REVISING the project funding plan to accept \$27,295,000 in funding contributions by the City of Los Angeles;
- C. DELEGATING authority to the Chief Executive Officer to accept up to \$15 million in American Rescue Plan Act funds from the County of Los Angeles and program them to the Rail to Rail project; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute Project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

ISSUE

The board approved a Life of Project (LOP) budget for the Project in January 2022. The approved LOP amount of \$115,989,173 assumed that the City of Los Angeles (City) would complete all construction work within the public right-of-way, and assumed that Metro and the City would execute a Memorandum of Understanding memorializing this arrangement. Since the approval of the January 2022 Board item, Metro and the City have mutually agreed to instead pursue a direct financial contribution from the City, with Metro and its contractor completing all work within the public right-of-way and the City paying for the cost of the work. This report describes this new arrangement, with associated recommendations to revise the funding plan, accept the City funds, and subsequently increase the LOP budget to accomplish the work.

BACKGROUND

On October 5, 2021, City Councilmembers Price and Martinez introduced a motion to the City Transportation and Public Works Committees, which directed City staff, in part, as follows:

INSTRUCT the City Administrative Officer (CAO), working with the Bureau of Engineering (BOE), StreetsLA, Los Angeles Department of Transportation (LADOT), Bureau of Street Lighting (BSL), and any other relevant City departments to:

- a. Review the work plan for the Segment A of the Rail-to-Rail Project scope elements in the City's right-of-way to verify the funding amount necessary to complete the work.
- b. Prepare a multi-year funding plan that includes a comparison of the cost and availability of using City forces versus contractors to construct the necessary improvements and a recommendation whether to fulfill the City's contribution via in-kind work or a cash payment.
- c. Negotiate an MOU with Metro, with the final MOU to be presented to Council for approval, which effectuates the above recommendations, memorializes the City's contribution, valued at up to \$30 million, and highlights the roles and responsibilities of the City's construction and that of Metro and their contractor.

The Public Works Committee approved the motion on October 13, 2021, the Transportation Committee approved the motion on October 15, 2021, and the full City Council approved the item on October 20, 2021.

DISCUSSION

Metro and the City have now negotiated a mutually acceptable Funding Agreement governing the scope of work and financial contributions for this Project. In April 2022, it is expected that the City Council will approve the Funding Agreement between the City and Metro that documents a contribution of \$30,000,000 to the Rail to Rail project, as follows:

- \$27,295,000 in direct cash contributions from the City for Metro to complete all work within the public right-of-way
- \$2,705,000 of in-kind service for the City to complete all required work in the Public ROW for safe ADA pedestrian and bicycle access from the 67th Street / 11th Avenue intersection, west on 67th street to West Boulevard, and south on West Boulevard to Redondo Boulevard where the Project terminates at the future Crenshaw/Fairview Heights Station.

Given that the City will be conducting the \$2,705,000 of Rail to Rail project with their own forces and at no impact to Metro, this action raises the LOP budget by \$27,295,000 and amends the funding plan to add in an equivalent \$27,295,000 in revenue from the City.

In addition, Metro was notified on March 17, 2022, that the County of Los Angeles (County) intends to award \$15 million in American Rescue Plan Act (ARPA) funds to the Rail to Rail project. Staff continues to finalize the agreements with the County to effectuate the award. This report requests the delegation of authority to the Chief Executive Officer to accept and program these funds for the Rail to Rail project when finalized.

Equity Platform

This recommendation reassigns construction work on the Project from the City of Los Angeles to Metro's contractor and delegates authority to accept funds from the County. The action does not change the impact or equity benefits of the Project in any way.

DETERMINATION OF SAFETY IMPACT

This recommendation would significantly improve pedestrian and bicycle safety along the Slauson corridor. The current Slauson corridor provides limited bicycle and pedestrian facilities. Sidewalks are used where possible but are discontinuous, and traffic volumes on the roadways are significant. Bicyclists weave between sidewalks and roadways and in some areas of the corridor, pedestrians walk on existing railroad facilities. Pedestrian and bicycle crossings are unsafe in some parts of the corridor as well. The Project scope addresses these safety concerns and strives to lower interactions between vehicles and pedestrians/bicyclists.

FINANCIAL IMPACT

This is a multi-year Project. Upon approval of the revised Life of Project budget, staff will manage the Project within the Board approved fiscal year budgets. It is the responsibility of the Chief Program Management Officer and Project Manager to budget for this Project in future fiscal years.

Impact to Budget

The increase of \$27,295,000 is a contribution from the City of Los Angeles for public right-of-way work which will be performed by Metro for the Rail to Rail project.

The \$15 million of ARPA funds that are preliminarily approved by the County of Los Angeles for the Rail to Rail project have also been added to the funding plan.

The updated funding plan for the Project, including all sources and uses, is included as Attachment A.

These funds are not eligible for bus or rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project furthers goals outlined in Metro's Bicycle Transportation Strategic Plan (2006 Bike Plan) and First Last Mile Strategic Plan (2014) by creating safe connections to surrounding neighborhoods, expanding the reach of transit through infrastructure improvements, and maximizing multi-modal benefits. Metro plays an important role in bicycling planning across Los Angeles County, facilitating first mile/last mile connections to transit and supporting bicycle transportation through various policies and programs. Metro's 2006 Bike Plan established policies and priorities for bicycle transportation, improving access to transit, and encouraging and promoting bicycling-specific activities and events

Additionally, this recommendation supports Metro's strategic goal #1 by providing high-quality mobility options that enable people to spend less time traveling. Metro acknowledges the need for

partnerships with local, regional, and state authorities to leverage funding to maintain streets, highways, and shared freight rail corridors in a state of good repair for all users.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the revised project funding plan including the City contribution, the subsequent increase of the LOP budget, and the acceptance of the County ARPA funds. This is not recommended as this will jeopardize completion of the Project and current and future grant opportunities.

NEXT STEPS

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

ATTACHMENTS

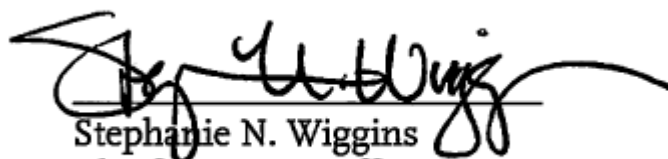
Attachment A - Sources and Uses

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FUNDING AND EXPENDITURE PLAN

ATTACHMENT A

Rail to Rail (R2R Segment A)

Use of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Total Capital Costs
Design Phase Total	18.9	-	-	-	-	18.9
Construction Phase						
TRC Hazardous Materials Clean-up/Taxes	8.0	-	-	-	-	8.0
Construction Contract C1166	5.0	24.6	34.6	23.9	-	88.1
City Infrastructure Coordination (incl. traffic control)	0.3	0.8	0.8	0.5	-	2.3
3rd Party Agreements - City/County/Others	0.3	1.1	0.9	0.8	-	3.1
Design Support During Construction	0.7	0.7	0.8	0.7	-	2.9
CMSS and Program Mgmt Consultants	0.8	1.4	2.4	1.4	-	5.9
Environmental Cleanup (DTSC)	0.5	0.5	0.5	0.1	-	1.6
Other Professional Services (DEOD)	0.0	0.2	0.2	0.2	-	0.5
Outreach/Unhoused	0.0	0.2	0.2	0.2	-	0.6
Artwork/Signage (Fabrication/Installation/Staff)	-	0.0	0.1	0.2	-	0.3
Agency Costs: Project Control, V/CM, Safety, Communications, Quality, Sustainability., etc.	0.5	1.6	1.6	1.6	-	5.2
Unallocated Project Contingency	-	-	-	-	6.1	6.1
Construction Phase Total	16.0	30.9	42.0	29.4	6.1	124.3
Total Project Cost	34.9	30.9	42.0	29.4	6.1	143.3
Source of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Totals
TIGER Grant	10.5	4.5				15.0
Soil Mitigation Grant	8.0					8.0
Measure R - Admin (1.5%)	16.4					16.4
LA County Measure W Grant		7.5	0.5			7.9
LA County Repurposed Earmark		2.2				2.2
LA County ARP Funds			7.5	7.5		15.0
Active Transportation Program Grant		6.0	2.3			8.3
City Contribution/Funding Agreement		9.1	9.1	9.1		27.3
Other Federal, State, Local fund*		1.7	22.6	12.8	6.1	43.2
Total Project Funding	34.9	30.9	42.0	29.4	6.1	143.3

* Metro will continue to seek eligible federal, state and local funds for Active Transportation.