

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROJECT BUSINESS MATTERS
Extension Request – Project Completion
Action Item

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PASSED BY
CTC
FEB 23 2000
CALIFORNIA
TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2000

Agenda Item: 2.8e


W.J. EVANS, Deputy Director
Finance
February 23, 2000

TIME EXTENSION REQUEST – CTC RESOLUTION G-99-25
GUIDELINES FOR ALLOCATING, MONITORING AND AUDITING OF
FUNDS FOR LOCAL ASSISTANCE PROJECTS

PROPOSITION 116 BOND PROGRAM
WAIVER-00-06

ACTION TAKEN

Project Completion Extension for the Los Angeles County Metropolitan Transportation Authority to complete the installation and testing of the automatic train control system and construction of the Metro Green Line Maintenance of Way (MOW) Facility approved to February 28, 2001.

ISSUE

Resolution G-99-25, Guidelines for Allocating, Monitoring, and Auditing of Funds for Local Assistance projects, adopted by the California Transportation Commission (Commission) on August 18, 1999, stipulate that allocated funds must be encumbered by the award of a contract within twelve (12) months of the date of the allocation; and recipients have up to 36 months after award of the contract to complete a construction or vehicle purchase project. The Commission applied these requirements to projects funded by the Proposition 116 program.

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has requested an additional 11-month time extension, to February 28, 2001, to complete the installation and testing of the automatic train control system and construction of the Metro Green Line Maintenance of Way (MOW) Facility.

RECOMMENDATION

The Department of Transportation recommends the Commission approve the time extension for the period requested by LACMTA from March 31, 2000 to February 28, 2001. The overall project is nearly 98% complete. In January 1999, the LACMTA requested a 20-month extension to complete this project. However, at the March 29, 1999 CTC Meeting, the Commission approved a 9-month extension and requested the agency return for a progress report if additional time is needed.

Program/ Resolution	Allocation Date	Amount Allocated	Expenditures to Date	Remaining Balance	# of Previous Extensions
P116 Resolution BFA-96-11	10/16/96	\$83,500,000	\$77,559,733	\$5,940,267	1

BACKGROUND

On February 24, 1994, the CTC approved Resolution BFP-93-94 allocating \$106.4 million (\$84 million in Proposition 116 funds and \$22.4 million in Proposition 108 funds) for the construction of the Metro Rail Green Line.

On October 16, 1996, the CTC approved Resolution PA-96-31 approving a change to the original scope of the project. This change was due to project cost savings of \$4.75 million identified by the LACMTA. The amended scope of work included a new MOW facility and other station improvements. Concurrently, the CTC approved Resolution BFA-96-11, amending Resolution BFP 93-94, allowing LACMTA to reduce the original Proposition 116 allocation of \$84 million to \$83.5 million and to use the \$4.75 million project cost savings to construct the MOW to service the Metro Green Line.

The activities related to this request and causes of delay are:

1. Automatic Train Control System
The project delay is due to late delivery of the light rail vehicle caused by its contractor, which further delayed the installation of the automatic train control system. The LACMTA is making substantial progress in overcoming the project delays and anticipates completion of this project by November 2000.
2. Metro Green Line Maintenance of Way Facility
The initial bid documents were preceded by lengthy negotiations of a Master Cooperative Agreement between the LACMTA and the Department which was finally executed in October 1996. The MOW Facility project was advertised for bid in July 1997 followed by the bid opening in September 1997. After careful evaluation of the three (3) bids received, the LACMTA Board rejected the bids as recommended by the project evaluation team in December 1997 due to excessive differences between the bids and the fair cost estimate and non-responsiveness. In addition, delays were attributed to receiving authorization from executive management to the redesign, rescope and readvertise the project. Environmental evaluation, testing for remediation of toxic contaminants found in the site, and remediation of the site also contributed to the delay. In August 1999, LACMTA awarded its Design/Build contract with Notice to Proceed given in October 1999. This project is scheduled for completion by January 2001.