



Board Report

File #: 2022-0195, File Type: Project

Agenda Number: 34.

CONSTRUCTION COMMITTEE
APRIL 21, 2022

SUBJECT: TRACK AND TUNNEL INTRUSION PROJECT

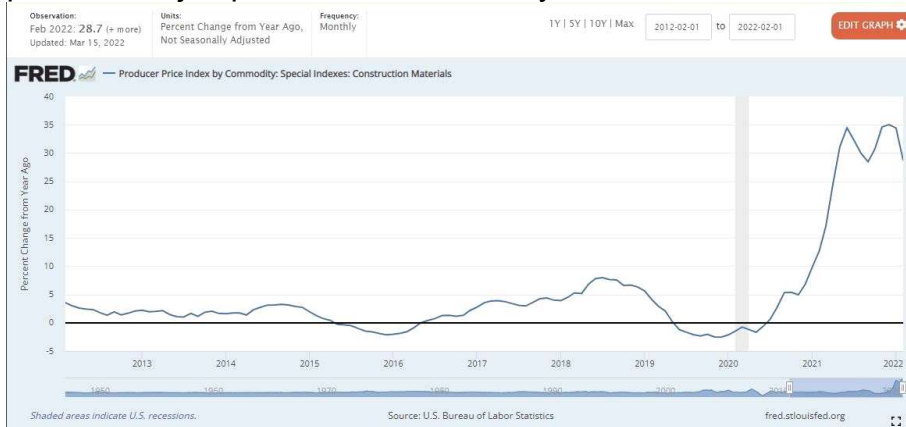
ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

INCREASE the Life of Project (LOP) Budget on the Track and Tunnel Intrusion Project by \$1,948,680, from \$8,873,092 to \$10,821,772.

ISSUE

In September 2019, the TTIDS Project 212123, task 06.001, was awarded a Transit Security Grant Program (TSGP) in the amount of \$6,204,960. Additionally, the Track and Tunnel Intrusion Detection system project requires \$2,668,132 of eligible local resources to fund the balance of the project cost beyond the grants funds. This brings the total LOP Budget to \$8,873,092. In response to invitation for bid #C76536C1214-2, Metro received one bid from LK Comstock National Transit, Inc. for \$9,837,975. However, there have recently been supply chain issues, inflation, and a tight current labor market. According to this graph from the U.S. Bureau of Labor Statistics, construction materials prices have jumped 28.7% in the last year.



Due to these reasons, staff requests increasing the LOP budget by \$1,948,680.

BACKGROUND

The project was previously solicited on July 13, 2021, under IFB No. C76536C1214. On the bid due date, September 10, 2021, one (1) bid was received, and a public bid opening was held. The bid was rejected, and the solicitation was canceled. It was determined the bid amount was at an unreasonable price amount. The Metro project team completed a market survey, reviewed the scope of work, and de-scoped the work on the B line. The project was re-solicited with only the D Line, eight (8) Stations from Union Station through Wilshire Western Station, as the scope of work under a separate solicitation. The Design/Bid/Build Invitation for Bid (IFB) No. C76536C1214-2 was re-solicited on December 10, 2021.

DISCUSSION

The Track and Tunnel Intrusion Detection system project for underground rail stations proposes to install track intrusion systems at Metro rail underground stations. Metro Headquarters (USG), which is located at Union Station in Downtown Los Angeles, is a key hub to the B (Red) and D (Purple) lines, and the 7th Street and Metro Center Station is a key hub to the B (Red), A (Blue), D (Purple) and E (Expo) lines, all which have been determined by the DHS to be part of the Top Transit Asset List (TTAL).

Variables such as poor lighting and train headlights create moving shadows, heat, and a lack of accurate depth perception in dark confined spaces have posed a challenging environment for our existing system. For example, the increasing number of the unhoused population seeking shelter on various parts of the Metro system, specifically in underground stations and ancillary areas has resulted in reoccurring intrusions causing concerns for their safety and safety of traveling public. The environment also makes it difficult to detect unauthorized intrusion related to criminal activity. In today's environment it remains necessary to constantly adjust to the tactics, techniques and procedures of terrorists who aim to cause mass civilian casualties or major system failures. These improvements will include additional digital video recorders, cabling, and the engineering to facilitate Track and Tunnel Intrusion technology. With this improvement, DHS' FY20 evaluation of the national risk profile, priority of; 1) Enhancing the Protection of Soft Targets/Crowded Places, will be addressed.

Additionally, ancillary areas include Traction Power, HVAC, communications, electrical, train control, and plumbing rooms. Protecting these areas and nearby tracks is critical to keeping our trains operational in a safe and secure manner.

Therefore, a Track and Tunnel Intrusion Detection system is crucial for the safety and protection of the Metro system, its ancillary areas and train tunnels. This protection may be accomplished by positioning Track and Tunnel Intrusion Detection system equipment on the tunnel's walls to detect intruders. All required labor, material, equipment, and installation of the system will be performed by the vendor in collaborations with Metro staff.

DETERMINATION OF SAFETY IMPACT

This capital improvement project will provide a positive safety impact to Metro employees, contractors, and the public by providing enhanced safety and security against unauthorized entries to

our system. This project will also increase situational awareness and promote better behaviors from all.

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 Safety Officer and Project Manager to budget for this project in future fiscal years.

Impact to Budget

The additional effort of \$1,948,680 beyond the TSGP will be funded by eligible local funds, which may be eligible for bus/rail operating or capital expense., .

EQUITY PLATFORM

Currently, station platforms do not have fixed barriers or an intrusion system to prevent individual(s) from jumping off the platform and entering our tunnels. The Track and Tunnel Intrusion project will address unauthorized entry to our underground tunnels. Unauthorized entry onto our tracks poses a safety and security risk to transit riders and members of the public, including unhoused individuals seeking shelter in Metro underground stations. This project will protect our customers, track, and tunnel areas which is crucial to keeping our trains operating in a safe and reliable manner for the entire community.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 1. Approval of this recommendation supports Metro Strategic Plan Goal 1: Deliver an outstanding experience for all users of the transportation system by providing superior customer service while preventing terrorism and reducing crime on our system. This project will protect our customers, track, and tunnel areas which is crucial to keeping our trains operating in a safe and secure manner.

ALTERNATIVES CONSIDERED

Any incapacitation or destruction to LACMTA's system would severely affect the continuity of operations as well as safety to public health, security, and economic impact to the Los Angeles County area. This capital improvement project will support the Track and Tunnel Intrusion Detection for underground rail stations would add to Metro's continued improvement to our physical security posture in critical locations, which have been identified as 'soft targets'. If increase in LOP budget is declined, there is risk of losing grant money, losing procurement, and system not being installed.

NEXT STEPS

After an increase in LOP is approved, the contract can be awarded, and the contractor can be

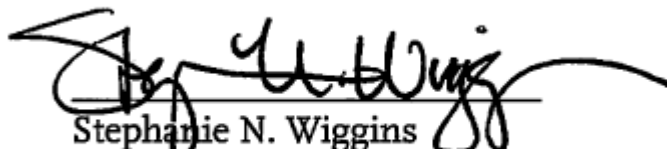
authorized to proceed with the design, materials procurement, installation and testing activities.

ATTACHMENTS

ATTACHMENT A - TTIDS Funding and Expenditure Plan

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Stephanie N. Wiggins
Chief Executive Officer

	A	B	C	D
1	Use of Funds	Inception thru FY22	FY 23	Total Capital Cost
2	Design Phase Total	550,000	0	550,000
3	Construction Phase			
4	Mobilization/Demobilization	1,129,814	0	1,129,814
5	Final Design Drawings	219,208	0	219,208
6	Furnish and install conduit	715,316	0	715,316
7	Furnish and Install Communication Cable	139,658	0	139,658
8	Furnish and Install Power Cable	108,737	0	108,737
9	Furnish and Install CIC Cabinets	86,621	0	86,621
10	Furnish and Install New Network Switches (TC&C Room)	72,789	0	72,789
11	Furnish and Install New Network Switches (CIC)	77,670	0	77,670
12	Furnish and Install New UPS	201,953	0	201,953
13	Furnish and Install TTIDS Equipment	2,611,226	2,611,226	5,222,452
14	Test Plan, Procedures, Reports	0	250,000	250,000
15	Test and Commission TTIDS Equipment	0	398,236	398,236
16	As-Builts	0	172,742	172,742
17	Training	0	31,961	31,961
18	Spare Parts	0	462,438	462,438
19	Special Test Equipment, If Required	0	0	0
20	Total Project Cost	5,912,992	3,963,861	9,876,853
21	Source of Funds	Inception thru FY22	FY23	Totals
22	Transit Security Grant Program	\$6,204,960	0	\$6,204,960
23	Transit Development Act	\$0	2,668,132	\$2,668,132
24	SSLE Capital Funds	\$0	1,948,680	1,948,680
25	Total Project Funding	\$6,204,960	4,616,812	\$10,821,772