

An illustration of a city street scene. In the foreground, a yellow and grey light rail train with the 'M' Metro logo is moving from right to left. The street has several cars: a white sedan, a white car, a yellow car, and a dark car. Pedestrians are walking on the sidewalk. In the background, there are buildings, including a red brick building with large windows and a tan building with a clock face. Palm trees and other greenery are scattered throughout the scene. The sky is blue with some clouds. A yellow banner with a white circle and horizontal lines is in the top left corner.

# Next stop: light rail for the Valley.

**EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT**



**Metro**

February 2023

# Project Overview



- 6.7 miles street running, 11 Stations
- Connects to G line and Metrolink
- Multiple Contracts: Alternative Delivery (P3, PDB) & traditional DBB
- Project improves safety, travel speeds, ridership and capacity in a community with a transit-dependent population of 7.04 persons/acre, 100% higher than County average of 3.21.
- Project benefits the community by decreasing travel time, improving air quality, enhancing access to the corridor and promoting transit-oriented communities.

- Design completion ranges from 30 to 60% complete
- Property acquisitions underway
- Construction Management contract awarded August 2022 Board meeting
- Solar P3 contract for MSF awarded at August 2022 Board meeting
- First early utility relocation contract was awarded December 2022 and is in progress
- Staff working to close the funding gap through design refinements, working with third parties and utilities, pursuing innovation, and utilizing the progressive design build (PDB) delivery method.
- Working closely with FTA to achieve a Full Funding Grant Agreement (FFGA) as part of the Expedited Project Delivery (EPD) program.
- In January 2023 Metro received a \$600 million grant award from the State through the TIRCP Cycle 6 program.



# ALTERNATIVE PROJECT DELIVERY: TERMINOLOGY



## Phase 1

- First 6-9 months will include validation of existing design work and evaluation of innovative/alternative concepts with focus on lowering project cost.
- Project team then collaboratively progresses the design through specific design intervals (e.g. 60% complete, 85% complete)
- At each design interval, contractor provides costs which are negotiated and reconciled to independent cost estimates
- During Phase I, Metro may issue contract modifications for Phase 2 early works packages, such as advanced utility relocations
- At end of design process, Metro and contractor agree to guaranteed maximum price with corresponding schedule and proceed to Phase 2.

## Phase 2

- Metro issues Supplement to contract and proceeds into Phase 2, construction of the project.

## Preconstruction Budget

- Preconstruction Budget is a Board-approved not-to-exceed budget inclusive of all Phase I project development costs prior to primary construction (e.g. contractor Phase 1 costs, engineering, agency labor, consulting, ROW, early works/advanced utilities)
- Upon agreement with contractor for guaranteed maximum price, staff will seek approval of Life of Project Budget, including all project costs, prior to proceeding into Phase 2

# Proposed Action and Recommendations



## **Recommendations:**

- A. Award a firm fixed price Contract No. PS89616000 to San Fernando Transit Constructors, for Phase 1 Preconstruction Services of the Progressive Design-Build contract for the East San Fernando Valley Light Rail Transit Line Project (Project) in the amount of \$30,979,750, subject to the resolution of protest(s) if any;
- B. Establish a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of \$496,856,000; and
- C. Negotiate and Execute all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

# Proposer Scoring



Proposer	Technical (800 points)	Price (200 points) **	Grand Total (1000 points)
<b>San Fernando Transit Constructors</b> (Skanska & Stacy + Witbeck JV)	733.11	191.73	924.84
<b>Valley Transit Constructors</b> (Flatiron West & Herzog JV)	697.18	200.00	897.18
<b>Tutor Perini Corporation</b>	638.04	191.97	830.01

\*\* Price evaluation factors included Phase 1: lump sum and delay compensation rate, and Phase 2: management lump sum fee, margin percentage and design support during construction.

Goal: 18% DBE

Commitment: 19.33% DBE

Negotiations with **SFTC** resulted in a cost savings of \$652,656 for a  
Pre-Construction Services LS recommended Contract Award amount of **\$30,979,750**

# TECHNICAL PROPOSAL EVALUATION



- SFTC has significant alternative project delivery method experience on the Mid-Coast Corridor Project, SFO AirTrain Extension, and Portland Milwaukee LRT Project, all of which include unique components of progressive design-build
- SFTC's technical experience includes light rail at-grade projects where Skanska and Stacy + Witbeck previously worked together and as Primes. Skanska is currently a part of the \$1.2B Regional Connector. SFTC's joint list of completed light rail projects includes Expo LRT Phase 2 (E Line), Houston Metro LRT expansion, and L Line (Gold) Eastside LRT expansion
- SFTC scored the highest in Cultural Competency and their Plan encompasses consideration of race, ethnicity, gender, immigration status, languages spoken, socioeconomics, public transportation dependency, and where and how information is received
  - They have identified at least 20 CBOs that may be stakeholders
  - SFTC was the only Proposer to acknowledge that there are nine Native American Tribes represented along the corridor
- SFTC has the lowest recordable injury rate (1.34) vs national average (2.4) for 2017-2022 and scored the highest in Safety

# Next Steps



- Upon Board approval, the contract will be awarded to SFTC, Notice to Proceed will be issued, and Phase I will begin
- It is expected that Phase I will be complete within 12-18 months of issuing NTP
- At the conclusion of Phase I, Metro and SFTC will negotiate a Guaranteed Maximum Price
- Should agreement on a Guaranteed Maximum Price be reached, staff will return to the Board for approval to enter into Phase II (construction). This action will also include setting the Life of Project budget for the project
- Throughout the process, Metro will continue to work with the contractor and third parties to close the funding gap through design refinements and alternative concepts
- Staff will continue working with FTA to achieve a Full Funding Grant Agreement
- The forecasted opening date for the ESFV project will continue to be refined during the Progressive Design Build process.