



Board Report

File #: 2021-0251, **File Type:** Project

Agenda Number: 34.

**CONSTRUCTION COMMITTEE
MAY 20, 2021**

**SUBJECT: ACTIVE TRANSPORTATION PROJECTS CONSTRUCTION MANAGEMENT
SUPPORT SERVICES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. Execute a four-year cost plus fixed fee Contract No. AE71435MC080 with the most qualified firm, Ramos Consulting Services, Inc., after successful negotiations, to provide Construction Management Support Services for Metro Active Transportation Projects, in an amount Not-To-Exceed base year of \$15,896,000, plus two (2) one-year options (\$1,987,000 each year) that may be exercised in the future, subject to resolution of any properly submitted protest; and
- B. Negotiate and execute individual Contract Work Orders and Contract Modifications up to the authorized Not-to-Exceed amount.

ISSUE

A Construction Management Support Services (CMSS) consultant is required to provide design review, construction management, and administration of construction contracts associated with the Active Transportation Projects listed below to ensure such projects are completed in compliance with contract requirements and applicable government regulations. Projects include the Rail to Rail Active Transportation Corridor Segment A, the Eastside Access Improvements Project, and the Los Angeles Union Station Forecourt and Esplanade Improvements Project. Construction management support services will be provided for final design, pre-construction activities, administration of construction, and contract close out.

BACKGROUND

The Rail to Rail Active Transportation Corridor - Segment A Project (Rail to Rail) will implement streetscape, pedestrian safety, and bicycle access improvements. Once completed, the project will

result in a 5.5-mile active transportation corridor between the A Line (Blue), the J Line (Silver) the future LAX/Crenshaw Line. The project utilizes the Metro-owned Harbor Subdivision right-of-way (ROW) alignment. Metro originally envisioned a Design-Build project delivery approach for this project, but the Design-Bid-Build project delivery method was later preferred because of its potential for schedule efficiencies.

The Eastside Access Improvements Project (EAIP) is a multi-modal improvements project in the heart of downtown Los Angeles, designed to improve First/Last mile access by implementing streetscape, pedestrian safety, bicycle access improvements within an approximately one-mile radius of the future Metro Regional Connector Gold Line 1st/Central Station. (Little Tokyo/Arts District Station). The project goals are to improve livability of the community, facilitate linkages to Union Station, and integrate bicycle and pedestrian access to Metro Rail, Bus, and Bike systems.

The Los Angeles Union Station Forecourt and Esplanade Improvements Project (LAUSFAE) will implement streetscape, pedestrian safety and bicycle access improvements along north of Alameda Street to Cesar Chavez Boulevard. The project goals are to improve livability of the community, facilitate linkages to Union Station, and integrate bicycle and pedestrian access to Metro Rail, Bus, and Bike Share systems.

DISCUSSION

This contract is in support of three (3) separate Metro Active Transportation Projects with similar features. The Rail to Rail Active Transportation Corridor (Rail to Rail), Eastside Access Improvement Project (EAIP), and Los Angeles Union Station Forecourt and Esplanade Improvements (LAUSFAE) incorporate streetscape, pedestrian safety and bicycle access, and mobility improvements. All projects are situated partially within City of Los Angeles (COLA) ROW. The three projects share similar scope elements, such as construction of new bike paths and pedestrian walkways, installation of low-impact development (LID) landscaping, public area lighting, security cameras, wayfinding signage, street improvements, and improvements connectivity to Metro Rail, Bus, and Bike Share systems.

The Rail to Rail project is anticipated to begin construction by October 2021 and complete construction by June 2024. All street improvements will be under the jurisdiction of City of Los Angeles, California Department of Transportation (Caltrans), or County of Los Angeles. Approved for construction drawings have been approved by Metro and the City and County of Los Angeles. BNSF had maintained an operating easement from 1992 on the Project corridor along the Metro-owned Harbor Subdivision rail ROW, which BNSF and Metro came to an agreement on in 2019, for BNSF to relinquish the easement, in order to allow Metro to implement the Project. To date, all ROW, easement, and license agreements necessary to build the project have been obtained.

The EAIP project access improvements will enhance the livability of the existing Little Tokyo and Arts District neighborhoods within the heart of Downtown Los Angeles, and will facilitate linkages to nearby Union Station with the integrations of bicycle and pedestrian access to Metro rail and bus systems. Approved for construction drawings have been approved by the City of Los Angeles. The

project is anticipated to begin construction in June 2021 and complete construction by November 2022.

The LAUSFAE project will enhance pedestrian and bicycle access and safety to and from Los Angeles Union Station <<https://www.metro.net/about/union-station/>> and surrounding communities. This project implements a piece of the Connect US Action Plan <<https://www.metro.net/about/union-station/connect-us-action-plan/>>, which was finalized in 2015 and identified active transportation improvement projects in the vicinity of Union Station to create safe access for people walking, bicycling, and rolling to Union Station.

The three (3) subject ATP projects are design-bid-build projects. As such, it is beneficial to have additional reviews of the technical bid documents by a consultant team to minimize risks to Metro during construction. The CMSS consultant will provide review and support of the technical bid documents, administration, oversight and inspection services during construction, and technical support during the close out phases of the project. The CMSS consultant will provide skilled individuals to assist Metro with the construction management of the project. The consultant team will reside in an integrated project field office with Metro staff.

One Contract Work Order (CWO) for construction management support services will be issued to support each of the three (3) ATP projects. Each CWO will include negotiated direct labor, indirect cost rates, general and administrative expenses, fixed fee, and negotiated hours for the level of effort to match the work. The CWOs will be funded from the available project budgets. Staff shall ensure that project controls are in place prior to approving and issuing a CWO, and will closely monitor the consultant's budget, incurred costs, and schedules. No funds are obligated until the CWO is approved.

Board approval of the recommendations does not commit to construction of the project. Initial work orders will focus on pre-construction activities.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety

FINANCIAL IMPACT

The EAIP project is a Measure R 35% Transit funded project with Board approved life-of-project (LOP) budget of \$29.7 million. The Rail to Rail and LAUSFAE projects are funded through annual budget adoption. This is a multi-year contract/project and the Project Managers, the Cost Center Manager and the Chief, Program Management Officer is responsible for budgeting in future fiscal years.

IMPACT TO BUDGET

There are no impacts to the FY22 Proposed Budget. Funding for CWOs will be provided through the

respective project budgets. Since Rail to Rail and LAUSFAE are funded annually, the CMSS contract scope of work will be planned on an annual basis, in line with Board approved project budgets, until the LOP budgets are established. The CWO for EAIP project will be funded according to its LOP budget funding plan.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

...Alternatives Considered

ALTERNATIVES CONSIDERED

The Board could direct Metro staff to perform construction support tasks with current in-house resources. However, this alternative is not recommended, as it would require diversion of staff resources from on-going projects and would require the hiring of multiple full-time personnel that are not immediately available or funded.

NEXT STEPS

After Board approval of the recommended action, staff will complete the process to award and execute Contract No. AE71435MC080. If negotiations with Ramos Consulting Services, Inc. are not successfully completed Metro staff will enter into negotiations with second most qualified firm.

ATTACHMENTS

Attachment A - Procurement Summary

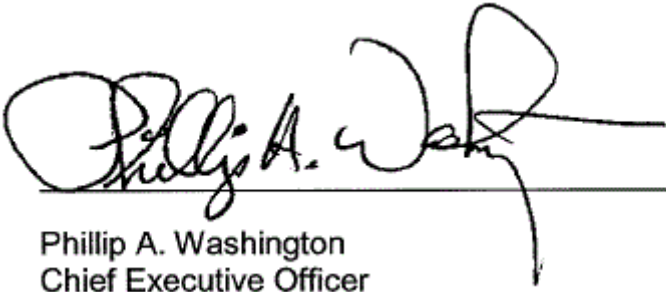
Attachment B - DEOD Summary

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