



Board Report

File #: 2021-0362, File Type: Project

Agenda Number: 39.

REGULAR BOARD MEETING JULY 22, 2021

**SUBJECT: G LINE GRADE SEPARATION AND CROSSING GATES CONSTRUCTION
SUPPORT SERVICES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE a five-year cost plus fixed fee contract, Contract No. PS70129 with PMA Consultants LLC to provide Construction Support Services for the Metro G Line Grade Separation and Crossing Gates Project (Project), for an amount not-to-exceed \$17,273,075.56, with two (2) one-year options, \$3,498,933.58 for Option 1 and \$3,498,933.75 for Option 2 for a combined not-to-exceed amount of \$24,270,942.89, subject to the resolution of any timely protest; and
- B. EXECUTE individual Contract Modifications within the Board approved Life of Project Budget.

ISSUE

A Construction Support Services Contract (CSSC) consultant is required to provide design review, construction, and administration support of the Project to ensure the Project is completed in compliance with contract requirements and applicable government regulations. Construction support services will be provided for final design, pre-construction activities, administration of construction, and contract close out.

BACKGROUND

The Project is an early Measure M transit deliverable. The Project seeks to provide infrastructure improvements that will decrease trip times, increase capacity, and enhance safety along Metro's G Line.

Measure M also identifies funding for future conversion of the BRT to Light Rail Transit (LRT) in 2051. In October 2017, the Metro Board approved staff findings and recommendations resulting from a technical study and a concept for improving the G Line. In July 2018, the Metro Board approved the Project description and the statutory exemption of the Project from California Environmental Quality Act (CEQA) for the Project. The Project consists of construction of grade separations with aerial bus

stations at Sepulveda Boulevard and Van Nuys Boulevard and railroad style quadrant crossing gates along the G Line.

DISCUSSION

The Project consists of the following components, described in detail in this section:

- Crossing Gates at intersections along the alignment
- Sepulveda BRT Grade Separation (SGS) with aerial station
- Van Nuys BRT Grade Separation (VGS) with aerial station
- Advanced utilities relocation and ROW acquisition
- Community Outreach
- Project Delivery Method

Gated Intersections

The Project proposes the installation of four-quadrant safety gates at roadway crossings along the G Line between the North Hollywood and Chatsworth Stations. One private at-grade crossing (located at the Air National Guard property) will receive only warning lights. Four pedestrian at-grade crossings will receive combination pedestrian gate arms and swing exit gates. The gate system shall be coordinated with and approved by the City of Los Angeles and designed for the ultimate conversion of the G Line corridor to LRT.

The Project also includes a proof-of-concept pilot gate installation. This proof-of-concept is meant to test and verify the reliable activation and proper operation of gates for BRT application, different bus operations scenarios, non-revenue vehicles, and innovative technology for gate activation and crossing bells and warning lights. Upon successful completion of the pilot gate, gate installations will proceed along the remainder of the corridor. Each intersection with crossing gates will receive upgrades including crossing gates with activation system, ped/bicyclist crosswalk gates, reconfiguration of lanes, raised medians, crosswalks/ramps, modifications to traffic signals, streetlights and utilities, and other street improvements.

Sepulveda BRT Grade Separation with Aerial Station

The Sepulveda Grade Separation (SGS) with an aerial station will span across Sepulveda Blvd with vertical circulation provided at each of the four corners of the intersection. The SGS includes at-grade Ped/Bikeway for access to the station plaza areas. The SGS will include a four-span structure and extensive mechanically stabilized earth walls, side loading platforms with busway in the center, a station entrance at each corner, and amenities similar to LRT with intent for future LRT Conversion.

Van Nuys BRT Grade Separation with Aerial Station

The Van Nuys Grade Separation structure with aerial station would elevate the busway and the associated station at Van Nuys Blvd similarly to the SGS. Coordination with the East San Fernando Valley Light Rail Project is ongoing, with considerations for passenger transfers and construction sequencing being accommodated in both projects.

Advanced Utilities Relocation and ROW Acquisition

Acquisition of ROW required for the Project is underway. Significant utility relocations have already been completed at Sepulveda and Van Nuys to accommodate the new grade separations.

Community Outreach

A groundbreaking event for the Project was held on October 12, 2018. As the Project reaches key milestones and new information is available, Metro will continue its community outreach efforts. Community meetings have been completed in November 2017, June 2018 and March 2019. Community Outreach will be on-going throughout the Project development, design, and construction.

Project Delivery Method

The construction contract for the Project will be procured utilizing a Progressive Design/Build (PDB) project delivery method. The PDB delivery method was approved by the Board in March 2021.

Additionally, since the Project is funded in whole or in part with non-federal funds, it complies with Metro's Medium-Size Business (MSZ) program requirements. MSZ firms are defined as firms with a three (3) year average of \$25 million - \$250 million in gross annual revenue and with more than 25 employees - maximum 250 employees. The CSSC authorized by the Board's approval of this action will be Metro's first Medium Size Business contract award.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

The G Line Improvements project is a Measure M and SB1 funded project that is funded on a yearly basis through the annual budget until adoption of a Board approved life-of-project (LOP) budget. This is a multi-year contract/project and the Project Manager, 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 budget. Staff will fund the contract on an annual basis until the Life of Project budget is approved.

EQUITY PLATFORM

The Project, which passes through or is adjacent to 6 Equity Focused Communities, will improve transit passenger experience and pedestrian safety through the construction of grade separations, vehicle and pedestrian crossing gates, first/last mile improvements, and ADA accessible features along the entire G Line alignment. More than 80% of bus riders connect to bus transit by walking, and the improved ADA curb ramps, installation of pedestrian crossing gates and improved crosswalk striping at 35+ intersections will create a more positive experience for both patrons and pedestrians in the public right of way. To the millions each year that utilize the G Line for transportation, the end to end run time will be reduced by more than 15 minutes through signal priority, separating the alignment from traffic at Van Nuys Boulevard and Sepulveda Boulevard, and installing railroad style gates at the intersections. Impacts to the community due to this action will primarily be realized during the construction phase, where noise and vibration pollution and construction traffic will create an unpleasant and sometimes untenable situation for individuals near the alignment, and bus and bicycle path detours will create delays and confusion for some patrons. These impacts will be mitigated through careful planning during the procurement phase to ensure that contract language requires the contractor to abide by municipal noise ordinances, day/night working hours, and state and federal mandates for erosion and sedimentation control. Additional consideration will be given to the impacts created by bus and bike detours, and lessons learned will be drawn from the recent A Line and L Line bus detours. Proper and timely notification will be provided in multiple languages, signage will be concise and prominently located, and Metro Ambassadors will be present to facilitate the disruption.

This contract is being awarded to a company that qualified as a Medium Size Business within the Medium Business Enterprise Program. To ensure maximum opportunity for participation on this contract, Metro staff performed extensive outreach to the small business community, including those within the Disadvantaged Veterans Business Enterprise and the Small Business Enterprise programs. The solicitation was advertised through periodicals of general circulation, posted on Metro's Vendor Portal, and an e-mail notice to small business with applicable NAICS codes. The Proposal Evaluation Team was comprised of department personnel that was both race and gender diverse. The selected firm committed to achieving a 27.72% SBE goal and a 3.15% DVBE goal through 11 identified subcontractors. This commitment exceeded the DEOD recommended goal of 27% SBE and 3% DVBE.

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

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. PS70129.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

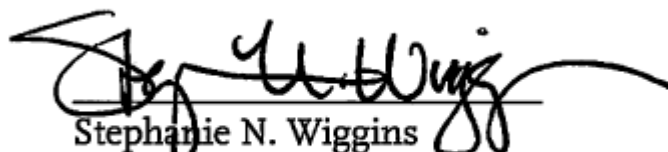
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