



## Board Report

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**File #:** 2019-0202, **File Type:** Contract

**Agenda Number:** 32.

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**CONSTRUCTION COMMITTEE  
JULY 18, 2019**

**SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**

**ACTION: NEGOTIATE AND EXECUTE PROFESSIONAL SERVICES CONTRACT**

**RECOMMENDATION**

**AUTHORIZE:**

- A. the Chief Executive Officer to negotiate and execute a cost-plus fixed fee Contract No. AE58083E0129 with Gannett Fleming to perform professional services including design advancement for the design build delivery process, support during the solicitation process, and design support during construction for the East San Fernando Valley Transit Corridor Project in an amount not-to-exceed \$61,974,852, subject to resolution of any protests; and
- B. Contract Modification Authority in the amount of \$12,394,970 (20% of the not-to-exceed contract value) and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

**BACKGROUND**

The East San Fernando Valley (ESFV) Transit Corridor Project (Project) is a light rail system that will extend north from the Van Nuys Metro Orange Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From there, they will transition onto existing Metro right-of-way and follow a shared corridor with Metrolink and freight for 2.5 miles to the Sylmar/San Fernando Metrolink Station.

The environmental document includes 14 at-grade stations with an end-to-end travel time of approximately 37 minutes. Daily boarding is anticipated to exceed 30,000 by the year 2040. Currently, ridership volume on Metro buses operating along Van Nuys Blvd is significant, only slightly behind ridership volumes on the Metro Orange Line. Stations will be strategically located to access the Orange Line and in close proximity to Metro Local and Rapid east/west bus service to enable convenient connections.

On June 28, 2018, the Metro Board approved the Locally Preferred Alternative (LPA) as Alternative 4:

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Light Rail Transit (LRT). The Final Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) are expected to be presented to the Metro Board for certification in winter 2019 along with the FTA issuing a Record of Decision (ROD).

Groundbreaking for construction is scheduled to begin in 2022 with substantial completion in 2028, enabling the Project to be open for the 2028 Summer Olympic and Paralympic Games. The schedule for completing preliminary engineering and preparing solicitation documents will be critical to achieve groundbreaking in 2022 and completion in time for the Olympics.

## **ISSUE**

Five (5) bidders responded to a request for proposal for professional services for the ESFV project to advance the design, provide technical support and provide design services during construction. Staff has reviewed the proposals and is recommending the subject firm as best qualified to provide the required work based on the selection criteria. The scope of work for the Project will consist of advancing the design (Phase 1), solicitation support (Phase 2), and design services during construction (Phase 3). The following explains the three phases:

### **1. Phase 1 - Design Advancement to Support DB Delivery**

The ESFV Consultant shall advance the design of the Project's LPA for incorporation into the Design Build (DB) technical documents. It is anticipated Phase 1 will take approximately 24 months to complete. This phase also includes supporting a separate contract for advanced utility relocation, which is anticipated to take approximately 6 months and overlaps with advancing the mainline design. The ESFV Consultant shall also coordinate with other Metro contracts and consultants, such as the Metro Orange Line Improvements Project, Sepulveda Transit Corridor, Metro Outreach Consultant and Metro Systems Consultant.

### **2. Phase 2 - Design Build Solicitation Support**

The ESFV Consultant shall provide support to Metro during the solicitation process for a design build contractor, such as developing technical documents for the contract solicitation, participating in the pre-proposal/bid conference and providing responses to Metro staff for bidders'/proposers' technical questions. It is anticipated Phase 2 will span over approximately 12 months after Phase 1 concludes.

### **3. Phase 3 - Design Support During Construction**

The ESFV Consultant shall provide design services during construction to Metro during the construction of the Project. These tasks include reviewing and responding to Request for Information (RFI's) and submittals; attending construction meetings; support installation oversight

and integration support. It is anticipated Phase 3 will span over approximately 72 months (6 years) after Phase 2 concludes and that the ESFV Consultant shall be in the field at a Metro shared facility.

In addition to the phases described above, staff anticipates engineering may be needed for items such as first-last-mile, and geotechnical investigations. Further engineering work may also be required to produce a separate package beyond the scope of this authorization for advanced utility relocation. Staff may return to the Board at a later date to seek authorization for funding to pursue these items.

Commencement of each Phase of the work will be contingent upon written authorization by the Metro Contracting Officer to proceed. In addition, Metro staff is analyzing the potential for this Project to be delivered as a Public Private Partnership (P3). If the Metro Board determines that this Project will be a P3, Metro staff will work with the ESFV Consultant to determine the course of action required for developing a P3 procurement.

This Board Action requests authorization in the amount of \$74,369,822 including \$61,974,852 for the ESFV Consultant contract and \$12,394,970 for contract modification authority. The Small Business Enterprise goal for this Professional Services contract is 25% and the Disabled Veteran Business Enterprise is 3%.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on safety.

### **FINANCIAL IMPACT**

This project is funded on a fiscal year basis under Project number 465521 East San Fernando Valley Transit Corridor, cost center 8510, under various accounts including Professional/Technical Services. This Contract is authorized to expend up to a cumulative amount of \$21.2M through the FY19 and FY20 49 period. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

Sources of funds for the recommended actions are Measure M 35% and State Grants. There is no impact to Operations eligible funding. No other funds were considered.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to execute this Contract. This alternative is not recommended as this

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would delay advancing design and construction, and ultimately opening of the ESFV project within the 2028 schedule.

### **NEXT STEPS**

Upon Board approval, this Professional Services Contract and Phase 1, advancement of the design to support the DB procurement process, will begin and conclude in approximately 24 months. Phase 2, support for DB procurement, will commence after written authorization from Metro Contracting Officer and conclude in approximately 12 months. In 2022, the conclusion of Phase 2, the selected DB contractor will commence groundbreaking and Phase 3 for this Contract will begin. In 2028, the Project will be in service and this Contract will end.

### **ATTACHMENTS**

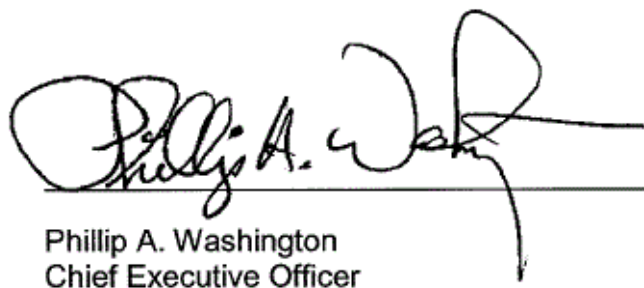
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Contract schedule

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