



Board Report

File #: 2021-0288, **File Type:** Contract

Agenda Number: 37.

**CONSTRUCTION COMMITTEE
JUNE 17, 2021**

**SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE
CONTRACT**

ACTION: CONTRACT MODIFICATION TO EXERCISE OPTION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXERCISE a one-year option for Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for the Engineering Design of Rail and Highway Transportation Projects, extending the period of performance from June 22, 2021 through June 22, 2022;
- B. INCREASE the total authorized contract value for Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for Engineering Design for Rail and Highway Transportation Projects in an amount not-to-exceed \$5,000,000 increasing the total contract value from \$17,500,000 to \$22,500,000. Work will only be authorized by specific task orders, funded by specific project budgets; and
- C. NEGOTIATE and EXECUTE Task Orders and modifications within the Board approved funding amount.

ISSUE

On June 15, 2017, the Board approved a three-year cost-plus fixed fee contract for Supplemental Engineering Services with Mott MacDonald Group for Engineering and Design of Rail and Highway Transportation Projects plus two one-year options at \$5,000,000. On May 28, 2020, the Board approved an option of one year and \$2,500,000 increase in the authorized contract value. The current board action is for approval to exercise a one-year option and an additional \$5,000,000 in authorized contract value for the Contract to a total not-to-exceed amount of \$22,500,000. The approval of the exercise of this option will provide for a contract extension of time and increase the authorized funding limit to complete the Engineering and Design services that are currently underway.

BACKGROUND

The Mott MacDonald Group has been providing engineering and design support services on several projects through various task orders. One of these task orders includes preliminary engineering services for the Metro G Line (formerly Orange Line) BRT Improvements consisting of Grade Separation at Sepulveda and Van Nuys Stations and the G Line Gating for 41 at-grade crossings. The preliminary engineering design of the Metro G Line BRT Improvements is not yet complete and will require additional time and budget. The current requested board action will provide the additional time and increase in the authorized contract value to complete this project.

DISCUSSION

Metro Engineering has developed this SES Contract to supplement Metro's engineering efforts. The SES consultant team has the capability of supporting its engineering group's technical disciplines.

Examples of Task Orders issued under this contract to date are:

- Preliminary engineering services for Metro G Line BRT Improvements
- Metro A Line Special Trackwork Design
- Metro A Line Fare Gates Addition Project
- Metro L Line Track 2 Near Harbor Freeway Station Survey
- Expo/Crenshaw West Side Portal Conceptual Design
- Metro E Line MSE Walls 726 and 727 Survey Monitoring Program
- Metro G Line Colfax Recycled Water Project
- Conceptual Design/Planning in Support of the Metrolink SB/L Line Task Force
- Metro G Line ROW and Easement Survey for Immediate Remedial Measures

The technical proficiencies required for this SES contract (PS8510-3002) are very comprehensive and include all engineering and specialties disciplines which Metro may require in support of its projects. These include the following:

General Services include:

1. Preliminary and Final Design of Transportation including Rail and Highway Projects.
2. Design Review Support & Coordination for CIP projects & other special projects.
3. Production of Project Status, Technical and Engineering Reports.
4. Design of Structures, Stations and Guideways.
5. Facilities/Systems Interface Coordination.
6. Surveying Services.
7. Cost Estimating.
8. Intra/Inter Disciplinary Coordination.

9. Scheduling and Cost Management for Task Orders.
10. Post Design Services including Bid and Design Support during Construction.
11. Administrative Tasks associated with General Engineering Support Services.

Specific Rail Facilities and Third-Party Utility Design Services include:

12. Engineering Services for Review and Approval of Metro Projects.
13. Development of Technical Specifications, Drawings and Reference Documents.
14. Engineering Services for support of Metro Rail Operations and Maintenance.
15. Land Surveying and Legal Description.
16. Potholing.
17. Geotechnical Services, Borings and Reports.
18. Civil & Utility Engineering
19. Civil & Utility Engineering. Drainage Design and Hydraulic Calculations.
20. Structural Engineering.
21. Bridges and Aerial Structure Design.
22. Tunnels, Trenches and Underground Station Design.
23. Track Work Engineering, Plan and Profile.
24. CPUC Grade Crossing Application including attendance to field diagnostic meetings.
25. Yard and Shop Rail Maintenance Facility Design.
26. Architectural Design.
27. Station Site Development.
28. Urban Design Integration.
29. Landscape Architecture.
30. Traffic Control Plans including Striping Drawings and Signal Drawings.
31. CADD and MicroStation Drawings.
32. BIM Services and Training.
33. Project Presentation including Three-Dimensional Rendering.
34. Corrosion Control Measures and Cathodic Protection.
35. Value Engineering and Cost Reduction
36. Noise and Vibration Analysis including Site Visits, Measurement and Mitigation.
37. Any other engineering or technical discipline not listed above that is ancillary to the Statement of Work and consistent with the general requirements of an approved Task Order.
38. HVAC design including HVAC and emergency ventilation.
39. Electrical Design.
40. Plumbing Design.
41. Fire Protection Design

DETERMINATION OF SAFETY IMPACT

This Board Action will not have an impact on established safety standards for Metro's Construction Projects.

FINANCIAL IMPACT

The funding for these services is included in the approved FY21 and FY 22 budget in various Capital Projects. Task Orders will be issued and funded from the associated future fiscal year and Life-of-Project (LOP) budgets. The funding source differs depending on the individual project. These activities will remain within the approved LOP for each project. The specialized design for the Metro G Line Grade Separation requires additional Task Order Modifications which would exceed the current Not to Exceed Amount.

Since this is a multi-year contract, the cost center manager and Interim Chief Program Management Officer, will be accountable for the budgeting the cost of the annual work program for each fiscal year for the term of the contract, including any options exercised.

IMPACT TO BUDGET

The funding for the task orders are provided by the specific project requiring the services. The source for these funds is in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. Many of the state of good repair projects are funded with local funding sources that are eligible for rail and bus operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This will promote Metro's strategic goal of expanding the transportation network and increasing mobility for all users.

ALTERNATIVES CONSIDERED

The Board may elect to not exercise these positions with Mott MacDonald for the Supplemental Engineering Services. Staff does not recommend this alternative as the design they are assigned are in various degrees of design development, construction or and the cost and schedule for each of these projects would be significantly impacted. Specifically, Mott Macdonald is performing preliminary engineering services for the Metro G Line BRT which requires extensive amount of coordination between Sepulveda Transit Corridor and East San Fernando Valley Transit Corridor (ESVFTC) projects as both projects have a station at the Metro G Line. The interface between ESVFTC terminus station with the proposed aerial station for Metro G Line improvements at Van Nuys is particularly important and requires extensive coordination between the two design teams to create a seamless circulation and transfer for the patrons using the station. Mott MacDonald has been performing this task, but the preliminary engineering design of the Metro G Line BRT Improvements is not yet complete and will require additional time and budget. Not exercising these options will adversely affect these three important projects. In addition, the cost of procuring another consultant in a timely manner would create potential delay to existing contracts where they are currently supporting Metro Engineering staff to design these projects.

Another alternative would be to hire Metro staff to perform the required services. This alternative is also not recommended as it would be difficult to obtain qualified staff in a timely manner, and the services are only required on a periodic basis for peak workloads or specific tasks over the life of the project.

NEXT STEPS

Upon Board approval, staff will issue a Contract Modification to exercise the second one-year option, and issue Contract Task Orders, as needed.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Task Order/Modification Log
Attachment C - DEOD Summary

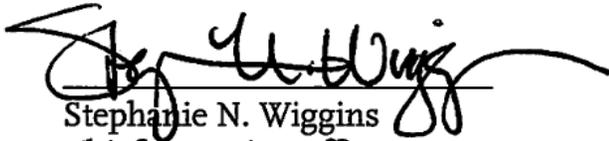
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