



Board Report

File #: 2023-0325, File Type: Budget

Agenda Number: 40.

REGULAR BOARD MEETING JUNE 22, 2023

SUBJECT: LINK UNION STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE The Chief Executive Officer to:

- A. NEGOTIATE, AWARD AND EXECUTE a cost reimbursable fixed fee Contract No. AE83177E0130, to Lockwood, Andrews, & Newman, Inc (LAN), for preconstruction services and construction management support services on the Link US Project, subject to resolution of any properly submitted protest(s);
- B. AUTHORIZE a contract funding amount not-to-exceed \$16,250,000 through January 2027 to support preconstruction services with an anticipated Annual Work Plan not to exceed \$3,500,000; and
- C. NEGOTIATE AND EXECUTE contract modifications within the Board approved contract funding amount.

ISSUE

Staff is seeking the Board to award a cost reimbursable fixed fee Construction Management Support Services Contract (CMSSC) to LAN for the Link US Project. Construction management support services will be needed to support advanced preliminary engineering, final design, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction, early work construction, main construction, administration of construction contracts, and contract close-out during the delivery of the Link US Project.

The CMSSC will provide Metro the flexibility to adjust the necessary resources with staff augmentation on an as-needed basis to deliver the Link US Project safely, on time, and within budget.

BACKGROUND

The Link US Project will transform how the commuter and intercity rail operates in Southern California with run-through capability at Los Angeles Union Station (LAUS) providing one-seat rides from San Luis Obispo to San Diego, increasing commuter and intercity rail services by up to 60%, and accommodating future high-speed rail service. The Link US Project is planned to be implemented in two phases:

1. Phase A would include construction of the full viaduct structure over the US-101 freeway that accommodates up to nine (9) new run-through tracks, track, signal, and communication work in the throat area, run-through platform, quiet zone ready improvements at Main Street grade crossing, active transportation improvements and some preliminary engineering design for Phase B. Phase A improvements have received funding commitments of \$950.398 million.
2. Phase B would include raising the rail yard up to 15 feet for the run-through track viaduct structure, new platforms, a newly expanded passageway, and access to all platforms that comply with current ADA standards, and a new lead track north of the railyard. Phase B is funded for planning, environmental, and some preliminary engineering, but it is not fully funded for final design and construction.

Metro's construction management support services' philosophy envisions that the primary role of the CMSSC is to provide highly skilled and qualified individuals to assist and support Metro in the construction management and administration of construction projects. This role also entails ensuring that the construction of projects is completed with a high level of quality and safety. The CMSSC staff are fully integrated into the construction project team with Metro staff. CMSSC staff have the specialized technical and administrative expertise to assist and support project delivery and implementation and to perform the necessary project reporting requirements and control procedures established by Metro. In the performance of work, CMSSC staff must adhere to and comply with all Metro policies and procedures.

The CMSSC proposed herein are mainly to assist in the delivery of Link US Phase A; however, the CMSSC may be used to support any preliminary engineering construction management support for Link US Phase B. Optional scope is available for final design and construction of Link US Phase B, within the term of the contract, provided funding is available.

CEQA & NEPA

Under a separate funding agreement with California High Speed Rail Authority (CHSRA), in 2017 LACMTA received American Recovery and Reinvestment Act federal funds for environmental and planning work for the Link US Project. The Link US Project completed California Environmental Quality Act (CEQA) environmental clearance in July 2019 and a CEQA amendment was approved in October 2021. Furthermore, the Link US Project is in the process of completing National Environmental Policy Act (NEPA) environmental clearance with California High Speed Rail Authority (CHSRA) as the NEPA Lead Agency, which will be complete as early as Spring 2024.

DISCUSSION

On June 28, 2022, Metro issued a Request for Proposals (RFP) for a Construction Management Support Services Contract to support the delivery of the Link US Project. The CMSSC contract is a cost reimbursable fixed fee contract.

Staff is seeking contract authorization for Preconstruction Services at this time. The Preconstruction Services will include assistance with CM/GC procurement, constructability reviews, estimating, negotiating and early works inspection and management. Staff will advance the Construction Support Services portion of the project after the design work and preconstruction services are complete and after the Construction LOP is authorized by the Board. The overall contract is expected to have a final value of approximately \$75 million and a duration of up to 11 years for all services required to construct Phase A of the Link US project, including CM/GC Procurement, Preconstruction, Construction, Testing and Commissioning, and Contract Closeout.

Annual Work Plan (AWP)

Since the CMSSC contract is a cost reimbursable fixed fee contract, consultant services will be performed using Annual Work Plans (AWP). Each AWP will include negotiated direct labor rates, indirect cost rates, general and administrative expenses, if any, a fixed fee, and negotiated hours for the level of effort to match the work. The AWP's will be within the Board approved funding amount for the project, which is funded from the current Board approved Preconstruction Budget, or ultimately the Board approved Life of Project Budget. The initial AWP is anticipated to be an amount not-to-exceed \$3,500,000.

Metro shall ensure that strict project controls are in place prior to approving each AWP to closely monitor the CMSSC's budget and AWP schedules. No funds will be obligated until the AWP is approved and confirmed to be within the Board approved funding for the contract.

Metro staff will begin onboarding CMSSC consultants immediately following contract execution and in a level of effort that matches the schedule and pace of the project.

Pre-Construction LOP Budget

On May 26, 2022, the Metro Board approved a Preconstruction Budget of \$297.818 million for the Preconstruction Work of the Link US Phase A Project consisting of remaining planning, environmental, preliminary engineering, final design, all third-party work, early demolition work, real estate acquisitions, and all associated soft costs.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, as well as state and federal requirements. The award of the CMSSC for Phase A of the Link US project will have no impact on safety.

FINANCIAL IMPACT

The aforementioned AWP(s) under this contract will be funded under the Board approved Preconstruction Budget. The Preconstruction Budget is anticipated to fund the project through the Preconstruction period, which includes Final Design and Construction Pricing with the CM/GC Contractor. This is a multi-year project and budgeting for future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The funding requirement for the first AWP in the amount not-to-exceed \$3,500,000 is included in the approved Preconstruction Budget for cost center 2415 under Link US project, 460089. The funding sources for the authorized Preconstruction Budget in the amount of \$297.818 million is comprised of Transit and Intercity Rail Capital Program (TIRCP), State Transit Improvement Program (STIP), and Measure R 3% Regional Rail. These funds are not eligible for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Link US Project will provide better transit connectivity and increase rail service capacity by as much as 60%, which will contribute to the estimated 200,000 passengers per weekday by 2028. The improved rail service will provide better access to the Antelope Valley and San Bernardino lines and make it easier for riders in Equity Focus Communities (EFCs) along the lines to get to jobs, housing, and appointments and access the greater LA Metro public transportation system at Los Angeles Union Station. Annual household income, automobile availability, and employment levels are lowest on the Antelope Valley and San Bernardino Lines. By 2040, the weekday trains to these communities are expected to expand from 68 to 96 weekday trains.

For this project, a 25% SBE and a 3% DVBE goal was established.

The Link US Project will also result in reduced train and idling times, saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to Los Angeles Union. The reduced train and idling times will result in fuel savings and emission reductions per train. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs.

The Link US Project will improve equity outcomes by improving the quality of life for low-income residents including those at the William Mead Homes: the first affordable housing project in the City of Los Angeles constructed in the 1950s and located within the Metro Equity Focused Areas. Such improvements include a new sound wall that will be designed to reduce noise externalities from train operations and future increases in train operations. The improvements will also include quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The project will also improve accessibility and user experience for passengers at LAUS by replacing all ramps between the passageway and the train platforms with ADA-compliant elevators and modern escalators; including additional transit amenities such as restrooms, waiting areas, retail, etc.; and

improving wayfinding to allow more seamless transfer of transportation services by including new static and modern dynamic signage installations within the Project limits to be designed in English and Spanish and other accommodations to assist those with hearing and/or visual impairments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports the following Strategic Goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA, and Amtrak

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval to award the contract to LAN. This is not recommended because our only option would be to cancel and re-procure and this delay in awarding the contract would adversely impact the overall delivery of the LINK-US project. Furthermore, this may impact grant funding agreements with TIRCP and CHSRA.

NEXT STEPS

After the Board approval of this CMSSC Contract, the Contracting Officer will issue the notice to proceed in accordance with Metro Procurement Policies and Procedures.

ATTACHMENTS

Attachment A - Procurement Summary

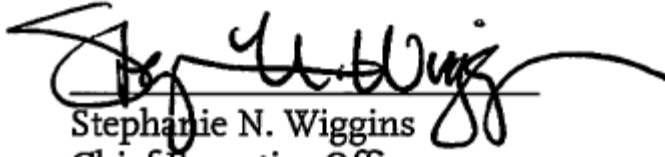
Attachment B - DEOD Summary

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