



**Board Report**

**File #:** 2017-0146, **File Type:** Contract

**Agenda Number:** 26.

**CONSTRUCTION COMMITTEE  
MARCH 16, 2017**

**SUBJECT: CORE CAPACITY ENHANCEMENTS AT DIVISION 20 -PORTAL WIDENING AND TURNBACK FACILITY**

**ACTION: AWARD PROFESSIONAL SERVICES CONTRACT**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the award of and authorize the Chief Executive Officer to execute a cost-plus fixed fee Contract No. AE66758000 to perform preliminary engineering and complete final design for the **Core Capacity Enhancements at Division 20 for a Portal Widening and Turnback Facility** to T.Y. Lin International, Inc., in an amount not-to-exceed \$10,265,661, subject to resolution of any protests;
- B. AUTHORIZING Contract Modification Authority in the amount of \$2,053,132 (20% of the not-to-exceed contract award value) and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority;
- C. INCREASING anticipated expenditures and authorization from \$3.5M to \$17.2M to include contract amounts and modification authority requested in A and B, and Metro staff support costs through Final Design;
- D. ENTERING into Letters of No Prejudice (LONP) with the State of California as needed to ensure the eligibility of reimbursement of State funds for design work required to begin before State funds are available;
- E. FINDING the Division 20 Portal Widening and Turnback Facility is exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080, subdivision (b)(10);
- F. ADOPTING the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 20 Portal Widening and Turnback Facility, and the recommended Mitigation Monitoring and

Reporting Program (MMRP) of the Final IS/MND; and

- G. ASSURING that the final design in this action preserves the ability to construct a potential future station in the vicinity of 6<sup>th</sup> Street in the Arts District.

### **ISSUE**

Division 20 is located at 300 S. Santa Fe Ave near 4th St in downtown LA. Metro committed to the Federal Transit Administration (FTA), as part of the Full Funding Grant Agreement for the Westside Purple Line Extension (WPLE) Section 1, to make appropriate infrastructure modifications to allow the Purple and Red Line systems to operate at reduced headways. The Full Funding Grant Agreement indicates reduced headway capability must be achieved by late 2024.

To achieve the required headway for the Red and Purple Lines, the portal must be widened and tracks must be modified where Purple and Red Line trains transition from the existing twin bored tunnels to daylight into the current yard facilities at One Santa Fe. In addition to the portal widening, a turnback facility must be constructed to maximize capability of trains to change directions to and from Union Station.

The design for the portal widening and turnback facility must be capable of preserving the potential for future expansion plans including a station in the vicinity of 6<sup>th</sup> Street. The Metro Board passed a motion regarding future expansion plans for Metro track and facilities in the Arts District on January 26, 2017 (attached). This action is consistent with that motion.

### **BACKGROUND**

In April 2016, the Board approved a budget of \$3.5M to initiate design of the project based on a phased design and construction approach to meet the following constraints:

- The Project shall be environmentally cleared in accordance with the Final IS/MND.
- Purchase real estate if necessary in order to construct the Portal widening and Turnback facility.
- Construction of the Portal Widening and Turnback Facility must be performed while the Red and Purple lines are under operation. Protection of existing track, train control and communication systems will be required during the construction process. Limited work windows will also be required to allow for safe operations.
- A track welding area identified in the WPLE Section 1 contract must be accommodated to prevent delays to the WPLE Section 1 contract.

Three phases of the project included:

Phase 1 - Design of the Portal

Phase 2 - Construction of the Portal and Design of the Turnback

Phase 3 - Construction of the Turnback

### **DEVELOPMENT OF REQUEST FOR PROPOSAL**

During development of the Request for Proposal (RFP) for Phase 1, staff determined that combining Phases 1 and 2 for design of both the Portal Widening and Turnback Facility under one contract would provide a seamless design and be more efficient from a cost and schedule perspective. Economies of scale would also be achieved given the interdependencies between design of the Portal Widening, the Turnback Facility and layout of tracks for access to the mainline. In addition, combining design for Phases 1 and 2 would avoid the extra time and expense of procuring separate designers for the Portal and the Turnback. Phase 3 would incorporate construction of both the Portal and Turnback.

This Board Action requests authorization for Final Design of the Portal Widening and Turnback Facility combined in the amount of \$17,200,000 including \$10,265,661 for the consultant contract, \$2,053,132 in contract modification authority, and \$4,881,207 for Metro staff support through final design. The Disadvantaged Business Enterprise goal for this Professional Services contract is 27%.

### **TASKS FOR COMBINED PORTAL WIDENING AND TURNBACK DESIGN**

Staff expects the project to remain within the \$3.5M budget authorization through FY17 in accordance with the cash flow presented in the April 2016 Board Report and the FY17 Annual Program Evaluation (APE). The Contract will be distributed in line with the following tasks as part of the FY2018 budget process. Each task will commence upon written authorization from the Metro Project Manager:

Task 1) Preliminary Engineering Portal and Turnback

Task 2) Final Design

Task 3) Bid Support Services

Task 4) Design Services during Construction

### **CEQA COMPLIANCE**

Under Section 21080, subdivision (b)(10), of the California Public Resources Code, the Project is

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exempt from the California Environmental Quality Act (CEQA). This CEQA exemption applies to projects, such as the Portal Widening and Turnback Facility, which institute or increase passenger or commuter service on rail already in use. Although the Portal Widening and Turnback Facility is exempt from CEQA compliance, Metro, as lead agency, voluntarily prepared an Initial Study/Mitigated Negative Declaration (IS/MND) document to consider and publically disclose the Project's potentially significant environmental effects, identify mitigation measures, and solicit public comment. All public comments have been received and addressed and have been incorporated in the Final (IS/MND) document (<https://www.metro.net/projects/capital-projects/>, under "Reports and Info"). The Final IS/MND document includes information on impacts that will not exceed the threshold of significance with the adoption of mitigation measures. Metro will commit to ensuring that the mitigation measures identified in the Final IS/MND document are implemented during the design and construction process. The Mitigation Monitoring and Reporting Program (MMRP) attached to the Final IS/MND documents the committed mitigation measures. Metro staff will keep track of the environmental commitments per the Final IS/MND and MMRP during project implementation.

### **COMMUNITY OUTREACH**

To inform the public about this project, a community meeting was held on December 21, 2016 in coordination with the Historic Cultural Neighborhood Council Urban Design/Land Use Committee (HCNC UD/LUC). In addition, briefings were held with the Los Angeles Rivers Artists and Business Association on January 9, 2017, Regional Connector Community Leadership Council 1st/Central Station Committee on January 11, 2017, Central City Association Transportation, Infrastructure and Environment Committee on January 12, 2017, Arts District Los Angeles Business Improvement District on January 13, 2017, and HCNC UD/LUC on January 18, 2017. Briefings were also held with representatives from the offices of Metro Board Directors Eric Garcetti and Hilda Solis and City of Los Angeles Council member José Huizar. Staff emphasized that the currently proposed rail yard improvements do not include a station but will be designed in a manner that would not preclude future stations and/or other improvements along the mainline and in the rail yard between the 101 Freeway and 6<sup>th</sup> Street. Community outreach is planned to continue throughout the design phase which is scheduled to begin in spring 2017.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on safety.

### **FINANCIAL IMPACT**

There is no impact to the FY17 budget for the proposed recommendations. If Recommendation C is approved, this action will be funded as part of the FY18 capital budget under Project 865119 Division 20 Portal Widening and Turn back Facility, cost center 8510, account number 50316 Professional and Technical Services. 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 Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years.

Metro recently received a \$69.2M grant from the Cap & Trade Transit and Intercity Rail Capital

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Program (TIRCP) to be applied towards this Project. Staff seeks to apply a portion of this grant for funding of the Design phase beginning with preliminary engineering. Confirmation of the availability of TIRCP funds will take place at the individual California Transportation Committee (CTC) meetings beginning in January 2017 with the request for a portion of the TIRCP funding to be applied for Design. Staff expects authorization of a total of \$5M from TIRCP funds for the Design phase with the balance to be applied to the Construction phase. However, Metro must be prepared to enter into LONPs with the State in the event availability of TIRCP funding does not match the project timeline. Upon CTC approval, staff will apply the TIRCP funds in accordance with CTC authorization instructions.

At this time the anticipated expenditures and authorizations required thru FY18 is \$17.2M. FY17 is authorized up to \$3.5M using Planning and Admin funds, with \$5M CTC TIRCP authorization for use in the FY18 period. The remaining \$8.7M balance required for this project will be funded using Measure R 35% funds.

#### Impact to Budget

There is no change to the FY17 approved budget. The request for increase authorization to \$17.2M includes contingency for the design contract and Metro staff labor to manage the design. The funds required for this action includes \$3.5M in Planning/Admin Funds, \$5.0M in future CTC approved TIRCP funds and \$8.7M in FY18 Measure R 35% funds. Due to the underground nature of the project work scope, Proposition A or Proposition C funds were not considered and are not included in this authorization request. There is no impact to Operations eligible funding. No other funds were considered.

#### **ALTERNATIVES CONSIDERED**

The Board could hold design and construction of the Portal Widening and Turnback Facility until completion of Section 2 of the Purple Line when reduced headways are required. This approach is not recommended as it has the potential for increased conflicts between operations and construction as more Red and Purple Line trains are introduced into the tunnel by the more frequent headways.

#### **NEXT STEPS**

Upon Board approval, the Contract for design including bid support services and design support during construction will be executed. Staff anticipates real estate activities to be initiated in early 2017 and returning to the Board in FY2018 for additional funding for real estate acquisition. Staff will file a Notice of Exemption to the State of California and Los Angeles County immediately after the Board approval. In addition, because Metro has voluntarily prepared an IS/MND and MMRP, staff will file a Notice of Determination to the State of California and Los Angeles County immediately after Board adoption of this project's IS/MND and MMRP.

#### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Attachment C - Division 20 Portal Widening Turnback Draft Project Schedule  
Attachment D - Motion: Downtown Los Angeles Arts District Connectivity

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