



## Board Report

File #: 2020-0286, File Type: Informational Report

Agenda Number: 26.

### CONSTRUCTION COMMITTEE MAY 21, 2020

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

**ACTION: CONTRACT MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXERCISE a one-year extension option for Task Order Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for Engineering Design of Rail and Highway Transportation Projects, extending the period of performance from June 22, 2020 through June 22, 2021.
- B. INCREASE the total contract value for Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for Engineering Design for Rail and Highway Transportation Projects not-to-exceed \$2,500,000 increasing the total contract value from \$15,000,000 to \$17,500,000. Work will only be authorized by specific task orders, funded by specific project budgets.
- C. NEGOTIATE and EXECUTE Task Orders and modifications within the Board approved contract amount.

#### **ISSUE**

On June 15, 2017, the board approved a three-year contract for Supplemental Engineering Services with Mott MacDonald Group for Engineering and Design of Rail and Highway Transportation Projects with an option for two one-year extensions and \$5,000,000 increase in the budget. The current requested board action is for approval to exercise a one-year option for extension and \$2,500,000 increase in the budget authority of the Contract, to \$17,500,000 total. The approval of this one-year option will provide the time and budget to continue 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 Orange Line BRT Improvements consisting of Grade Separation at Sepulveda and Van Nuys Stations and the Orange Line Gating for at-grade crossings. The preliminary engineering design of the Metro Orange Line BRT Improvements is not yet complete and will require additional time and budget.

This is a Task Order contract. Funding for the tasks to be performed in this contract comes from already approved project budgets.

## **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 Orange Line BRT Improvements
- MBL Special Trackwork Design
- MBL Fare Gates Addition Project
- MGL Track 2 Near Harbor Freeway Station Survey
- Expo/Crenshaw West Side Portal Conceptual Design
- Metro Expo II MSE Walls 726 and 727 Survey Monitoring Program
- MOL Colfax Recycled Water Project
- Conceptual Design/Planning in Support of the Metrolink SB/Gold Line Task Force
- MGL 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. 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. Noise and Vibration Analysis including Site Visits, Measurement and Mitigation.
36. 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.
37. HVAC design including HVAC and emergency ventilation.
38. Electrical Design.
39. Plumbing Design.
40. Fire Protection Design.
41. Value Engineering and Cost Reduction.

**DETERMINATION OF SAFETY IMPACT**

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

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## **FINANCIAL IMPACT**

The funding for these services is included in the approved FY20 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 MOL Grade Separation requires additional Task Orders which would exceed the current Not to Exceed Amount.

Since this is a multi-year contract, the cost center manager and Chief Officer, Program Management, will be accountable for the budgeting the cost of the annual work program.

## **IMPACT TO BUDGET**

The funding for the task orders is 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 this option 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 the cost and schedule for each of these projects would be significantly impacted. Specifically, Mott MacDonald is performing preliminary engineering services for the Metro Orange 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 Orange Line. The interface between ESVFTC terminus station with the proposed aerial station for Metro Orange 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 Orange Line BRT Improvements is not yet complete and will require additional time and budget. Not exercising this option 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

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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 a 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

Prepared by:

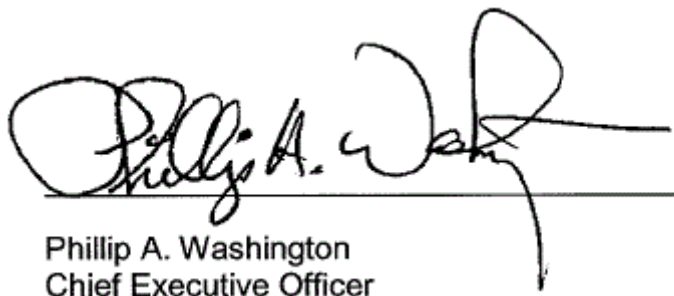
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