

**Board Report**

File #: 2021-0101, **File Type:** Contract**Agenda Number:** 30.

**CONSTRUCTION COMMITTEE
MAY 20, 2021****SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - GEOTECHNICAL
EXPLORATION****ACTION: AUTHORIZE CONTRACT MODIFICATION FOR GEOTECHNICAL EXPLORATION
ALONG VAN NUYS BLVD (OXNARD ST TO SAN FERNANDO RD)****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 18 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for geotechnical exploration along Van Nuys Blvd. (Oxnard St. to San Fernando Rd.), in the amount of \$987,531 increasing the total Contract value from \$71,062,041 to \$72,049,572.

BACKGROUND

The East San Fernando Valley (ESFV) Light Rail Transit 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 with 14 at-grade stations. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From there, the tracks 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.

On June 28, 2018, the Metro Board approved the Locally Preferred Alternative (LPA) as Alternative 4: Light Rail Transit (LRT). The Final Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) were presented to the Metro Board in December 2020. At that time, the Board certified the document followed by a Record of Decision (ROD) in January 2021 by the FTA.

ISSUE

The recommended Contract Modification includes geotechnical exploration along Van Nuys Blvd. based upon the Metro approved Subsurface Exploration and Testing Plan that includes geotechnical field borings, pavement corings, laboratory testing and documenting within a geotechnical data report and geotechnical design reports. Gannett Fleming, Inc., the ESFV Engineering Consultant for Metro, will conduct this exploration work as part of their Phase 1 work to advance the design for incorporation into the design build procurement documents.

Geotechnical exploration will provide additional information to address a major risk in any new rail project. The design of Project components, such as track, station platforms, maintenance facility, walls and pavement improvements, require geotechnical input in addition to the evaluation of the impacts on existing structures along the proposed alignment. This approach has proven to be a lesson learned and best practice on Metro projects. This action will greatly assist in mitigating risk.

DISCUSSION

In 2019, Metro awarded to Gannett Fleming, Inc. a cost plus fixed fee (CPFF) contract for Architecture Engineer (AE) services to advance the design for incorporation into the design build procurement documents (Phase 1), support during the solicitation process (Phase 2) and design support during construction (Phase 3) for the Project. As part of Phase 1 scope of work, Gannett Fleming assembled existing geotechnical data for the Project and compiled this information into a Geotechnical Planning Report that Metro reviewed and approved. Based upon this report, Gannett Fleming prepared a detailed Subsurface Exploration and Testing Plan outlining the required locations and quantity of geotechnical field borings, pavement corings, and laboratory testing to support the design of the Project components; Metro reviewed and approved this Plan. The geotechnical investigation is based upon this Plan and will consist of field investigation work at specific locations along Van Nuys Blvd.

For this geotechnical investigation work, the locations and quantities do not warrant the necessity to segment the work as done on previous contract modifications as this work is isolated to specific locations located throughout the 6.7 miles of Van Nuys Blvd. Therefore, this contract modification can be managed with this approach.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

This Project is funded on a fiscal year basis under Project number 865521 East San Fernando Valley Transit Corridor, cost center 8510, under various accounts including Professional/Technical Services and \$45.2M is included in the FY21 Adopted Budget. 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.

Impact to Budget

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 Metro Board could decide not to approve this contract modification. Staff does not recommend this alternative because this geotechnical investigation work is necessary for Gannett Fleming to develop a thorough design and procurement documents that the Design Build contractors may rely on and thus reduce risk.

NEXT STEPS

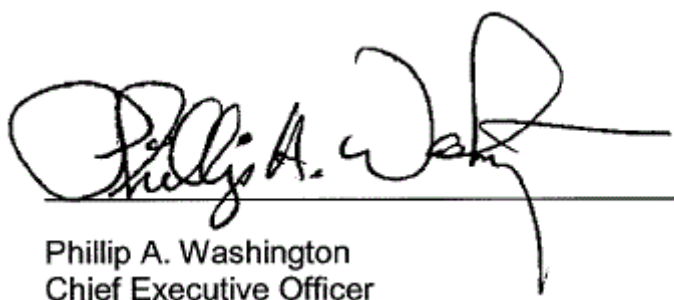
Upon Metro Board adoption, staff will complete negotiations and execute the contract modifications.

ATTACHMENTS

Attachment A: Procurement Summary
Attachment B: Contract Modification / Change Order Log
Attachment C: DEOD Summary

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