



Board Report

File #: 2020-0263, **File Type:** Contract

Agenda Number: 19.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2021**

SUBJECT: DORAN STREET CROSSING GRADE SEPARATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 12 to Contract No. PS2415-3046 with HNTB Corporation to provide professional services in order to complete final design for the Doran Street Crossing Grade Separation Project in the amount of \$2,390,316 increasing the total contract value from \$5,969,654 to \$8,359,970.

B. EXECUTE all necessary agreements and task orders with third parties to support this project.

ISSUE

A contract modification in the amount of \$2.39 million is needed to modify and complete the final design for Doran Street Crossing Grade Separation Project that includes a two-way interim configuration to support the business stakeholders within the Atwater Village area in the City of Los Angeles. In addition, the final design will include quiet zone ready improvements at the Doran Street Crossing as requested by the Pelanconi Estates Home Owner's Association in the City of Glendale and the City of Glendale.

DISCUSSION

In working with the Atwater Village and Pelanconi Estates communities, the two-way interim configuration concept with quiet zone ready improvements at Doran Street crossing will replace the one-way interim configuration concept at Doran Street issued by the California Public Utilities in 2012. At the request of the business stakeholders in the Atwater Village in the City of Los Angeles to address the potential localized traffic congestion and limited circulation issues with the one-way interim configuration concept, staff modified the design to a two-way interim condition. The CPUC approved the two-way interim configuration concept with unanimous approval from Pelanconi Estates Home Owner's Association in the City of Glendale and the cities of Glendale and Los Angeles in 2019. The approval of this action will modify and complete the final design to bring it shovel ready status and enhance the potential opportunity for local, state and federal grants.

Background

The CPUC identified the Doran Street at-grade crossing as one of the most hazardous intersections in the City of Glendale and the City of Los Angeles. With 18 recorded pedestrian and vehicular incidents by the Federal Railroad Administration (FRA), the CPUC had an initial ruling that Doran Street should convert to a one-way westbound movement until the at-grade crossing can be closed permanently when the grade separation is built. In 2014, the Broadway/Brazil crossing improvements were completed to provide the first safety enhancements for the project area. Due to the West San Fernando Road and Broadway/Brazil Street signalized intersection changing from stop control to a signalized configuration, the crossing experienced significant traffic congestion and a high volume of complaints from the public and business owners. Due to this congestion, the number of vehicles started utilizing the West Doran Street crossing and required a process to start a petition for modification of this initial 2012 CPUC ruling.

Doran Street and Broadway/Brazil Grade Separation

In 2017, The Metro Board approved the Doran Street and Broadway/Brazil Grade Separation. That proposes the elimination of two at-grade rail crossings at the Doran Street and Broadway/Brazil Street intersections to alleviate traffic delay and congestion, reduce train horn noise and improve vehicle and pedestrian safety and mobility. To maintain vehicle and pedestrian access there will be two grade separated structures for vehicular movement and two grade separated structures for active transportation movement through the project area. The first structure shall extend from West San Fernando Road and Doran Street to the Fairmont Avenue Bridge over the Verdugo Wash. The other structure shall be an overpass near Salem Street and Sperry Street that spans over Wilson Avenue, San Fernando Road, Metro rail right-of-way and West San Fernando Road. There will be one pedestrian bridge over the Verdugo Wash connecting the Glendale Narrows Riverwalk Trail to the east bank of the Los Angeles River. The other pedestrian bridge will span over San Fernando Road and the railroad corridor at Doran Street.

Quiet Zone Ready Improvements

The City of Glendale currently has three consecutive at-grade crossings at Sonora Avenue, Grandview Avenue and Flower Street approximately 1.7 miles north of the Doran Street that are now identified as a quiet zone. A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings after the installation of federally required and approved supplemental safety measures.

The Board's approval of staff's recommendations will allow staff to complete the final design with quiet zone ready improvements at Doran Street. Once constructed, Doran Street Crossing Grade Separation Project will include quiet zone ready improvements that will meet the Federal Railroad Administration's (FRA) approval of future Quiet Zones should the City of Glendale wish to file the Notice of Intent (NOI) for Quiet Zone. Thereby, there will be a total of (4) four consecutive at-grade crossings in the City of Glendale with the longest quiet zone corridor for Los Angeles County. Quiet Zone ready improvements are additional supplemental safety measures (SSM) that mitigate the need for trains to sound their horns. These SSMs include improvements such as flashing lights, quad gates, center medians, etc., to enhance vehicular and pedestrian safety at the crossing.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on safety. The Doran Street Crossing Grade Separation Project is being designed in accordance with Metro and SCRRA standards, state and federal requirements and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

Board approval Modification No. 12 would bring the total commitment to complete the final design phase of the Doran Street Crossing Grade Separation Project from \$8.6 to \$11 million in Measure R 3% funds.

Of the additional \$2,367,513.96, only \$500,000 is required for fiscal year 2021 and already included in the adopted budget in cost center 2415. Since this is a multi-year contract, the cost center manager, and Senior Executive Officer of Regional Rail will be accountable and responsible for budgeting the cost of future fiscal year requirements in department 2415, Regional Rail, Project No. 460091 as shown in Table 1 below.

Table 1 Preliminary Cashflow

Fiscal Year	Projected Amount to Budget % be Spent	
FY-2021	\$500,000.00	21
FY-2022	\$1,500,000.00	63
FY-2023	\$367,513.96	16
Total	\$2,367,513.96	100%

Impact to Budget

The source of funds for this request is Measure R 3% Transit Capital. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 1, 2 and 4. Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Goal 4: Transform LA County through regional collaboration and national leadership. This project requires close collaboration with many local, regional, state and federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, California High Speed Rail Authority and Amtrak.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommendation to execute Modification No. 12 and not advance the Doran Street Crossing Grade Separation project. However, this will not adhere to CPUC ruling in order to close these two at-grade crossings causing significant delays and operational challenges to the other commuter and intercity rail projects along the Antelope Valley and Ventura

County lines north of this project location.

NEXT STEPS

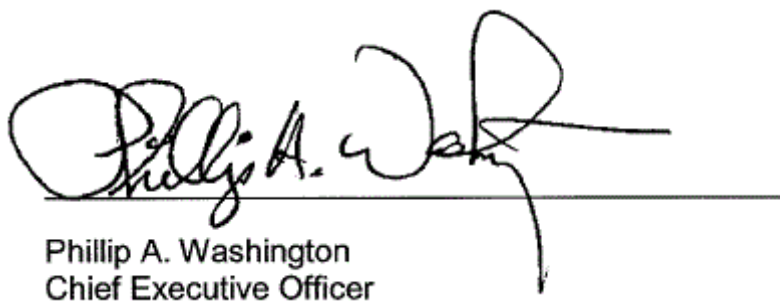
Upon Board approval, staff will execute Modification No. 12 to Contract No. PS2415-3046 with HNTB Corporation to provide professional services to complete final design for the Doran Street Grade Crossing Separation Project.

ATTACHMENTS

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

Prepared by: Brian Balderrama, Senior Director, Regional Rail, (213) 418-3177
Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

DORAN STREET CROSSING GRADE SEPARATION /PS2415-3046

1.	Contract Number: PS2415-3046		
2.	Contractor: HNTB Corporation		
3.	Mod. Work Description: Complete final design for the Doran Street Crossing Grade Separation Project		
4.	Contract Work Description: Doran Street Crossing Grade Separation		
5.	The following data is current as of: November 25, 2020		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	04/24/13	Contract Award Amount: \$5,236,205
	Notice to Proceed (NTP):	07/24/13	Total of Modifications Approved: \$733,449
	Original Complete Date:	07/23/16	Pending Modifications (including this action): \$2,390,316
	Current Est. Complete Date:	12/31/21	Current Contract Value (with this action): \$8,359,970
7.	Contract Administrator: Gina Romo		Telephone Number: (213) 922-7558
8.	Project Manager: Brian Balderrama		Telephone Number: (213) 418-3177

A. Procurement Background

This Board Action is to approve Contract Modification No. 12 issued to provide professional services in order to complete final design changes that were approved by the California Public Utilities Commission to modify the Doran Street crossing to a two-way interim configuration with quiet zone ready improvements for the Doran Street Crossing Grade Separation project. This Contract Modification also extends the period of performance through December 31, 2021.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable.

On April 24, 2013, the Board awarded cost reimbursable Contract No. PS2415-3046 to HNTB Corporation, in the amount of \$5,236,205 for the Doran Street Crossing Grade Separation project.

A total of 11 modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, Metro's Management and Audit Services (MAS) audit, fact finding and negotiations.

Proposal Amount	Metro ICE	Negotiated Price
\$2,367,514	\$1,500,000	\$2,390,316

The primary difference between the negotiated price and proposal amount is due to the contractor using outdated rate structures versus their existing rate structure. In addition, the negotiated price includes additional hours to develop and coordinate with the Active Transportation Plan concepts, assist with the alternative alignment development and support Metro for the preparation of the grant application.

The ICE did not account for:

- increase in coordination efforts required with the Los Angeles Bureau of Engineering and Department of Transportation (LABOE and DOT);
- additional legal descriptions and plats as well as off-site parcel surveys
- Army Corps of Engineers technical work, nor was it included in the original scope or any of the previous modifications;
- plan development work required to start the active transportation project and finalize interim improvements for the Doran Street improvements;
- rework to go from 60% design back to a starting point when the at-grade crossing was approved from a one-way configuration to a two-way configuration with a quiet zone ready infrastructure;
- the decision that directs the Contractor to perform all planned improvements/upgrades to accelerate the project versus having the work split between the Contractor and the City.

CONTRACT MODIFICATION/CHANGE ORDER LOG

DORAN STREET CROSSING GRADE SEPARATION/PS2415-3046

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Additional requirements including the evaluation of additional alternatives.	Approved	09/15/13	\$452,687
2	Additional engineering requirements for Board selected alternative.	Approved	11/04/15	\$94,953
3	Additional requirements and traffic analysis.	Approved	07/14/16	\$185,809
4	No cost extension of period of performance (POP) through 7/14/18.	Approved	06/19/17	\$0
5	No cost extension of POP through 10/12/18.	Approved	06/14/18	\$0
6	No cost extension of POP through 2/11/19.	Approved	11/07/18	\$0
7	No cost extension of POP through 6/30/19.	Approved	01/16/19	\$0
8	No cost extension of POP through 9/30/19.	Approved	04/29/19	\$0
9	No cost extension of POP through 5/31/20.	Approved	09/16/19	\$0
10	No cost extension of POP through 12/31/20.	Approved	04/06/20	\$0
11	No cost extension of POP through 2/28/21.	Approved	10/30/20	\$0
12	Complete final design for the Doran Street Crossing Grade Separation Project and no cost extension of POP through 12/31/21.	Pending	Pending	\$2,390,316
	Modification Total:			\$3,123,765
	Original Contract:	Approved	07/12/13	\$5,236,205
	Total:			\$8,359,970

DEOD SUMMARY

DORAN STREET CROSSING GRADE SEPARATION /PS2415-3046

A. Small Business Participation

HNTB Corporation made a 26.47% Small Business Enterprise (SBE) commitment. The project is 66% complete and the current SBE participation is 21.58%, representing a 4.89% shortfall.

Based on the Shortfall Mitigation Plan submitted by HNTB, the project is entering into the final design phase where significant portions of the work are being performed by SBE subconsultants. With the commencement of the final design phase, the SBE participation will start to increase. HNTB remains committed to meeting its SBE commitment on this project.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that maximum SBE participation is achieved by HNTB Corporation. Accordingly, these teams have been provided access to Metro’s web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	26.47% SBE	Small Business Participation	21.58% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Arrellano Associates	3.04%	4.42%
2.	BA Inc.	9.31%	2.02%
3.	Chris Nelson Associates	2.66%	2.44%
4.	Earth Mechanics	2.57%	0.46%
5.	Lynn Capouya, Inc.	2.70%	0.17%
6.	Safeprobe	0.60%	0.69%
7.	Sapphos Environmental	2.08%	2.64%
8.	Terry A. Hayes Associates	3.51%	1.18%
9.	Gibson Transportation Consulting (added)	-	2.87%
10.	Lin Consulting (added)	-	1.75%
11.	Pacific Railway (added)	-	2.94%
	Total	26.47%	21.58%

¹Current Participation = Total Actual amount Paid-to-Date to SBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.