



*One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room*

**Agenda - Final**

**Thursday, November 16, 2023**

**9:30 AM**

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**Construction Committee**

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Paul Krekorian, Vice Chair*

*Janice Hahn*

*Tim Sandoval*

*Katy Yaroslavsky*

*Gloria Roberts, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

#### **INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

## LIMITED ENGLISH PROFICIENCY

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Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).



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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 9:30 AM Pacific Time on November 16, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter  
English Access Code: 8231160#  
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***Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.***

**Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 9:30 AM, hora del Pacifico, el 16 de Noviembre de 2023. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo  
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***Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

**Written Public Comment Instruction:**

Written public comments must be received by 5PM the day before the meeting.  
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."  
Email: BoardClerk@metro.net  
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MS: 99-3-1  
Los Angeles, CA 90012



**CALL TO ORDER****ROLL CALL**

APPROVE Consent Calendar Items: 9, 10, 11, and 12.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

**CONSENT CALENDAR**

9. **SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT** [2023-0415](#)

**RECOMMENDATION**

CONSIDER:

- A. INCREASING the Life of Project Budget for the Rail-to-Rail Active Transportation Project (Project) by \$23,100,000, from \$143,284,000 to \$166,384,000; and
- B. AUTHORIZING the Chief Executive Officer to execute agreements, including Contract Modifications, within the Board Approved Life of Project Budget.

**Attachments:** [Attachment A - R2R Funding and Expenditure Plan](#)

10. **SUBJECT: TRACK AND TUNNEL INTRUSION PROJECT** [2023-0565](#)

**RECOMMENDATION**

INCREASE the Life of Project (LOP) Budget on the Track and Tunnel Intrusion Project by \$550,224, from \$10,821,772 to \$11,371,996.

**Attachments:** [Attachment A - Funding and Expenditure Plan](#)

11. **SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT** [2023-0639](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING an increase in total authorized funding for Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus

Transit projects, in the amount of \$19,500,000, increasing the total contract authorized funding from a not-to-exceed (NTE) amount of \$95,282,000 to a not-to-exceed amount of \$114,782,000 through April, 2025; and

- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

**Attachments:**      [Attachment A - Procurement Summary](#)  
                                 [Attachment B - Proposed Task Order Work List](#)  
                                 [Attachment C - DEOD Summary](#)

**12. SUBJECT:      EB SR-91 ATLANTIC TO CHERRY IMPROVEMENTS**

[2023-0641](#)

**RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING a Life-of-Project budget for the EB SR-91 Atlantic to Cherry Improvements in the amount of \$174,187,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract modifications, up to the authorized Life-of-Project budget.

**Attachments:**      [Attachment A - Funding and Expenditure Plan](#)  
                                 [Attachment B - Bid Opening and Bid Summary](#)

**NON-CONSENT**

**13. SUBJECT:      I-605 SOUTH STREET IMPROVEMENTS PROJECT**

[2023-0640](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life of Project Budget (LOP) for the I-605 Southbound South Street Improvements Project in the amount of \$33,222,000; and
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

**Attachments:**      [Attachment A - Funding and Expenditure Plan](#)  
                                 [Attachment B - Bid Opening and Bid Summary](#)

**14. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR**[2023-0605](#)**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to award a cost plus fixed fee contract, Contract No. AE104903000, to HDR Engineering, Inc., for advanced engineering and final design services of utility adjustments, freight relocation, and grade crossings for the Slauson/A Line to Pioneer segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$75,407,476, subject to the resolution of protest(s), if any; and
- B. APPROVING Contract Modification Authority (CMA) specific to Contract No. AE104903000 in the amount of \$7,540,748, or 10% of the not-to-exceed contract award value authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

**Attachments:**      [Attachment A - Procurement Summary WSAB](#)  
                                 [Attachment B - DEOD Summary](#)

**15. SUBJECT: METRO G LINE IMPROVEMENTS PROJECT STATUS REPORT**[2023-0651](#)**RECOMMENDATION**

RECEIVE AND FILE status report on Metro G Line Improvements Project.

**16. SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS**[2023-0656](#)**RECOMMENDATION**

RECEIVE AND FILE the Program Management Major Project Status Report.

**Attachments:**      [Presentation](#)

**SUBJECT: GENERAL PUBLIC COMMENT**[2023-0692](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

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COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S  
SUBJECT MATTER JURISDICTION

**Adjournment**



## Board Report

File #: 2023-0415, File Type: Budget

Agenda Number: 9.

### CONSTRUCTION COMMITTEE NOVEMBER 16, 2023

**SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. INCREASING the Life of Project Budget for the Rail-to-Rail Active Transportation Project (Project) by \$23,100,000, from \$143,284,000 to \$166,384,000; and
- B. AUTHORIZING the Chief Executive Officer to execute agreements, including Contract Modifications, within the Board Approved Life of Project Budget.

#### **ISSUE**

The Life of Project (LOP) budget for the Rail-to-Rail Active Project requires an increase of \$23,100,000 for additional costs related to the remediation and disposal of unanticipated hazardous soils, differing site conditions within the public intersections, additional professional services, and third-party costs to provide oversight of the Project through completion.

#### **BACKGROUND**

The Rail-to-Rail Active Transportation Project is a dedicated walkway and bikeway approximately 5.6 miles in length that begins at the Metro K Line Florence/West Station and stretches east along the Harbor Subdivision rail right-of-way following Slauson Avenue from Inglewood through South Los Angeles, terminating at the Metro A Line Slauson station. This new east-west pedestrian and bicycle corridor will connect travelers to three major Metro transit lines - the A (Blue) Line, K (Crenshaw) Line, and J (Silver) Line - and multiple bus lines. As of this report, the Project is approximately 35% complete and remains on schedule for a Winter 2024 opening.

In January 2022, the Board approved a Life of Project budget of \$115,989,000. The budget assumed that the City of Los Angeles (City) would complete all construction work within the public right-of-way and that Metro and the City would execute a Memorandum of Understanding memorializing this arrangement. However, after approval of the LOP, Metro and the City mutually agreed to pursue a

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direct financial contribution from the City in the amount of \$27,295,000 over three fiscal years, whereby the City would transfer responsibility for all construction within the public right-of-way, including 23 intersections, to Metro. Accordingly, in April 2022, the Metro Board adopted a new LOP of \$143,284,172. On May 2, 2022, the City Council approved a financial commitment of \$27,295,000 to the Project, and in July 2022, Metro and the City executed a Financial Contribution Agreement.

## **DISCUSSION**

As previously reported to the Board in April 2023, as part of the FY2024 Annual Program Evaluation, the Rail to Rail project requires an increase in Life of Project budget to account for unforeseen conditions and hazardous soils that have been encountered to date during construction of the project. There are three main categories described in greater detail below in which forecasted costs exceed the budgeted costs approved in the LOP:

**Hazardous soil in the Metro right-of-way:** Metro has encountered and performed remediation and disposal of unanticipated hazardous soil along the entire Project alignment. In 2017, Metro entered into a Voluntary Cleanup Agreement with the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC). Based on the soil chemical analysis, elevated concentrations of regulated metals were expected in soils near the track centerline. However, the amount of soil exceeding non-Resource Conservation and Recovery Act (RCRA)/Cal-Haz waste thresholds was unknown. Contract C1166 contemplated the removal, transport, and disposal of contaminated soils but did not account for unquantified hazardous soils. As hazardous soils were encountered, Metro issued Modification 13 to excavate to a depth of 2 feet, remediate, and dispose of roughly 35,000 cubic yards of hazardous soils along the Metro right-of-way. The totality of this work was \$8 million in additional costs and time impact delays to the Project.

Despite this effort, the discovery of unanticipated hazardous soil at depths beyond 2 feet in the Metro right-of-way has also impacted the Project budget and schedule. After experiencing unprecedented rain events and a wetter-than-normal winter causing flooding throughout the Metro ROW, the Project encountered oversaturated soil in the Metro ROW, preventing compaction and adding to the amount of soil that needed to be removed and treated. To treat the hazardous soil material below the original 2 feet of contaminated soil, roughly 8,500 cubic yards of soil will be treated and removed to allow work to continue and mitigate the oversaturated conditions. The estimated additional cost for this work is \$1.6 million.

**Hazardous soil in the public right-of-way:** In addition to unanticipated hazardous soil within Metro's right-of-way, hazardous soil has also been discovered in the public right-of-way intersections. The Project consists of public right-of-way improvements at the 23 intersections the Project crosses and extensive intersection reconfigurations including, but not limited to, curb and gutter, storm drains, utility relocations, soil contaminated mitigation, and track removal. However, during the course of construction, the Project has encountered hazardous soil at each public intersection encountered

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thus far. As a result, the Project anticipates encountering hazardous soil at each of the remaining intersections. The cost to treat and remove the hazardous soil within the 23 intersections is estimated at \$1 million in additional costs to the Project.

**Differing site conditions in the public intersections:** Unexpected costs due to differing site conditions and third-party expenses have been higher than initially anticipated. The Project has encountered several differing site conditions of impact to civil, utility, traffic signal, and street light work at every public intersection encountered thus far, and these conditions are expected to occur at all remaining intersections. These conditions will result in additional direct costs of \$5.3 million as well as delays to the schedule, affecting professional services contracts and third-party expenses. Thus, Metro needs to increase the professional services contracts in the amount of \$2.9 million and enter into work order agreements with various City departments and third parties for work within the public right-of-way totaling \$4.3 million to relocate existing utilities and resolve differing site conditions. The total forecast of the costs associated with differing site conditions, professional services contracts, and third-party agreements providing oversight for the Project until completion is \$12.5 million.

Given the impacts outlined above, an increase to the Rail-to-Rail Project budget is requested based on the following:

• Hazardous Soil in the Metro ROW	\$9,600,000
• Hazardous Soil in the Public ROW	\$1,000,000
• Differing Site Conditions in the Public Intersections	\$5,300,000
• Professional Services	\$2,900,000
• 3 <sup>rd</sup> Party Costs	\$4,300,000

TOTAL LOP INCREASE	\$23,100,000
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## **DETERMINATION OF SAFETY IMPACT**

Staff noted when it established the original LOP that this Project will significantly improve pedestrian and bicycle safety along the Slauson corridor. The Slauson corridor currently provides very limited bicycle and pedestrian facilities; sidewalks are used where possible but are discontinuous, and traffic volumes on the roadways are significant. Bicyclists weave between sidewalks and roadways, and in some areas of the corridor, pedestrians walk on existing railroad facilities which flood during winter rains and remain ponded for days afterward. Pedestrian and bicycle crossings are unsafe in some parts of the corridor as well. The Project scope addresses these safety concerns and strives to lower interactions between vehicles and pedestrians/bicyclists.

## **FINANCIAL IMPACT**

The LOP budget increase is to be partially funded using a portion of the omnibus spending bill President Biden signed into law in December 2022 that specifically earmarks \$4 million for the Rail-to-Rail project. The Project has also been awarded/earmarked \$17 million in funding from the ExpressLanes Net Toll Revenue Reinvestment Grant Program last month. The remaining \$2.1 million will be funded by Measure M 2%. None of these three fund sources are eligible for bus and rail operations. Metro staff will continue to seek and apply for funding opportunities that will backfill the local funding with other funding sources. Metro staff will also continue to pursue additional funding sources including Metro Active Transportation (MAT) Measure M funds.

This is a multi-year project with substantial completion in the second quarter of Fiscal Year 2025. Upon approval of the revised LOP budget, staff will manage the Project within the Board approved budget. It is the responsibility of the Chief Program Management Officer and Project Manager to budget for the Project in future fiscal years.

### **Impact to Budget**

There is no impact to the FY24 budget at this time. However, although the additional LOP would not be spent in FY24, staff do need additional LOP in FY24 to enter requisitions for new change orders and modifications to the construction contract, consultant task orders, and Third-Party Work Order Agreements for FY24.

## **EQUITY PLATFORM**

The benefits of this action are to ensure that the Project establishes a strong active transportation system within Equity Focus Communities for connectivity between residential areas, schools, recreational facilities, medical facilities, community services, employment areas, and shopping centers. By enhancing links to existing multimodal connections and developing a new, safer route for pedestrians and bicyclists, the Project will address existing transportation barriers and connect residents to key social and employment hubs. This improved connectivity for various transportation modes will provide ladders of opportunity to area residents and support existing businesses in the corridor. This action will ensure that hazardous soil within the Metro and Public ROW is removed from the site, which may decrease the exposure of people or the environment to hazardous materials.

In addition, the contract has a Disadvantaged Business Enterprise (DBE) commitment of 20.27%, and the contract modification requested in this report does not change the level of commitment. The current level of participation is 45.65% DBE. The majority of the DBE scope is underground civil and utility work which is the primary focus of the current phase of construction. There is more than a year left in the contract to achieve the 20.27% DBE commitment.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**



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The Project promotes goals outlined in Metro's Bicycle Transportation Strategic Plan (2006 Bike Plan) and First Last Mile Strategic Plan (2014) by creating safe connections to surrounding neighborhoods, expanding the reach of transit through infrastructure improvements and maximizing multi-modal benefits. Metro plays an important role in bicycling planning across Los Angeles County, facilitating first-mile/last-mile connections to transit and supporting bicycle transportation through various policies and programs. Metro's 2006 Bike Plan established policies and priorities for bicycle transportation, improving access to transit, and encouraging and promoting bicycling-specific activities and events.

Additionally, this recommendation supports Metro's strategic goal #1 by providing high-quality mobility options that enable people to spend less time traveling. Metro acknowledges the need for partnerships with local, regional, and state authorities to leverage funding to maintain streets, highways, and shared freight rail corridors in a state of good repair for all users.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with adopting the proposed increase to the LOP. This would not be recommended because without the additional funds, Metro could not complete the project and meet our grant obligations. The Board may also elect to increase the LOP by a smaller amount than what is proposed by staff. This is not recommended because the LOP increase has been calculated from a bottom-up estimate given what the project has encountered in the field to date. Approximately \$60 million remains on the construction contract, with much of it in the public right-of-way where staff anticipates encountering utilities and additional contamination or hazardous soil. An LOP increase in the full amount proposed ensures staff can continue to execute upcoming contract modifications and future work order agreements with the various City of Los Angeles departments supporting the project.

### **NEXT STEPS**

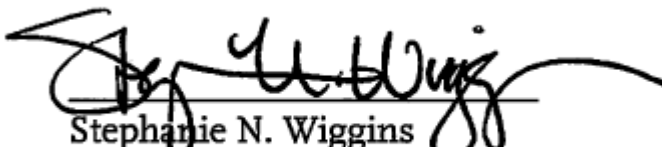
Upon approval, staff will revise the LOP budget and execute necessary modifications to the construction contract and any necessary task orders in support of the Project. Staff will also work with the City to develop FY24 agreements in the first quarter of FY24.

### **ATTACHMENTS**

Attachment A - R2R Funding and Expenditure Plan

Prepared by: Rafie Zamani, Deputy Executive Officer, Project Management, (213) 418-3140  
Tim Lindholm, Deputy Chief Program Management Officer, (213) 922-2797

Reviewed by: Darcy Buryniuk Chief Program Management Officer (213) 922-2250  
Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins  
Chief Executive Officer

## ATTACHMENT A

\* Metro will continue to seek eligible federal, state and local funds for Active Transportation

# Rail to Rail ATP Project

## RECOMMENDATION:

- A. INCREASING the Life of Project Budget for the Rail-to-Rail Active Transportation Project (Project) by \$23,100,000 from \$143,284,000 to \$166,384,000; and
- B. AUTHORIZING the Chief Executive Officer to execute agreements, including Contract Modifications, within the Board Approved Life of Project Budget.

# Rail to Rail ATP Project

REASONS FOR LOP INCREASE	
Hazardous Soil in the Metro ROW	\$9,600,000
Hazardous Soil in the Public ROW	\$1,000,000
Differing Site Conditions in the Public Intersections	\$2,900,000
Professional Services	\$2,900,000
3 <sup>rd</sup> Party Costs	\$4,300,000
<b>TOTAL LOP INCREASE</b>	<b>\$23,100,000</b>



# Rail to Rail ATP - Photos



**Processing Hazardous Soil**



**Differing Site Conditions**



**Site flooding**



# Rail to Rail ATP Project

## SOURCE OF FUNDS:

- I. President Biden's Omnibus Spending Bill: **\$4,000,000.**
- II. ExpressLanes Net Toll Revenue Grant Program: **\$17,000,000.**
- III. Measure M 2%: **\$2,100,000**

**Total Project Funding: \$23,100,000**



# Rail to Rail ATP Project

## NEXT STEPS:

- I. Revise the LOP Budget and execute necessary modifications to the construction contract and task orders.
- II. Work with the City to develop FY2024 agreements.
- III. Reach Substantial Completion in 2<sup>nd</sup> Quarter of FY2025.



**Board Report**

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**File #:** 2023-0565, **File Type:** Project**Agenda Number:** 10.

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**CONSTRUCTION COMMITTEE  
NOVEMBER 16, 2023****SUBJECT: TRACK AND TUNNEL INTRUSION PROJECT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

INCREASE the Life of Project (LOP) Budget on the Track and Tunnel Intrusion Project by \$550,224, from \$10,821,772 to \$11,371,996.

**ISSUE**

Metro Headquarters (USG), which is located at Union Station in Downtown Los Angeles, is a key hub to the B (Red) and D (Purple) lines, and the 7th Street and Metro Center Station is a key hub to the B (Red), A (Blue), D (Purple) and E (Expo) lines, all which have been determined by the Department of Homeland Security (DHS) to be part of the Top Transit Asset List (TTAL). A Track and Tunnel Intrusion Detection System is crucial for the safety and protection of the Metro system, its ancillary areas and train tunnels.

Due to supply chain issues, inflation, and a tight current labor market the project budget is impacted. According to the U.S. Bureau of Labor Statistics, construction material prices jumped 28.7% from 2021 to 2022.

**BACKGROUND**

The TTIDS project for underground rail stations proposes to install track intrusion systems at Metro rail underground stations. Metro Headquarters (USG), which is located at Union Station in Downtown Los Angeles, is a key hub to the B (Red) and D (Purple) lines, and the 7th Street and Metro Center Station is a key hub to the B (Red), A (Blue), D (Purple) and E (Expo) lines, all which have been determined by the Department of Homeland Security (DHS) to be part of the Top Transit Asset List (TTAL).

Variables such as poor lighting and train headlights create moving shadows, heat, and a lack of accurate depth perception in dark confined spaces have posed a challenging environment for our existing system. For example, the increasing number of the unhoused population seeking shelter on various parts of the Metro system, specifically in underground stations and ancillary areas has resulted in reoccurring intrusions. The environment also makes it difficult to detect unauthorized intrusion related to criminal activity. The improvements will include additional digital video recorders,

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cabling, and the engineering to facilitate Track and Tunnel Intrusion technology. With this improvement, DHS' FY20 evaluation of the national risk profile, priority of; 1) Enhancing the Protection of Soft Targets/Crowded Places, will be addressed.

Therefore, this protection may be accomplished by positioning TTIDS equipment on the tunnel's walls to detect intruders. All required labor, material, equipment, and installation of the system will be performed by the vendor in collaboration with Metro staff.

In response to Invitation for Bid (IFB) No. C76536C1214-2, Metro received one bid from L.K. Comstock National Transit LLC (LKCNT) for \$9,837,975. During construction, LKCNT has encountered cumulative delays, resulting in impacts that have prolonged the project. The notice to proceed (NTP) date for the TTIDS project is July 18, 2022, and has a tentative substantial completion date of January 26, 2024.

## **DISCUSSION**

From February 2023 to the present, LKCNT has informed Metro that they and their subcontractor KPA Constructors, Inc. (KPA) have been experiencing work delays due to limited access support to existing facilities. The reason for the lack of access to existing facilities was due to the availability of Metro resources as other ongoing projects required the same resource support. Metro resources are required as escorts to support contract work. Due to the work taking place on an active rail line, the number of escorts necessary can vary depending on the location and type of work being performed by the contractor.

Throughout the project, there have been many other active Metro construction projects that require the same resources needed to escort/support the contract team assigned to this project. During the spring and fall of 2023, competing priorities caused resources to be shifted from one project to another adversely impacting the contractor and subcontractor supporting TTIDS. As the project schedule extends, that amounts to additional time that LKCNT and KPA are required to compensate their staff, which ultimately increased costs to the contractor resulting in claims for compensable delays.

To address the compensable delays that have occurred during the project and to ensure that costs until the project completion date are properly accounted for, the amount negotiated and agreed upon is \$405,097. In addition, the project is requesting \$145,126 to address past and projected Metro labor costs being charged to the project until its tentative completion in December 2023. These two amounts combined result in the requested LOP increase of \$550,224.

## **DETERMINATION OF SAFETY IMPACT**

This capital improvement project will provide a positive safety impact to Metro employees, contractors, and the public by providing enhanced safety and security against unauthorized entries to our rail system tunnels. Not only will this limit access to critical infrastructure, but it will also help prevent loss of life because of train on passenger incidents. The TTIDS works by detecting unauthorized persons on the tracks while eliminating false positives from trains. It tracks intruders in real-time to show: 1) where the intruder is on a station map, 2) did the intruder return back to the

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platform (non-emergency) or 3) continue deeper into the tunnel (potential emergency). This project will also increase situational awareness and promote better behaviors from all.

### **FINANCIAL IMPACT**

Upon approval of the Life of Project budget amendment, staff will manage the project within the FY24 Budget which includes \$3.9 million in Cost Center 2613, Physical Security, under Project 212123, Track and Tunnel Intrusion Detection.

#### **Impact to Budget**

The additional effort of \$550,224 beyond the current LOP will be funded by Measure M Metro State of Good Repair 2%. This funding source is not eligible for Bus and Rail Operating expenses.

### **EQUITY PLATFORM**

The proposed LOP budget increase is expected to support the TTIDS project benefits of addressing unauthorized entry to Metro underground tunnels. Unauthorized entry onto our tracks poses a safety and security risk to transit riders and members of the public, including unhoused individuals seeking shelter in Metro underground stations, which can cause service delays or great personal harm. This project will protect customers, track, and tunnel areas which is crucial to keeping our trains operating in a safe and reliable manner for the entire system. There are no equity impacts anticipated as a result of this increase.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal # 1. Approval of this recommendation supports Metro Strategic Plan Goal 1: Deliver an outstanding experience for all users of the transportation system by providing superior customer service while preventing terrorism and reducing crime on our system. This project will protect our customers, track, and tunnel areas, which is crucial to keeping our trains operating in a safe and secure manner.

### **ALTERNATIVES CONSIDERED**

Any incapacitation or destruction to Metro's system would severely affect the continuity of operations as well as safety to public health, security, and economic impact to the Los Angeles County area. This capital improvement project will support the Track and Tunnel Intrusion Detection for underground rail stations would add to Metro's continued improvement to its physical security posture in critical locations, which have been identified as 'soft targets'. If the increase in LOP budget is declined, there is risk of losing future grant money, the system not being installed, and Metro being unable to compensate the contractor.

## **NEXT STEPS**

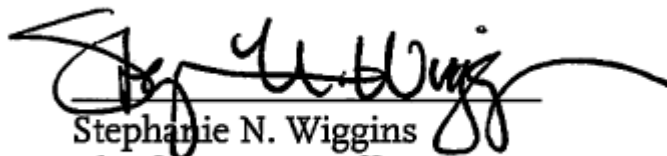
If an increase in LOP is approved, the contractor can continue with completing the project.

## **ATTACHMENTS**

Attachment A - Funding and Expenditure Plan

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Stephanie N. Wiggins  
Chief Executive Officer

## TTIDS Funding and Expenditure Plan

<b>Capital Project No. 212123</b>			
<b>Use of Funds</b>	<b>FY23 &amp; Prior Actual Spent</b>	<b>FY24 Projected Actual</b>	<b>Total Life of Project Budget (upon Board Approval)</b>
Design Costs	\$353,892		\$353,892
Construction Costs	\$7,700,000	\$2,137,975	\$9,837,975
Project Management Costs	\$163,331	\$43,321	\$206,652
Labor Costs	\$161,841	\$7,013	\$168,854
Miscellaneous Costs	\$4,613	\$249,787	\$254,400
Compensable Delay Cost*		\$405,097	\$405,097
Labor Contingency*		\$145,126	\$145,126
<b>Total Life of Project Cost</b>	<b>\$8,383,677</b>	<b>\$2,988,319</b>	<b>\$11,371,996</b>
<b>Source of Funds</b>	<b>FY23 &amp; Prior Actual Spent</b>	<b>FY24 Actual/Projected Spending</b>	<b>Total Life of Project Budget (upon Board Approval)</b>
Transit Security Grant	\$5,803,588		\$5,803,588
Measure M 2%	\$2,580,089	\$2,988,319	\$5,568,408
<b>Total Project Funding</b>	<b>\$8,383,677</b>	<b>\$2,988,319</b>	<b>\$11,371,996</b>

\*Indicates amount covered by requested LOP increase.



## Board Report

File #: 2023-0639, File Type: Contract

Agenda Number: 11.

### CONSTRUCTION COMMITTEE NOVEMBER 16, 2023

**SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING an increase in total authorized funding for Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the amount of \$19,500,000, increasing the total contract authorized funding from a not-to-exceed (NTE) amount of \$95,282,000 to a not-to-exceed amount of \$114,782,000 through April, 2025; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

#### **ISSUE**

In April 2018, the Board approved awarding a seven-year cost reimbursable fixed fee, Task Order (TO) based Contract No. AE47810E0128, plus three (3) one-year options, to SECOTrans, a Joint Venture for Systems Engineering and Support Services (SESS) consultant. The approval requires staff to return to the Board on a biennial basis as projects progressed and new project requirements were identified to update contract expenditure authorization. Previous Board actions provided a total authorization of \$95,282,000, of which \$15,000,000 was included to support the future Rail Operations Center and Bus Operations Center (ROC/BOC) Project. Additionally, as a result of the ongoing requirements of the agency's Measure M and R programs, staff is seeking an additional \$19,500,000 in total contract authority. Board approval of the staff recommendation will increase contract value by \$19,500,000 to a new NTE amount of \$114,782,000 through Fiscal Year 2024-2025 (FY25).

The seven (7) year base contract ends on April 26, 2025. A determination to exercise the options or initiate a new procurement will be made before that time.

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## **BACKGROUND**

To date, staff has awarded TO's and Contract Modifications (MODS) totaling \$75,446,445 with \$19,835,555 in authorized funding remaining. The SESS Consultant has been exceeding their DBE commitment by nearly double the goal set by the contract based on the TOs executed to date. The actual DBE participation is 28.81% which exceeds the contractual goal of 15%. Examples of projects supported by this contract include Metro Operational Simulation Analyses, Metro G Line BRT Improvements, Westside D Line 1/2/3, East San Fernando Valley Light Rail Transit, Eastside Phase 2 and West Santa Ana Branch Transit. Attachment B includes a complete listing of the TO's and MODS executed since the beginning of the SESS contract. As indicated during initial approval, staff is now seeking an additional two-year funding authorization to support Systems Engineering, Measure R, and Measure M projects.

## **DISCUSSION**

With the approval of Measure M, the ongoing implementation of the Measure R Program, and required State of Good Repair initiatives, , staff has engaged a SESS to provide a broad range of systems engineering design and related support services to supplement current Systems Engineering Department resources. Metro's capital program requires extensive resources with the ability to react quickly to a wide range of complex technical issues. With a strong core staff located in Los Angeles County, the SESS is capable of applying and withdrawing resources as project workloads fluctuate over time. The SESS has the extensive experience and capability to support the complete project lifecycle; from the conceptual phase to final design and construction.

Due to the intensive system integration requirements and length of time needed to deliver major capital improvement projects, this contract has allowed Metro to efficiently and effectively augment Program Management staff where appropriate to ensure the proper project resources are available to Metro in terms of additional staff and technical expertise.

The SESS provides a single systems engineering team, and associated sub-specialties, with the necessary resources to assist in the planning, development, and delivery of Metro's aggressive schedule of projects for the next decade. Examples of systems engineering disciplines include traction electrification, overhead contact systems (OCS), train control, communications, supervisory control and data acquisition (SCADA), rail simulations, corrosion control, systemwide electrical and other specialized disciplines.

### **Other Considerations**

The challenge presented by the simultaneous implementation of numerous projects is to ensure the integration and standardization of the systems elements within and across the current Metro system. Consistent development and design are necessary to ensure that the required integration is achieved with respect to civil and electrical infrastructure, vehicles, control systems, communications, operations, maintenance, security, training, etc.

Prior to the procurement of the SESS, each project would use a different consultant for this work, resulting in inconsistent applications. This approach was no longer feasible or advisable with the

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large volume of projects now underway. With a single SESS design team on staff, the standardization of design, construction, and functionality of systems elements will keep Metro's long-term interest in system interoperability, maintainability, and safety at the forefront. A fully integrated network requires consistency of systems design and not a collection of potentially incompatible independent designs arising from separate projects. This approach has been implemented successfully in other transit agencies nationwide, and the benefits of full systems standardization include:

- Interoperability and efficient maintainability
- Improved commercial viability
- Reduced spares requirements
- Reduced training requirements
- Flexibility to adapt to changing circumstances

In addition to the projects listed above and in Attachment B, staff expects the SESS to provide systems engineering services for current and future rail and bus transit projects, and other capital improvement projects, including, but not limited to, the following:

- East San Fernando Valley Transit Corridor
- Eastside Phase 2 Extension
- C Line South Bay Rail Extension
- West Santa Ana Transit Corridor
- Sepulveda Pass Transit Corridor
- Vermont Transit Corridor
- G Line BRT Improvements
- Westside D Line Extension Section 1/2/3

### **DETERMINATION OF SAFETY IMPACT**

The use of a consistent systems design process has a positive safety benefit during the construction and subsequent operations of Metro's Bus and Rail transit network.

### **FINANCIAL IMPACT**

The requested not-to-exceed contract funding is based on the anticipated level of services that will be required through FY25. Funding for the individual TOs is included in the Board approved life-of-project (LOP) budgets; therefore, this work is within the various project budgets.

Since this is a multi-year contract, project managers, cost managers, and the Chief Program Management Officer will be responsible for budgeting costs in future years.

### **Impact to Budget**



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Funding for TOs issued under this contract is provided by the specific project(s) utilizing the services. These projects are typically funded by a mix of federal, state, and local funds, including Measure R and Measure M. Where appropriate, certain Operations projects are funded with operating eligible funds.

### **EQUITY PLATFORM**

The Systems Engineering and Support Services funds Conceptual Engineering, Preliminary Design and Specifications, Final Design, including Design Services During Construction of Transit Rail and Bus Projects for various Metro projects including West Santa Ana Branch, East San Fernando Valley transit projects and other Metro Transit projects throughout the County of Los Angeles, including in Equity Focus Communities (EFCs). These services are essential for support and on time delivery of Metro projects across the greater Los Angeles area. All services supported by this contract are centered on avoiding project delays and promoting cost saving measures to effectively deliver the projects with minimal impacts on the communities and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

SECOTrans Joint Venture made a 15% DBE overall commitment for this contract and based on payments reported, is exceeding its commitment by 13.81% with a total DBE participation of 28.81%.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Systems Engineering Support Services contract supports the following strategic goals. Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Through this contract, the systems engineering consultant team will continue to implement innovative and state of the art engineering solutions to provide efficient mobility options throughout the LA County area. Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The contract ensures the timely delivery and implementation of systems that provide essential communications, security, comfort, and reliability to all users. These factors are important areas of concern identified by Metro management and annual customer surveys. Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. With a regular 2-year authorization update to the Board, Metro staff will offer transparency and accountability of Systems related work involved in the Measure M program and other major capital projects.

### **ALTERNATIVES CONSIDERED**

The Board may choose to reject the recommendation and request staff to re-procure these services through an RFP, choose to authorize an alternative amount, or approve an alternative term of financial authorization. Staff does not recommend these alternatives. The use of a qualified SESS consultant has allowed the agency to secure highly technical expertise without the necessary increase in Metro's long-term labor costs. Further, by providing for an extended term contract, the Board has afforded staff the resources that seek to provide an integrated and consistent network design that serves Metro's interests. Finally, by limiting the funding authorization to two years, greater accuracy of project scope and cost requirements are provided to the Board on a biennial basis.

### **NEXT STEPS**

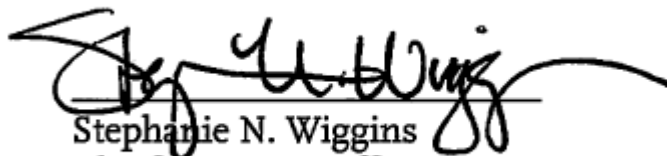
Upon Board approval, specific task orders will be issued on an as needed basis.

**ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Proposed Task Order Work List  
Attachment C - DEOD Summary

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Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

## SYSTEMS ENGINEERING SUPPORT SERVICES/ CONTRACT NO. AE47810E0128

1.	<b>Contract Number:</b> AE47810E0128			
2.	<b>Contractor:</b> SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.).			
3.	<b>Mod. Work Description:</b> Increase the Contract not-to-exceed funding amount.			
4.	<b>Work Description:</b> Systems Engineering Support Services			
5.	<b>The following data is current as of:</b> October 30, 2023			
6.	<b>Contract Completion Status:</b>		<b>Financial Status:</b>	
	<b>Award Date:</b>		<b>Board Approved NTE Amount:</b>	<b>\$95,282,000</b>
	<b>April 26 2018</b>			
	<b>Notice to Proceed (NTP):</b>	<b>June 14, 2018</b>	<b>Total Contract Modification Authority (CMA):</b>	<b>N/A</b>
	<b>Original Completion Date:</b>	<b>June 14, 2025</b>	<b>Value of Task Orders and Mods. Issued to Date:</b>	<b>\$75,446,445</b>
	<b>Current Est. Complete Date:</b>	<b>June 14, 2025</b>	<b>Remaining Board Approved Amount:</b>	<b>\$19,835,555</b>
7.	<b>Contract Administrator:</b> <b>Chelsea Bajorunas</b>		<b>Telephone Number:</b> <b>(213) 922-7243</b>	
8.	<b>Project Manager:</b> <b>Ron Tien</b>		<b>Telephone Number:</b> <b>((213) 418-3445</b>	

**A. Contract Action Summary**

On April 26, 2018, the Board of Directors approved award of Contract No. AE47810E0128 Systems Engineering and Support Services to SECOTrans (Joint Venture), in the amount not-to-exceed (NTE) \$28,932,000, to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The Period of Performance for the Contract is seven (7) years from NTP plus three (3) one-year options to be exercised at Metro's sole discretion. This action is to increase the authorized funding for this Contract in the amount of \$19,500,000, increasing the total authorized funding from \$95,282,000 to \$114,782,000.

Thirty- One (31) Task Orders and One Hundred Forty- Three (143) Task Order Modifications have been executed to date. Furthermore, Nine (9) Administrative Contract Modifications for zero dollars have also been executed to date. Additional level of effort and cost may not be incurred under the closed-out Task Orders and their associated Task Order Modifications.

Since this is a multi-year contract, the Chief Program Management Officer and the Project Managers are responsible for budgeting costs in future years, including the exercise of any options. Consequently, funding for the award of the Supplemental Engineering and Support Services Contract was initially requested for the first two years and must be requested every two years subsequent to that for future work, contingent upon an updated annual work program and schedule.

The total contract amount will be the aggregate value of all task orders issued to the SESS Consultant through the term of the contract.

Contract No. AE47810E0128 is a cost plus fixed fee (CPFF) Contract.

## **B. Cost/Price Analysis**

The negotiated cost and fixed fee or lump sum price for future Task Orders will be determined to be fair and reasonable based upon fact finding, technical evaluation, cost analysis, and negotiations, before issuing the task order authorizing the work to the SESS Consultant. Task Orders will be processed in accordance with Metro's Acquisition Policy and Procedures. A cost analysis will be performed for each Task Order, considering the Independent Cost Estimate, technical analysis utilizing labor, and indirect cost rates established in the contract.

The Systems Engineering Services estimated level of effort for the additional NTE amount of \$19,500,000 was developed using the current master schedule, construction estimates, and completed work to date from the Program Management Project Controls Department. An estimated level of effort cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Systems engineering level of effort costs were distributed across each fiscal year according to the master schedule.

**ATTACHMENT B****PROPOSED TASK ORDER WORK****SYSTEMS ENGINEERING SUPPORT SERVICES / CONTRACT NO. AE47810E0128**

<b>Mod./Task Order (TO) No.</b>	<b>Description</b>	<b>Status (Approved or Pending)</b>	<b>Date</b>	<b>Task Order Issued Including Mods</b>	<b>Adjustments Pending TO Close-Out<sup>1</sup></b>	<b>TO Mods in Approval (Current FY)<sup>2</sup></b>
N/A	Initial Authorized NTE Funding \$28,932,000	Approved	4/26/18	---	---	---
E0128-TO-016	Board of Directors Authorized NTE \$15,000,000 for TO-016	Approved	2/27/20	---	---	---
N/A	Board of Directors Authorized NTE \$22,500,000 for FY 2021	Approved	5/28/20	---	---	---
N/A	Board of Directors Authorized NTE \$28,850,000 for FY 2023 / 2024	Approved	6/23/22	---	---	---
<b>Approved Task Orders and Task Order Modifications</b>						
E0128-TO-001	Systems Engineering Support for Crenshaw Project	Approved	7/9/18	\$14,085,003.40	\$(31,227.00)	---
E0128-TO-002	Program-wide System Engineering Support Services for Systems Engineering Group	Approved	7/27/18	\$9,561,606.43	\$(42,512.65)	---
E0128-TO-003	Overhead Contact Systems (OCS) Support for Maintenance of Wayside Engineering	Approved	9/11/18	\$603,041.25	\$(69,847.00)	---

E0128-TO-004	System-wide Electrical Support for Rail and Bus Projects	Approved	9/11/18	\$145,244.00	---	---
E0128-TO-005	Crenshaw Project Design Services During Construction	Approved	9/12/18	\$161,992.00	---	---
E0128-TO-006	Rail Systems Engineering Support for New Blue	Approved	10/3/18	\$4,688,560.70	---	---
E0128-TO-007	West Santa Ana Branch Systems Support	Approved	10/1/18	\$120,666.74	---	---
E0128-TO-008	System-wide Operations and Maintenance Plan	Approved	10/10/18	\$798,543.25	\$(77,672.00)	---
E0128-TO-009	Division 20 Portal Widening Turnback Project Systems Engineering Support	Approved	10/30/18	\$11,804,039.35	\$(40,017.00)	---
E0128-TO-010	West Santa Ana Branch (WSAB) Project Conceptual Engineering	Approved	11/16/18	\$2,889,788.57	---	---
E0128-TO-011	East San Fernando Valley (ESFV) Conceptual Engineering	Approved	12/3/18	\$8,153,971.55	\$(58,686.00)	---
E0128-TO-012	Metro Blue Line Track and OCS Refurbishment	Approved	3/21/19	\$1,528,845.32	---	---
E0128-TO-013	Metro Systems Support for Green Line/Crenshaw Operations	Approved	4/10/19	\$262,675.00	\$(13,605.14)	---
E0128-TO-014	Metro Red/Purple Line and Regional Connector Operational Simulation Support	Approved	4/25/19	\$770,059.00	\$(15,763.15)	---

E0128-TO-015	Airport Metro Connector Engineering Support	Approved	9/12/19	\$5,074,304.00	---	---
E0128-TO-016	Rail Operations Center (ROC) / Bus Operations Center (BOC) Architectural and Engineering Systems Design Services	Approved	4/9/20	\$46,957.87	---	---
E0128-TO-017	Centinela Grade Separation Conceptual Engineering	Approved	11/4/19	\$1,671,189.00	\$(685,000.00)	---
E0128-TO-018	Metro Gold Line Foothills 2B Extension Systems Engineering Support	Approved	4/16/20	\$545,479.00	---	---
E0128-TO-019	Metro Gold Line Eastside Phase 2 Conceptual Engineering	Approved	4/24/20	\$602,538.00	---	---
E0128-TO-021	Systems Engineering DSDC Support for Purple Line Extension Sec. 1	Approved	1/29/20	\$2,961,361.00	---	---
E0128-TO-022	Systems Engineering DSDC Support for Regional Connector Project	Approved	4/24/20	\$2,738,388.00	---	---
E0128-TO-023	Metro C Line (Formerly Green Line) Extension to Torrance Conceptual Engineering	Approved	12/08/20	\$325,586.00	---	---
E0128-TO-024	Purple Line Extension Section 3 Systems Engineering Support Services	Approved	12/29/20	\$861,265.81	---	---

E0128-TO-025	Systems Engineering Design Services During Construction Support for Metro Center Project - FY21 Level of Effort	Approved	3/18/21	\$292,399.02	---	---
E0128-TO-026	Purple Line Extension Section 2 Systems Engineering Support Services	Approved	9/17/21	\$631,989.00	---	---
E0128-TO-027	Metro G Line (formerly Orange Line) Systems Engineering Support	Approved	7/20/21	\$640,366.00	---	---
E0128-TO-028	Sepulveda Transit Corridor Projects Systems Engineering Support	Approved	8/10/22	\$633,009.00	---	---
E0128-TO-029	West Santa Ana Branch Systems Engineering Support	Approved	11/9/22	\$499,986.00	---	---
E0128-TO-030	Rail Operations Control Center (ROC) / Bus Operations Control Center (BOC) Feasibility Study	Approved	10/3/22	\$1,497,591.00	---	---
E0128-TO-031	Metro Bungalow A Replacement Project	Approved	9/5/23	\$850,000.00	---	---
<b>Approved Contract Modifications</b>						
EO128-00-MOD-00001	Update to Advanced Cost Agreement (LTK, DE, GF and IC)	Approved	9/6/18	\$0.00	---	---



EO128-00-MOD-00002	Updates to Advanced Cost Agreement (Home Office Rates 2019: Atkins, FN, GF, IEI, ICI, RCS)	Approved	12/14/18	\$0.00	---	---
EO128-00-MOD-00003	Revise Spec. Section CP-04 Payment & Invoicing Part C.1 - Invoicing	Approved	1/11/19	\$0.00	---	---
EO128-00-MOD-00004	Direct Hourly Labor Rates Adjusted for 2019	Approved	2/6/19	\$0.00	---	---
EO128-00-MOD-00005	Updates to Contract: Form of Contract, ACA Rates, Add/Delete Subconsultants and Corrections	Approved	4/20/21	\$0.00	---	---
EO128-00-MOD-00006	Updates to Contract: Form of Contract, ACA Rates, New Positions and Delete Subconsultant FNC	Approved	3/14/22	\$0.00	---	---
EO128-00-MOD-00007	Updates to Form of Contract and Special Provisions Section	Approved	11/10/22	\$0.00	---	---
EO128-00-MOD-00008	Updates to Contract: Administrative Modification, Updates to Exhibit 1 – Advanced Const Agreement	Approved	5/4/23	\$0.00	---	---
EO128-00-MOD-00009	Extend Period of Performance for Multiple TOs	Approved	6/2/23	\$0.00	---	---
	<b>Subtotal Approved TOs</b>			<b>\$75,446,445.26</b>		

	<b>and Contract Mods</b>					
<b>Pending Task Orders and Task Order Mods</b>						
TBD	Future Anticipated Task Orders for FY24	Pending	TBD	---	---	\$5,869,884.68
TBD	Future Anticipated Task Orders for FY25	Pending	TBD	---	---	\$19,500,000
	<b>Subtotal Pending TOs and TO Mods</b>					<b>\$25,369,884.68</b>
	<b>Task Orders Approved</b>	---	---	<b>\$75,446,445.26</b>	---	---
	<b>Adjustments Pending TO Close-Out</b>	---	---	---	<b>(\$1,034,329.94 )</b>	
	<b>Pending TOs and TO Mods</b>	---	---	---	---	<b>\$25,369,884.68</b>
	<b>Future Anticipated Task Orders for FY25</b>	---	---	---	---	<b>\$19,500,000</b>
	<b>Total Contract NTE Amount Plus Funding Needed for Future Anticipated Task Orders for FY25</b>	---	---	---	---	<b>\$114,782,000</b>

**NOTES:**

<sup>1</sup> Task Orders and Task Order Modifications will be closed-out and unused Not-To-Exceed (NTE) authorized amount will be credited back to the Project. The Authorized NTE for the Task Order will be adjusted to actuals expended.

<sup>2</sup> Task Orders and Task Order Modifications with Cost Schedule Price (CSP) received and pending approval for FY 2024.

<b>BOARD ACTIONS</b>	
<b>Board Approved Funding – Current Contract Value</b>	<b>\$95,282,000.00</b>
<b>This Board Action</b>	<b>\$19,500,000</b>
<b>New Contract Value</b>	<b>\$114,782,000</b>

## DEOD SUMMARY

## SYSTEMS ENGINEERING AND SUPPORT SERVICES/AE47810E0128000

**A. Small Business Participation**

SECOTrans, a Joint Venture of LTK Engineering Services and three (3) DBE Joint Venture (JV) partners, NBA Engineering, Inc., Pacific Railway Enterprises, Inc., and Ramos Consulting Services, Inc. made a 15% DBE overall commitment for the Task Order contract. The overall DBE participation is based on the cumulative value of all Task Orders issued.

To date, thirty-one (31) Task Orders have been awarded. Based on payments reported, the contract is 77% complete and the cumulative DBE participation of all Task Orders awarded is 28.81%. SECOTrans is exceeding their DBE commitment by 13.81%.

SECOTrans stated that DBE Arakelyan Drafting Services, Inc. started work on September 1, 2023, and acknowledges that two (2) DBE firms listed on the team have not been utilized, explaining that Task Orders issued to-date have not contained scopes of work provided by those firms. SECOTrans remains committed to utilizing all listed DBE firms as Metro issues new Task Orders applicable to their respective scopes. DEOD will continue to monitor SECTOTrans' efforts in meeting its commitment and will continue to work with Project Management to review TO small business utilization.

<b>Small Business Commitment</b>	<b>15% DBE</b>	<b>Small Business Participation</b>	<b>28.81% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>Current Participation<sup>1</sup></b>
1.	NBA Engineering, Inc. (JV Partner / DBE Prime)	Caucasian Female	5.05%
2.	Pacific Railway Enterprises, Inc. (JV Partner / DBE Prime)	Caucasian Female	1.61%
3.	Ramos Consulting Services (JV Partner / DBE Prime)	Hispanic American	8.81%
4.	Arakelyan Drafting Services	Caucasian Female	0.00%
5.	Destination Enterprises	Caucasian Female	2.68%
6.	Enabled Enterprise LLC	Asian-Pacific American	0.00%

7.	Fariba Nation Consulting (Substituted)	Caucasian Female	0.47%
8.	Intueor Consulting, Inc.	Subcontinent Asian American	2.37%
9.	PK Electrical, Inc. (Substituted)	Caucasian Female	0.00%
10.	ROMAR7, LLC	Asian-Pacific American	0.13%
11.	Triunity Engineering and Management, Inc.	Black American	7.21%
12.	Birdi Systems, Inc. (Added)	Subcontinent Asian American	0.00%
13.	Interactive Elements Incorporated (Added)	Caucasian Female	0.39%
14.	UNICO Engineering, Inc.	Hispanic American	0.09%
	<b>Total</b>	<b>15.00%</b>	<b>28.81%</b>

<sup>1</sup>Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

**B. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**C. Living Wage 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.

**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.

# Board Item 2023-0639

## **Systems Engineering and Support Services Contract**

Program Management

# Board Item 2023-0639

## **Systems Engineering Support Services (SESS) Contract**

Consultant SECOTrans JV team comprised of:

- Hatch/LTK – Rail Systems and Operational Planning/Simulations
- NBA Engineering (DBE) – Mechanical, Electrical and Plumbing (MEP)
- Pacific Railway Enterprises (DBE) – Rail Systems
- Ramos Consulting (DBE) – Various systems and controls
- 19 other subconsultants with varying systems specializations

### **Scope:**

The consultant provides a single systems engineering team with the necessary resources to support the planning, development, engineering and delivery of Metro's Measure R and M programs for rail and bus systems. With a single SESS team, the standardization of design, construction and functionality of systems elements will keep Metro's long-term interest in system interoperability, maintainability, and safety at the forefront for all projects.

# Board Item 2023-0639

## **Board Authorization Status:**

FY23/24 Board Authorization:	\$ 28,850,000
Executed Task Orders:	\$ 22,980,115
Pending Task Orders:	\$ 5,869,885
 FY24/25 Current Board Authorization Request:	 \$ 19,500,000

The authorization request of \$19.5M is within the existing and/or planned project budgets. Separate Task Orders are written on a Fiscal Year basis and is coordinated with the respective project management.

The FY24/25 authorization will support the following projects e.g., East San Fernando Valley LRT, West Santa Ana Branch Transit Corridor, Eastside Transit Corridor Phase 2, C Line Extension to Torrance, Sepulveda Transit Corridor, G Line BRT Improvements, D Line Extension 1/2/3, Division 20 Project, Airport Metro Connector Project





## Board Report

File #: 2023-0641, File Type: Project

Agenda Number: 12.

**REVISED**  
**CONSTRUCTION COMMITTEE**  
**NOVEMBER 16, 2023**

**SUBJECT: EB SR-91 ATLANTIC TO CHERRY IMPROVEMENTS**

**ACTION: APPROVE RECOMMENDATIONS**

### **RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING a Life-of-Project budget for the EB SR-91 Atlantic to Cherry Improvements in the amount of \$174,187,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract modifications, up to the authorized Life-of-Project budget.

### **ISSUE**

An LOP budget for the Project is required to execute contracts and pursue completion of the Project. Establishing the LOP budget after bids are received is based on lessons learned and best management practices regarding establishing final budgets, when adequate information (such as the receipt and validation of responsiveness of hard bids) is available. Approval of the LOP at this time is required to meet funding deadlines set by external grant partners and will maintain the Project schedule. Specifically, award of the construction contract by end of year 2023 will secure \$48.332 million in Trade Corridor Enhancement Program funding for the Project.

### **BACKGROUND**

This 1.4-mile Project will improve the operations and safety of the corridor by elimination of the lane reduction at the gore of the SB I-710 to eastbound SR-91 connector and the reconfiguration of the eastbound on-ramp from Atlantic Avenue and the eastbound off-ramp to Cherry Avenue. The improvements also include the additional eastbound auxiliary lane from Atlantic Avenue to Cherry Avenue by reconfiguring Atlantic Avenue Undercrossing, Myrtle Avenue Undercrossing, Orange Avenue Undercrossing, and Walnut Avenue Undercrossing. All of these improvements provide operational and safety improvements that would reduce truck congestion and increase safety on the heavily used freight corridor. The specific improvements chosen were informed by an analysis of

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mainline and ramp collision history, performed by Caltrans Traffic Accident Surveillance and Analysis System. For the area within this Project, total accident rates range from 30% to 73% higher than the total statewide average accident rate, depending on category. Fatal plus Injury are also higher than statewide average rates. Data associated with these accidents show that accidents were indicative of ramp and auxiliary lane congestion due to weaving patterns and/or existing ramp and intersection geometry. The safety improvements to the SR-91 Corridor are expected to avoid one fatality, 366 injuries, and 646 crashes resulting in property damage over the 20-year study period. The project improves throughput while reducing travel times for freight and passenger travel utilizing the corridor.

The Project is consistent with Metro's Objectives for Multimodal Highway Investment (June 2022), given that: 1) the project supports traffic mobility, enhanced safety, economic vitality and access to opportunity, and; 2) multi-modal features were incorporated in the scope of the project (on local arterials) through an integrated planning approach to address the needs of local communities and create a safer transportation system. Such elements include:

- Increasing the depth of proposed retaining walls to facilitate the implementation of the Hamilton Loop Park Project. This Project is being led by the City of Long Beach Parks and Recreation Department for the purpose of creating more green space for the Hamilton Neighborhood, which neighbors the proposed Project area.
- The Project includes additional provisions to add more lighting and irrigation lines for landscaping to facilitate the improvements being proposed as part of the Hamilton Loop Project.
- The Project includes the replacement of 900' of sidewalk with widening to maintain ADA compliance.
- Based on Metro Tree Policy, the project will provide for tree replacement from a 1:1 ratio to a 1:2 ratio. In addition, the project provides air filtration systems and filter replacements to residents and businesses within 750 feet of the Project. Metro staff are coordinating with the City of Long Beach for the implementation of these items.

Further, no residential or business displacements or property acquisitions are necessary for this project.

A Negative Declaration/Finding of No Significant Impact was approved on May 24<sup>th</sup>, 2021, with a re-validation approved on April 28<sup>th</sup>, 2022. Environmental certification right of way certification was approved on May 2<sup>nd</sup>, 2022.

## **DISCUSSION**

The Project is being delivered through a contractual partnership between Caltrans and Metro in the form of cooperative agreements for design and construction. Metro, defined as a Local Agency within

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these agreements, is responsible for advertising, awarding, and administering the contract. The Project is funded through a combination of federal and Metro local funding, as shown in Attachment A Funding and Expenditure Plan. Metro will be responsible for managing the Project budget and identifying any future funding, if required.

Partnering sessions with Caltrans have been ongoing to ensure a high level of collaboration and issue resolution during the Project planning, design, and procurement phase. Metro staff, supported by County Counsel, performed an extensive contract review and revision process to ensure that the highway contract reflected the technical and commercial requirements of both parties. In parallel to this contract review/revision process, a detailed low-bid style cost estimate and constructability analysis was performed. Caltrans-assigned oversight personnel have provided support to Metro throughout these processes.

To date, the Project has been funded yearly on a fiscal basis. The proposed LOP budget for this project is based on total project costs incurred (\$8.51M) including Metro labor and non-labor costs for Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Engineering (PS&E), Utilities, Right-of-Way (ROW) support, the forecasted construction cost and support, and required contingencies. The proposed LOP budget utilizes lessons learned on past local agency delivered highway projects and the Project specific risk profile developed and approved through an FHWA risk assessment based process. This Project is being constructed wholly within Caltrans ROW; therefore, there are no property takes required, and no third-party utilities have been identified during the design process.

At its September 2023 meeting, the Board authorized a construction management support services (CMSS) contract for construction management and Project oversight support. Key personnel from that contract are being onboarded to assist Metro staff in the procurement and pre-construction activities required for the Project. The Construction Contract Invitation for Bid was released on August 24th, 2023, and 2 bids were received on October 9th, 2023. See Attachment B for Bid Opening and Bid Summary.

The Independent Cost Estimate (ICE) was approximately 30% lower than the apparent low bidder. The ICE for Caltrans work is based upon historical unit pricing. Due to unprecedented inflation and saturated construction market, bid pricing for Caltrans work has been trending 20% to 30% over historical. The ICE did not take into account this excessive increase, and only reflected unit pricing for projects that were bid in the previous 5 years. Additionally, construction of the Project requires a complex temporary shoring system and the Contractor pricing for this shoring system was significantly higher than traditional Caltrans unit pricing for shoring utilized in the ICE. Design-bid-build projects typically carry a 10% to 12% contingency on construction because the design is carried out to 100%. For this Project, staff has allocated a 10% contingency in the amount of \$9,963,712 for construction, which is carried in the construction line item, due to the following risk factors identified in the risk assessment process:

- Due to the Project location within a sensitive paleontological area, paleontological impacts are expected during construction of Cast-in-Drilled-Hole pile installation, sound wall and retaining wall foundation construction, and the bridge foundation construction.

- Latent sub-surface features, including buried human-made objects, unknown utilities, and differing site conditions.
- Unanticipated presence of protected special-status species in active construction areas resulting in construction delays, specifically within the existing bridges near the LA River.
- Complex temporary shoring system that requires specialized contractors and has a high probability of changing conditions.

Staff have also included a \$6,000,000 contingency on non-construction related items, such as engineering and consultant support, Metro labor, and other Project soft cost items. This represents an approximate 9% contingency on non-construction related items. Consequently, the requested LOP amount includes a total contingency of \$15,963,712.

#### Project Schedule & Community Outreach

Notice of Award is anticipated in December 2023 with a start of construction in Spring of 2024. The contract duration is 56 months, which is inclusive of 73 adverse weather days anticipated during the Project. Construction completion is slated for Summer 2028. The schedule for construction contract award is developed to coincide with current budgetary considerations and to ensure contractor mobilization and construction expenditures meet the TCEP funding requirement to issue Notice of Award by December 31, 2023.

Staff have begun the Project communication, notification, and outreach program to the local jurisdictions, stakeholders, residents, businesses, and the public. Metro has developed and continues to build valuable partnerships with local and regional jurisdictions and stakeholders including California Department of Transportation, City of Long Beach, City of Paramount, and Gateway Cities Council of Governments.

#### **DETERMINATION OF SAFETY IMPACT**

Approval of these recommendations will have no detrimental safety impact.

#### **FINANCIAL IMPACT**

This is a multi-year Project. Upon approval of the Life of Project budget, staff will manage the Project within the Board approved fiscal year budgets. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

#### Impact to Budget

The Project is funded with the Trade Corridor Enhancement Program (TCEP) (\$48,332,000) funds and Metro local funds from the Measure R - Highway 20%, Interstate 605 Corridor "Hot Spot" Interchanges program (\$125,855,000), subject to approval by the Gateway Cities Council of

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Governments and subsequent Metro Board action to formally program these funds. These funds are not eligible for bus or rail operations. Metro is also seeking to program approximately \$24,000,000 of federal Surface Transportation Block Grant Program (STBG), which would reduce the amount of Measure R 20% needed. For FY24, Metro budgeted \$15,000,000 for this work in Cost Center 8510, Project 460351. There will be no impact on the FY24 budget.

## **EQUITY PLATFORM**

The SR-91 EB from Atlantic Avenue to Cherry Avenue Improvement, is located within an Equity Focus Community (EFC) of the City of Long Beach and adjacent to the EFCs of Cities of Compton and Paramount. The Project will implement Complete Streets elements and ADA features and enhance traffic safety for the surrounding communities. The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. The California Department of Transportation defines a Complete Street as “a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.” This project adheres to the high level policy direction that helps redefine how transportation agencies approach streets and highways so that the default outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

DEOD established a 22% Disadvantaged Business Enterprise goal for the construction of the Project. The Project is also subject to Project Labor Agreement/Construction Careers Policy Local Targeted Worker provisions. For the professional services CMSS contract, , Arcadis made a 28.05% Small Business Enterprise and 3.02% Disabled Veteran Enterprise commitment.

The Project will employ a robust community engagement program including Public Information/Public Awareness Campaign (PAC) with the goals of building awareness, sharing project information, identifying key issues and concerns important to the public, elected officials, and government agencies and integrating public feedback into the project during the construction phase: The Project area has a meaningfully greater racial minority population than that of Los Angeles County. The Project area has a Hispanic or Latino population greater than 50 percent of the total population, and the percentage of total minority populations ranges between 76 and 97 percent. Based on the demographic data, outreach materials (i.e., fact sheets, letters, flyers, newspaper ads) will be translated into Spanish as needed.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project is consistent with the following Metro 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling.

Goal 2: Enhance Communities and lives through mobility and access to opportunity.

Goal 3: Transform LA County through regional collaboration and national leadership.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with the establishment of an LOP budget. This is not recommended as this would risk expiration of Contractor submitted low bids, and delays to schedule could jeopardize Metro's obligations to TCEP to award a construction contract by end of year 2023.

### **NEXT STEPS**

Upon Board approval of the recommendations, staff will move the Project forward into construction.


### **ATTACHMENTS**

Attachment A - Funding and Expenditure Plan

Attachment B - Bid Opening and Bid Summary

Prepared by: Paul Sullivan, Deputy Executive Officer, Program Management  
Brad Owen, Senior Executive Officer, Program Management (Interim)  
Debra Avila, Deputy Chief Vendor/Contract Management Officer 213 418-3051

Reviewed by: Darcy Buryniuk, Chief Program Management Officer



Stephanie N. Wiggins  
Chief Executive Officer

**ATTACHMENT "A"**  
**EXPENDITURE and FUNDING PLAN**  
**91EB ATLANTIC TO CHERRY PROJECT Cash Flow and Sources of Funds**

**Uses of Funds**

Work Package	Thru FY24	Remainder FY24	FY25	FY26	FY27	FY28	FY29	Total
PA&ED	\$ 5,331,000	\$	\$	\$	\$	\$	\$	\$ 5,331,000
PS&E	\$ 3,117,000	\$ 100,000	\$	\$	\$	\$	\$	\$ 3,217,000
ROW	\$-	\$-	\$-	\$ -	\$-	\$-	\$-	\$ -
Utilities	\$	\$	\$	\$	\$	\$	\$	\$ -
ROW Support	\$	\$	\$	\$	\$	\$	\$	\$ -
Construction Capital	\$	\$ 10,000,000	\$ 21,000,000	\$ 35,000,000	\$ 30,000,000	\$ 13,594,000	\$	\$ 109,594,000
Construction Support	\$ 17,000	\$ 4,900,000	\$ 13,600,000	\$ 13,000,000	\$ 13,000,000	\$ 5,528,000	\$	\$ 50,045,000
Unallocated Contingency	\$ -	\$ -	\$ 750,000	\$ 1,500,000	\$ 2,000,000	\$ 1,750,000	\$	\$ 6,000,000
Program Reserve	\$	\$	\$	\$	\$	\$	\$	\$ -
<b>Total Project Estimate</b>	<b>\$ 8,465,000</b>	<b>\$ 15,000,000</b>	<b>\$ 35,350,000</b>	<b>\$ 49,500,000</b>	<b>\$ 45,000,000</b>	<b>\$ 20,872,000</b>	<b>\$ -</b>	<b>\$ 174,187,000</b>

**Source of Funds**

**Federal Revenue**

Surface Transportation (STBGP)	\$	\$	\$	\$	\$	\$	\$	\$ -
TCSPPP	\$	\$	\$	\$	\$	\$	\$	\$ -
Fastlane/Infra	\$	\$	\$	\$	\$	\$	\$	\$ -
TCEP		\$ -	\$ 20,000,000	\$ 20,000,000	\$ 8,332,000	\$ -	\$ -	\$ 48,332,000
<b>Federal Revenue Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,000,000</b>	<b>\$ 20,000,000</b>	<b>\$ 8,332,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 48,332,000</b>

**Local Revenue**

Measure M - Highway	\$	\$	\$	\$	\$	\$	\$	\$ -
Measure R - Highway	\$ 8,465,000	\$ 15,000,000	\$ 15,350,000	\$ 29,500,000	\$ 36,668,000	\$ 20,872,000	\$	\$ 125,855,000
Private Funding	\$	\$	\$	\$		\$	\$	\$ -
Prop C 25%	\$	\$	\$	\$	\$	\$	\$	\$ -
<b>Local Revenue Subtotal</b>	<b>\$ 8,465,000</b>	<b>\$ 15,000,000</b>	<b>\$ 15,350,000</b>	<b>\$ 29,500,000</b>	<b>\$ 36,668,000</b>	<b>\$ 20,872,000</b>	<b>\$ -</b>	<b>\$ 125,855,000</b>

**State Revenue**

SB1 Trade Corridors (Federal)	\$	\$	\$	\$	\$	\$	\$	\$ -
SB1 Trade Corridors (State)	\$	\$	\$	\$	\$	\$	\$	\$ -
<b>State Revenue Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>TOTAL SOURCES</b>	<b>\$ 8,465,000</b>	<b>\$ 15,000,000</b>	<b>\$ 35,350,000</b>	<b>\$ 49,500,000</b>	<b>\$ 45,000,000</b>	<b>\$ 20,872,000</b>	<b>\$ -</b>	<b>\$ 174,187,000</b>
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## **ATTACHMENT "B"**

### **Bid Opening and Bid Summary**

#### **SR-91 EB ATLANTIC TO CHERRY IMPROVEMENTS CT**

The Contract Invitation for Bid was released on August 24<sup>th</sup>, 2023, and 2 bids were received on October 9th, 2023. The bids are currently being evaluated for responsiveness and responsibility.

Flatiron West Inc.	\$ 99,630,712.00
C.A. Rasmussen, Inc.	\$117,085,425.10
Metro Independent Cost Estimate	\$ 69,042,002.05



# SR-91 Eastbound – Atlantic to Cherry

## RECOMMENDATION:

- A. ESTABLISHING a Life-of-Project budget for the EB SR-91 Atlantic to Cherry Improvements in the amount of \$174,187,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract modifications, up to the authorized Life-of-Project budget.

# SR-91 Eastbound – Atlantic to Cherry

LIFE OF PROJECT (LOP ) SUMMARY	
Construction Capital Cost	\$109,594,000
Construction Support/Professional Services	\$46,045,000
PA&ED & PS&E	\$8,548,000
3 <sup>rd</sup> Party Costs	\$4,000,000
Program Reserve	\$6,000,000
<b>TOTAL LOP</b>	<b>\$174,187,000</b>

# SR-91 Eastbound – Atlantic to Cherry

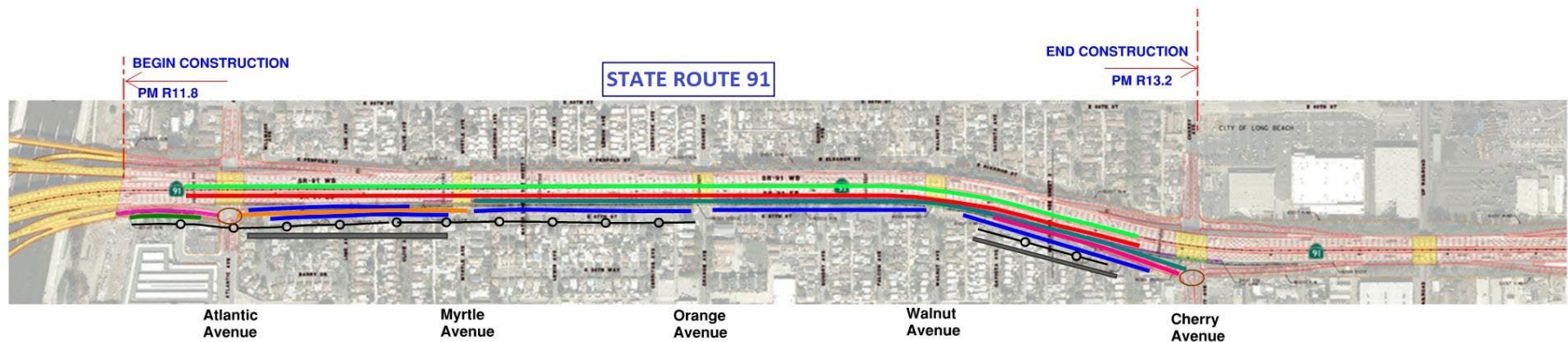
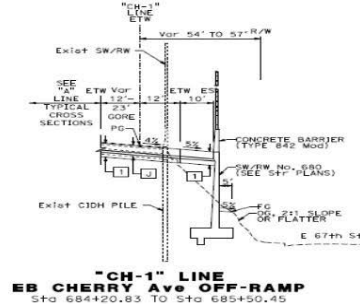
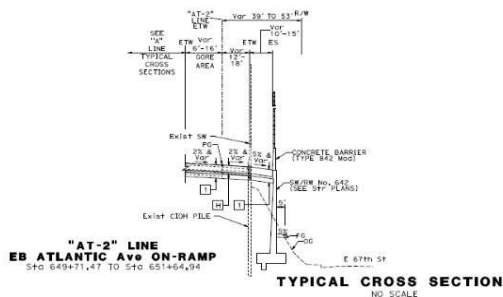
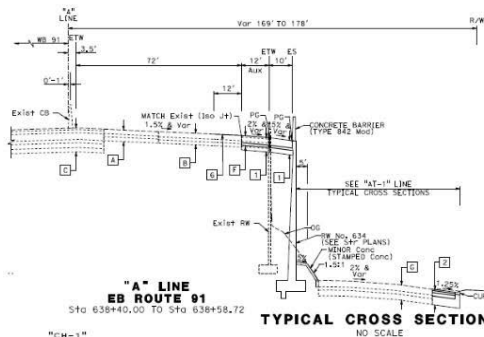
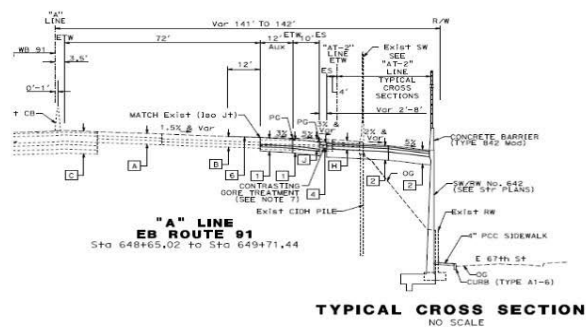


Figure 2: Atlantic Ave. to Cherry Ave. Aerial Map



## LEGEND:

- RETAINING WALL WITH SOUND WALL
- RETAINING WALL ONLY
- OFF-RAMP WIDENING
- ON-RAMP WIDENING
- EB ROUTE 91 WIDENING
- EB ROUTE 91 RETAINING WALL
- PLANTING ADJACENT TO E 67TH ST.
- LIGHTING MODIFICATION
- TRAFFIC SIGNAL MODIFICATION
- RAMP SIGNAL MODIFICATION



# SR-91 Eastbound – Atlantic to Cherry

## SOURCE OF FUNDS:

- I. Trade Corridor Enhancement Program (TCEP): **\$48,322,000**
- II. Measure R – Highway: **\$125,855,000**

**Total Project Funding: \$174,187,000**

## MULTIMODAL HIGHWAY INVESTMENT:

The Project is consistent with Metro's Objectives for Multimodal Highway Investment (June 2022), given that: 1) the project supports traffic mobility, enhanced safety, economic vitality and access to opportunity, and; 2) multi-modal features were incorporated in the scope of the project (on local arterials) through an integrated planning approach with a meaningful public engagement process to address the needs of local communities, improve regional mobility of people and goods, and create a safer transportation system. **Further, no residential or business displacements or property acquisitions are necessary for this project.**

# SR-91 Eastbound – Atlantic to Cherry

## NEXT STEPS:

- I. Establish LOP budget and award construction contract.
- II. Engage Construction Management Support Services (CMSS) team and coordinate with Caltrans.
- III. Coordinate with the City of Long Beach and surrounding communities.
- IV. Start construction in March 2024.



## Board Report

File #: 2023-0640, File Type: Project

Agenda Number: 13.

**REVISED**  
**CONSTRUCTION COMMITTEE**  
**NOVEMBER 16, 2023**

**SUBJECT: I-605 SOUTH STREET IMPROVEMENTS PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life of Project Budget (LOP) for the I-605 Southbound South Street Improvements Project in the amount of \$33,222,000; and
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

**ISSUE**

An LOP budget for the Project is required to execute contracts and pursue completion of the Project. Establishing the LOP budget after bids are received is based on lessons learned and best practices regarding establishing final budgets, when adequate information (such as the receipt and validation of responsiveness of hard bids) is available. Approval of the LOP at this time is required to maintain the Project schedule.

**BACKGROUND**

The I-605 South Street improvements project will add a right turn lane and improve safety of the South Street off ramp by providing a standard deceleration distance from the off ramp to the intersection. A retaining wall with an approximate length of 1,570 feet will be constructed along the west shoulder/embankment of the ramp, and traffic signs and signals will be constructed to accommodate the new configuration.

By reconfiguring the South Street southbound off ramp, the Project will improve public safety, enhance mobility, and improve regional traffic flow. The actual total accident rate was 1.58, which is higher than the statewide average of 1.01 for similar facilities. The proposed project will simplify the off-ramp geometry, meet the standard deceleration distance, add a right turn lane, and prevent

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vehicle queuing from blocking turning movements at the intersection.

The Project is consistent with Metro's Objectives for Multimodal Highway Investment (June 2022), given that: 1) the project supports traffic mobility, enhanced safety, economic vitality and access to opportunity, and; 2) multi-modal features were incorporated in the scope of the project (on local arterials) through an integrated planning approach to address the needs of local communities, and create a safer transportation system. Such elements include:

- A new ADA compliant curb ramp at the ramp intersection with South Street, and high visibility crosswalks will be striped on the pavement with safety lighting for nighttime pedestrian movements across the ramp.
- Pavement striping will be enhanced as well, with the existing 4" wide stripes improved to the current Caltrans standard 6" wide stripes to enhance visibility and improve safety.
- The signal timing has also been optimized to improve traffic circulation for both the off-ramp and South Street, and the new signals will have yellow borders around the backplates to improve visibility and enhance safety.

Further, no residential or business displacements or property acquisitions are necessary for the project.

The Project is being delivered through a contractual partnership between Caltrans and Metro in the form of cooperative agreements for design and construction. Metro, defined as a Local Agency within these agreements, is responsible for advertising, awarding, and administering the contract. The Project is funded through a combination of federal and Metro local funding, as shown in Attachment A Funding and Expenditure Plan. Metro will be responsible for managing the Project budget and identifying any future funding, if required.

Partnering sessions with Caltrans have been ongoing to ensure a high level of collaboration and issue resolution during the Project planning, design, and procurement phase. Metro staff from Vendor/Contract Management and Program Management, supported by County Counsel, performed an extensive contract review and revision process to ensure that the highway contract reflected the technical and commercial requirements of both parties. In parallel to this contract review/revision process, a detailed low-bid style cost estimate and constructability analysis was performed. Caltrans -assigned oversight personnel have provided support to Metro throughout these processes.

## **DISCUSSION**

The proposed LOP budget for this Project is based on total project costs consisting of Metro labor and non-labor costs for Project Approval & Environmental Documents (PA&ED), Plans, Specifications and Engineering (PS&E), Utilities, Right-of-Way (ROW) support, the forecasted construction cost and support, and required contingency. This Project is being constructed wholly within Caltrans ROW; therefore, there are no property takes required, and no third-party utilities have been identified during the design process.

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The Project Invitation for Bid was released on June 23, 2023, and four bids were received on August 28, 2023, and a public bid opening was held that same day. See Attachment B for Bid Opening and Bid Summary. The Independent Cost Estimate (ICE) was 27% lower than the apparent low bidder. The ICE for Caltrans work is based upon historical unit pricing. Due to unprecedented inflation and saturated construction market, bid pricing for Caltrans work has been trending 20% to 30% over historical. The ICE did not take into account this excessive increase, and only reflected unit pricing for projects that were bid in the previous 5 years

Design-bid-build projects typically carry a 10% to 12% contingency because the design is carried out to 100%. For this Project, staff has allocated a 10% contingency, which is \$1,562,100, which is included within the construction capital cost included in Attachment A. This is due to the following risk factors that could result in cost increases and schedule delays:

- Due to the nature of sub-surface construction, potential for unidentified buried objects can hinder the progress of construction.
- Unidentified utilities or differing site conditions may impact the project causing impacts to the schedule and budget.
- Unforeseen environmental impacts including but not limited to bird nesting may impact the project schedule and budget.

The construction support cost for this Project is calculated at a higher percentage of the overall project cost due to several factors. First, the Project schedule is short, with the entire \$17M Project constructed within 12 months of Notice to Proceed. Additionally, the location of the Project in the City of Cerritos and in close proximity to the Cerritos Auto Mall and the Cerritos Mall, warrants a robust community and business engagement plan. The construction support cost includes approximately: \$1.1 million for California Highway Patrol support through COZEEP, which will support traffic control and heavy traffic influx in the area, \$2.7 million Construction Support Services Contract (consultant Ghirardelli) which includes robust community engagement and outreach support and a Caltrans approved quality control and acceptance program, \$1.1 million for Design Support During Construction, \$0.6 million for environmental consultant Support, \$1.4 million in project controls, quality, and DEOD consultant support, and \$3.2 million in Metro Staff Support. The Project LOP also includes a \$1,477,000 contingency on non-construction related items, such as engineering and consultant support, Metro labor, and other Project soft costs items. This represents an approximate 10% contingency on non-construction related items.

Staff have begun the Project communication, notification, and outreach to the local jurisdictions, stakeholders, residents, businesses, and the public, including outreach to two major stakeholders in the area, the Cerritos Auto Square auto mall, and Los Cerritos Center shopping mall. Metro has developed and continues to build valuable partnerships with local and regional jurisdictions and stakeholders including the California Department of Transportation, City of Cerritos, Gateway Cities Council of Governments.

### **DETERMINATION OF SAFETY IMPACT**

The recommended Board action will have no detrimental safety impact.



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## **FINANCIAL IMPACT**

This is a multi-year Project. Upon approval of the Life of Project (LOP) budget staff will manage the Project within the approved fiscal year budgets. It is the responsibility of the Chief Program Management Officer and Project Manager to budget for this Project in future fiscal years.

### **Funding Sources**

The Project is funded through the Highway Infrastructure Program (HIP) in the amount of \$15,791,000 and a Metro local funds match from tax measure, Measure R - Highway, Interstate 605 Corridor "Hot Spot" Interchanges program (\$17,431,000). These funds are not eligible for bus or rail operations. Staff budgeted \$10,500,000 under Cost Center 8510, Project 460346 for the I-605 South Street Improvements in FY24. There will be no impact to the FY24 budget. The funding and expenditure plan is included as Attachment A.

## **EQUITY PLATFORM**

The Project is designed to help ease congestion, enhance mobility, improve public safety, and improve regional traffic flow affecting communities adjacent to the 605 freeway. South Street is on the Southbound I-605 Freeway in the City of Cerritos. The term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. The California Department of Transportation defines a Complete Street as "a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility." This project adheres to the high level policy direction that helps redefine how transportation agencies approach streets and highways so that the default outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

The construction of the Project has a Disadvantaged Business Enterprise (DBE) goal of 22% and Targeted Worker in Local Zip Codes goal of 40%. These aggressive goals ensure that minority, women, disadvantaged, and disabled veteran owned business enterprises directly benefit from the Project. Metro awarded a Construction Support Services Contract (CSSC) in 2022 for projects included in the 605 Hot Spots programs.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project supports the following strategic goals:

Goal 1: Providing high-quality mobility options and improve transit efficiency.

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Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the corridor cities by contributing funds and providing resources to assist Caltrans in completion of these projects.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve this staff recommendation. This alternative is not recommended as Metro would risk expiration of Contractor submitted low bids, and delays to schedule.

### **NEXT STEPS**

Upon Board approval, the LOP budget will be implemented accordingly, per the Recommendation.

### **ATTACHMENTS**

Attachment A - Funding and Expenditure Plan

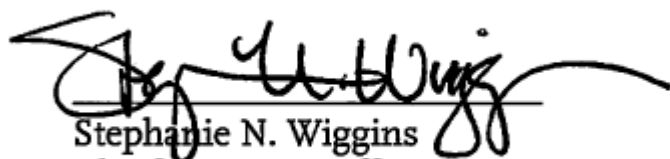
Attachment B - Bid Opening and Bid Summary

Prepared by:

Paul Sullivan, Deputy Executive Officer, Program Management  
Brad Owen, Senior Executive Officer, Program Management (Interim)  
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by:

Darcy Buryniuk, Chief Program Management Officer

  
Stephanie N. Wiggins  
Chief Executive Officer

**ATTACHMENT "A"**  
**EXPENDITURE and FUNDING PLAN**  
**1605 SOUTH STREET IMPROVEMENTS PROJECT Cash Flow and Sources of Funds**

**Uses of Funds**

<b>Work Package</b>	<b>Thru FY24</b>	<b>Remainder FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>Total</b>
PA&ED	\$ 4,141,000	-	-	-	\$ -	\$ 4,141,000
PS&E	\$ 229,000	-	-	-	-	\$ 229,000
ROW	\$-	-	-	-	-	
Utilities					\$	
ROW Support	-	-	-	-	-	
Construction Capital	\$	\$ 7,000,000	\$ 8,621,000	\$ 1,562,000		\$ 17,183,000
Construction Support	\$ 1,101,000	\$ 2,500,000	\$ 5,243,000	\$ 1,348,000		\$ 10,192,000
Unallocated Contingency	\$ -	\$ 344,000	\$ 900,000	\$ 233,000		\$ 1,477,000
Program Reserve	\$	\$	\$	\$	\$	
<b>Total Project Estimate</b>	<b>\$ 5,471,000</b>	<b>\$ 9,844,000</b>	<b>\$ 14,764,000</b>	<b>\$ 3,143,000</b>		<b>\$ 33,222,000</b>

**Source of Funds**

**Federal Revenue**

Surface Transportation (STBGP)	\$	\$	\$	\$	\$	\$ -
TCSPPP	\$	\$	\$	\$	\$	\$ -
Fastlane/Infra	\$	\$	\$	\$	\$	\$ -
Highway Infrastructure Program (HIP)	-	\$ 7,000,000	\$ 8,621,000	\$ 170,000		\$ 15,791,000
<b>Federal Revenue Subtotal</b>	<b>\$ -</b>	<b>\$ 7,000,000</b>	<b>\$ 8,621,000</b>	<b>\$ 170,000</b>	<b>\$ -</b>	<b>\$ 15,791,000</b>

**Local Revenue**

Measure M - Highway	\$	\$	\$	\$	\$	\$ -
Measure R - Highway	\$ 5,471,000	\$ 2,844,000	\$ 6,143,000	\$ 2,973,000		\$ 17,431,000
Private Funding	\$	\$	\$	\$		\$ -
Prop C 25%	\$	\$	\$	\$	\$	\$ -
<b>Local Revenue Subtotal</b>	<b>\$ 5,471,000</b>	<b>\$ 2,844,000</b>	<b>\$ 6,143,000</b>	<b>\$ 2,973,000</b>	<b>\$ -</b>	<b>\$ 17,431,000</b>

**State Revenue**

SB1 Trade Corridors (Federal)	\$	\$	\$	\$	\$	\$ -
SB1 Trade Corridors (State)	\$	\$	\$	\$	\$	\$ -
<b>State Revenue Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>TOTAL SOURCES</b>	<b>\$ 5,471,000</b>	<b>\$ 9,844,000</b>	<b>\$ 14,764,000</b>	<b>\$ 3,143,000</b>	<b>\$ -</b>	<b>\$ 33,222,000</b>
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**ATTACHMENT "B"**  
**Bid Opening and Bid Summary**  
**I-605 SOUTH STREET IMPROVEMENTS PROJECT**

The Project Invitation for Bid was released on June 23, 2023, and 4 bids were received on August 28, 2023. The bids are currently being validated for responsiveness.

Powell Constructors *	\$ 15,621,096.50
CA Rasmusen	\$ 16,366,991.23
Granite Construction Company	\$ 19,066,462.00
Griffith Company	\$ 20,219,184.60
Metro Independent Cost Estimate	\$ 11,439,423.28

\* Apparent Low Bidder

# SB I-605 South Street Improvements

## RECOMMENDATION:

- A. ESTABLISH a Life of Project Budget (LOP) for the I-605 Southbound South Street Improvements Project in the amount of \$33,222,000; and
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project-related agreements, including contract modifications, up to the Life-of-Project Budget.

# SB I-605 South Street Improvements

LIFE OF PROJECT (LOP) SUMMARY	
Construction Capital Cost	\$17,200,000
Construction Support/Professional Services	\$10,100,000
PA&ED & PS&E	\$4,400,000
Program Reserve	\$1,500,000
<b>TOTAL LOP</b>	<b>\$33,200,000</b>



# SB I-605 South Street Improvements



**PROPOSED OFF-RAMP  
IMPROVEMENTS**

**PROPOSED  
RETAINING WALL**

SB OFF-RAMP

# SB I-605 South Street Improvements

## SOURCE OF FUNDS:

- I. Highway Infrastructure Program (HIP): **\$15,791,000**
- II. Measure R – Highway: **\$17,431,000**

**Total Project Funding: \$33,222,000**

## MULTIMODAL HIGHWAY INVESTMENT:

The Project is consistent with Metro's Objectives for Multimodal Highway Investment (June 2022), given that: 1) the project supports traffic mobility, enhanced safety, economic vitality and access to opportunity, and; 2) multi-modal features were incorporated in the scope of the project (on local arterials) through an integrated planning approach with a meaningful public engagement process to address the needs of local communities, improve regional mobility of people and goods, and create a safer transportation system. **Further, no residential or business displacements or property acquisitions are necessary for this project.**



# SB I-605 South Street Improvements

## NEXT STEPS:

- I. Establish LOP budget and award construction contract.
- II. Closely coordinate with the City of Cerritos and local businesses:
  - a. Cerritos Auto Center
  - b. Los Cerritos Mall.
- III. Start construction in January 2024 to minimize impacts on 2024 holiday season.



## Board Report

File #: 2023-0605, File Type: Contract

Agenda Number: 14.

### CONSTRUCTION COMMITTEE NOVEMBER 16, 2023

**SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR**

**ACTION: AWARD PROFESSIONAL SERVICES CONTRACT**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to award a cost plus fixed fee contract, Contract No. AE104903000, to HDR Engineering, Inc., for advanced engineering and final design services of utility adjustments, freight relocation, and grade crossings for the Slauson/A Line to Pioneer segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$75,407,476, subject to the resolution of protest(s), if any; and
- B. APPROVING Contract Modification Authority (CMA) specific to Contract No. AE104903000 in the amount of \$7,540,748, or 10% of the not-to-exceed contract award value authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

#### **ISSUE**

Staff is seeking the Board's approval of contract award to provide advanced engineering and final design of high-risk items such as utility adjustments, freight realignment, and grade crossings. The contract also includes design support services during the construction of these scope items. Due to the size and complexity of the 14.5-mile long corridor with numerous critical third-party stakeholders (including but not limited to, the railroad, Port of Long Beach, Port of Los Angeles, 41 utility entities, and various corridor cities), staff is seeking 10% CMA to allow for flexibility and timely responsiveness necessary to maintain the project schedule.

#### **BACKGROUND**

To meet the Board's expectation of completing the LPA segment for service by 2035, staff must implement parallel workstreams to meet that schedule. One of those workstreams is to address risks early in the project development phase, as staff continues concurrently to complete the Final EIS/EIR. Successful negotiations with stakeholders such as Union Pacific Railroad (UPRR), Port of Long Beach, and Port of Los Angeles will rely on the advancement of the design packages as they

inform the terms of the final agreements.

Relocation and adjustment of utilities and reaching agreement with key stakeholders, such as the railroad, are critical risks on any project and historically drive schedule and cost. For WSAB, existing utilities and freight tracks conflict with the future light rail alignment and must be realigned to their future configuration before the light rail can be constructed.

## **DISCUSSION**

The roadmap comprises of the following parallel workstreams:

- Planning - completing final environmental clearance,
- Early Due Diligence - addressing high risk items such as utilities, unknown soils conditions, and third-party agreements, and
- LRT Project Delivery - continuing to evaluate various contract delivery methods most beneficial to Metro.

A component of the Early Due Diligence workstream includes the award of several contracts to deliver the utility adjustments, freight realignment, and grade crossings as a precursor to the light rail construction. The first of those contracts is the Advanced Engineering which if approved, will enable the project to advance seamlessly and maintain the current schedule. Successful negotiations with key stakeholders such as utility owners, Union Pacific Railroad (UPRR), Port of Long Beach, and Port of Los Angeles will rely on the advancement of the design packages as they inform the terms of the final agreements.

The other upcoming contracts requiring future Board approval include Program Management Support Services (PMSS), anticipated for Board action in January 2024, followed by two separate Construction Manager/General Contractor (CM/GC) contracts - one for utility adjustment and the other for freight realignment, both anticipated for Board action by fall/winter of 2024.

## **DETERMINATION OF SAFETY IMPACT**

There is no impact to safety.

## **FINANCIAL IMPACT**

The FY24 budget contains \$19.5M in Cost Center 8510 (Program Management), Project 460201 for professional services. Since this is a multi-year contract, the Project Manager and Chief Program Management Officer will be responsible for budgeting in future years.

### **Impact to Budget**

Currently, the funds for this project are provided by the Measure R 35%, Measure M 35% and State Grant SB1. No other funding sources are considered for this effort. These funds are not eligible for operating charges.

## **EQUITY PLATFORM**

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities along the corridor. Approval of the contract will allow staff to advance the project and maintain the schedule to complete the line for service by 2035. The Disadvantaged Business Enterprise (DBE) goal for this procurement is 28% of the contract value; the recommended firm exceeded this goal by making a 28.03% commitment.

The WSAB Transit Corridor is comprised largely of Environmental Justice (EJ) communities. In 2017 (the first year of environmental analysis), minority residents comprised 65 percent of the total Study Area population, with Hispanic/Latino groups alone accounting for 51 percent of the total population. In addition, 44 percent of Study Area residents live below the poverty level, which is higher than the county average of 33 percent. The entire LPA qualifies as an EJ corridor and the corridor cities of Bellflower, Paramount, South Gate, Cudahy, Bell, and Huntington Park are also identified as LA Metro's Equity Focus Communities. Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums, platforms, languages, and access methods, including special outreach efforts to people of color, low-income, and limited English proficiency populations, and persons with disabilities. Project development has been directly influenced by this engagement, as discussed above. Metro staff will continue to reengage communities as a part of the completion of the final environmental document, as well as the Slauson/A Line to LAUS Study, to help define the project, including alignment profile, station locations, and design.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high- quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

## **ALTERNATIVES CONSIDERED**

The Board could choose not to approve the contract award. Delaying this contract award to a future date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule.

## **NEXT STEPS**

Upon Board approval, staff will execute Contract No. AE104903000 with XXX for engineering and design services for utilities, freight, and grade crossings. These activities are needed to continue advancing the Project per Board direction.

**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

June Susilo, Deputy Executive Officer, Program Management, (562) 524-0532

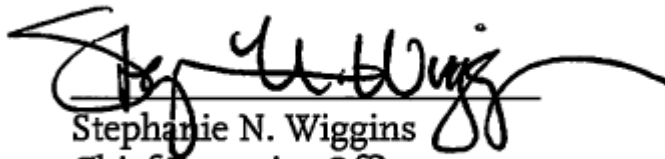
Mat Antonelli, Deputy Chief Program Management Officer, (213)893 -7114

Tashia Smith, Executive Officer, Diversity & Economic Opportunity Department, (922)-2128

Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by:

Darcy Buryniuk, Chief Program Management Officer, (213) 922-2250



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

**WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR  
ADVANCED ENGINEERING CONTRACT NO. AE104903000**

1.	<b>Contract Number:</b> AE104903000	
2.	<b>Recommended Vendor:</b> HDR ENGINEERING, INC.	
3.	<b>Type of Procurement (check one) :</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued</b> April 21, 2023	
	<b>B. Advertised/Publicized:</b> April 27, 2023, May 1, 2023, and May 11, 2023	
	<b>C. Pre-Proposal Conferences:</b> May 4, 2023 and May 10, 2023	
	<b>D. Proposals Due:</b> June 20, 2023	
	<b>E. Pre-Qualification Completed:</b> September 27, 2023	
	<b>F. Ethics Declaration Forms Review Completed by Ethics:</b> August 14, 2023	
	<b>G. Protest Period End Date:</b> November 21, 2023 (Est.)	
5.	<b>Solicitations Picked up/Downloaded:</b> 160	<b>Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Robert Romanowski	<b>Telephone Number:</b> 213-922-2633
7.	<b>Project Manager:</b> June Susilo	<b>Telephone Number:</b> 562-524-0532

**A. Procurement Background**

This Board Action is to approve the award of Contract No. AE104903000 to provide Advanced Engineering services for the West Santa Ana Branch (WSAB) Transit Corridor Project. Scope includes Plans, Specifications, and Estimates (PS&E), design management, surveys and geotechnical investigations, support to Metro during evaluation of future Construction Manager/General Contractor (CM/GC) pricing proposals, support for project management and administration, and design services during construction. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was an Architectural and Engineering (A & E) services qualifications-based procurement process performed in accordance with Metro Procurement Policies and Procedures and California Government Code §4525-4529.5. The contract type is a Cost-Plus Fixed Fee (CPFF) for a term of seven (7) years for the advanced engineering and final design services of utility adjustments, freight relocation, and grade crossings with one option to be negotiated in the future after the delivery model of the construction of the light rail system has been selected and executed. Virtual pre-proposal conferences were held on May 4, 2023 and May 10, 2023. There were 160 firms who downloaded the RFP and were included on the list of Planholders.

Two (2) Amendments were issued during the Solicitation phase of this RFP:

- Amendment No. 1, issued on May 2, 2023, added the second pre-proposal conference.
- Amendment No. 2, issued on May 24, 2023, clarified the due date for the proposal volumes containing Cost and Fee Proposal and DBE forms; revised the Scope of Services regarding preparation of property impact statements, and issued the then-current versions of two Metro policies.

One (1) proposal was received on June 20, 2023, from HDR Engineering, Inc.

The Proposal was determined to be responsive to the requirements of the RFP, including acknowledging both amendments.

Since only one proposal was received, staff conducted a market survey of the Planholders to determine why they did not submit a proposal. Staff received responses from 39 firms that fell into four general categories:

1. Respondent plans to pursue the separate and upcoming Program Management Support Services (PMSS) RFP for West Santa Ana Branch instead of this RFP and knows they would be conflicted and prohibited from receiving this Contract;
2. Respondent chose not to pursue the Advanced Engineering contract for their own business reasons (including insufficient resources, or insufficient Subcontractors, not being ready, or deciding this was not the right scope for their firm);
3. Respondent downloaded the RFP only for general information on the overall Transit Corridor project in preparation for submitting a Proposal on a future RFP; or
4. Respondent knew it has an actual, potential, or apparent conflict of interest and therefore, did not submit a Proposal.

Based on these responses, Vendor/Contract Management determined: (1) that the RFP and Scope of Services were not restrictive to competition; and (2) that all outreach procedures had been followed. Accordingly, the evaluation of the single proposal and remaining steps towards recommendation of Contract award could continue, subject to review of the Ethics Declarations to verify that there were no conflicts of interest for the proposer and any proposed subcontractors on any existing contracts.

## **B. Evaluation of Proposals**

The Proposal Evaluation Team (PET) was comprised of representatives from the following departments: Countywide Planning, Operations, Project Management, and

Metro Engineering. The PET conducted a comprehensive evaluation of the proposal.

The proposal was evaluated based on the following evaluation criteria and associated weighting of maximum points:

- Degree of the Skill and Experience of the Proposer Team 45 points
- Effectiveness of Project Management Plan 20 points
- Project Understanding and Approach to Scope of Services 30 points
- Approach to Cultural Competency 5 points

Total 100 points

The evaluation criteria are appropriate and consistent with criteria developed for other similar A & E procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Degree of the Skill and Experience of the Proposer Team.

This is an A & E qualification-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

#### **Qualifications Summary of Recommended Contractor:**

The evaluation performed by the PET determined, in accordance with the evaluation criteria established in the RFP, that the proposal from HDR Engineering, Inc. demonstrated competence and professional qualifications for successful performance of the services required.

The scoring was based on evaluation of the written proposal received from the proposer, and oral presentations which were conducted on August 30, 2023. The results of the final scoring are shown below:

Firm	Maximum Points	Earned Points	Total Points	Rank
<b>HDR ENGINEERING, INC.</b>				
Degree of the Skill and Experience of the Proposer Team	45.00	39.50		
Effectiveness of Project Management Plan	20.00	16.81		
Project Understanding and Approach to Scope of Services	30.00	26.18		
Approach to Cultural Competency	5.00	3.38		



<b>Total</b>			<b>85.87</b>	<b>1</b>
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### **C. Cost Analysis**

A cost analysis of the elements of cost including direct labor rates, indirect cost rates and other direct costs was completed in accordance with Metro's Procurement Policies and Procedures. Indirect cost rates for the Contractor and proposed Subcontractors were established based on currently available and applicable audits.

A fixed fee factor was negotiated to establish a fixed fee amount based on the total estimated cost of performance of the Scope of Services, for the contract term.

<b>Proposer: HDR ENGINEERING, INC.</b>			
<b>Contract Duration</b>	<b>Cost Proposal</b>	<b>Metro ICE</b>	<b>NTE Funding Amount</b>
Base Period – 7 Years	\$88,853,799	\$71,877,808	\$75,407,476 <sup>(1)(2)</sup>

Notes:

- (1) Direct labor hourly rates are supported by payroll data; overhead rates for the Contractor and Subcontractors are based on current FAR Part 31 compliant audits submitted by the Proposer during negotiations or established as a provisional rate as discussed above; and other direct costs and fixed fee amount were negotiated and determined to be fair and reasonable.
- (2) The final amount of **\$75,407,476** is the requested NTE for the total cost of the agreed estimated level of effort required to perform the Scope of Services.

Staff successfully negotiated a cost savings of \$13,446,323 from the submitted Cost Proposal as a result of correcting assumptions regarding level of effort, negotiating and agreeing to estimated level of effort for personnel and all Subcontractors, refining the expectations and confirming deliverables of cost estimates and environmental site assessments, reducing annual economic price adjustments of direct labor costs ("escalation"), and reducing the fixed fee factor from 10% to 8.5%.

### **D. Background on Recommended Contractor**

HDR Engineering was founded in 1917 and has offices in Southern California, which currently support a staff of 484. HDR currently has an office in the city of Los Angeles. Their current team has extensive experience with rail design, transit architecture, civil design, bridge design, and utility relocation.

## DEOD SUMMARY

ADVANCED PRELIMINARY ENGINEERING FOR WEST SANTA ANA BRANCH /  
AE104903000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 28% Disadvantaged Business Enterprise (DBE) participation goal for this procurement. HDR Engineering, Inc. made 28.03% DBE commitment.

<b>Small Business Goal</b>	<b>28% DBE</b>	<b>Small Business Commitment</b>	<b>28.03% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	CR Associates	Subcontinent Asian American	1.31%
2.	Earth Mechanics, Inc	Subcontinent Asian American	4.81%
3.	Environmental Treatment and Technology, Inc.	Hispanic American	0.62%
4.	InterPhase Environmental, Inc.	Asian Pacific American	0.30%
5.	Lenax Construction Services, Inc.	Caucasian Female	0.31%
6.	LIN Consulting, Inc.	Asian Pacific American	1.08%
7.	RSE Corporation	Asian Pacific American	4.49%
8.	SKA Design	Hispanic American	0.58%
9.	Soteria Company, LLC	Hispanic American	0.91%
10.	Steiner Consulting, Inc.	Hispanic American	3.13%
11.	Suenram & Associates, Inc.	Caucasian Female	3.34%
12.	T&T Public Relations	Hispanic American	0.21%
13.	Tatsumi and Partners, Inc.	Asian Pacific American	0.41%
14.	V&A, Inc	Hispanic American	4.35%
15.	VN Tunnel and Underground, Inc	Asian Pacific American	2.07%
16.	Yunsoo Kim Design, Inc	Asian Pacific American	0.11%
<b>Total Commitment</b>			<b>28.03%</b>

**B. Local Small Business Enterprise (LSBE) Preference**

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**D. 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).

# Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

**Design Contract Award  
Construction Committee**

**NOVEMBER 16, 2023**

# RECOMMENDATIONS

- A. Authorize the Chief Executive Officer (CEO) to award a cost plus fixed fee contract, Contract No. AE104903000, to HDR Engineering, Inc., for advanced engineering and final design services of utility adjustments, freight relocation, and grade crossings for the Slauson/A Line to Pioneer segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$75,407,476, subject to the resolution of protest(s), if any; and
- B. Approve Contract Modification Authority (CMA) specific to Contract No. AE104903000 in the amount of \$7,540,748, or 10% of the not-to-exceed contract award value authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

# Why Approve Recommendations?

**Metro is using parallel workstreams to streamline and expedite delivery of the WSAB LPA Segment.**

- Seamless transition from environmental clearance to implementation
- Allows for continued coordination and successful negotiations with critical stakeholders
- These efforts are critical for a successful New Starts process and construction of the project
- Maintains project delivery schedule



## Board Report

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**File #:** 2023-0651, **File Type:** Informational Report

**Agenda Number:** 15.

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**CONSTRUCTION COMMITTEE  
NOVEMBER 16, 2023**

**SUBJECT: METRO G LINE IMPROVEMENTS PROJECT STATUS REPORT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status report on Metro G Line Improvements Project.

**ISSUE**

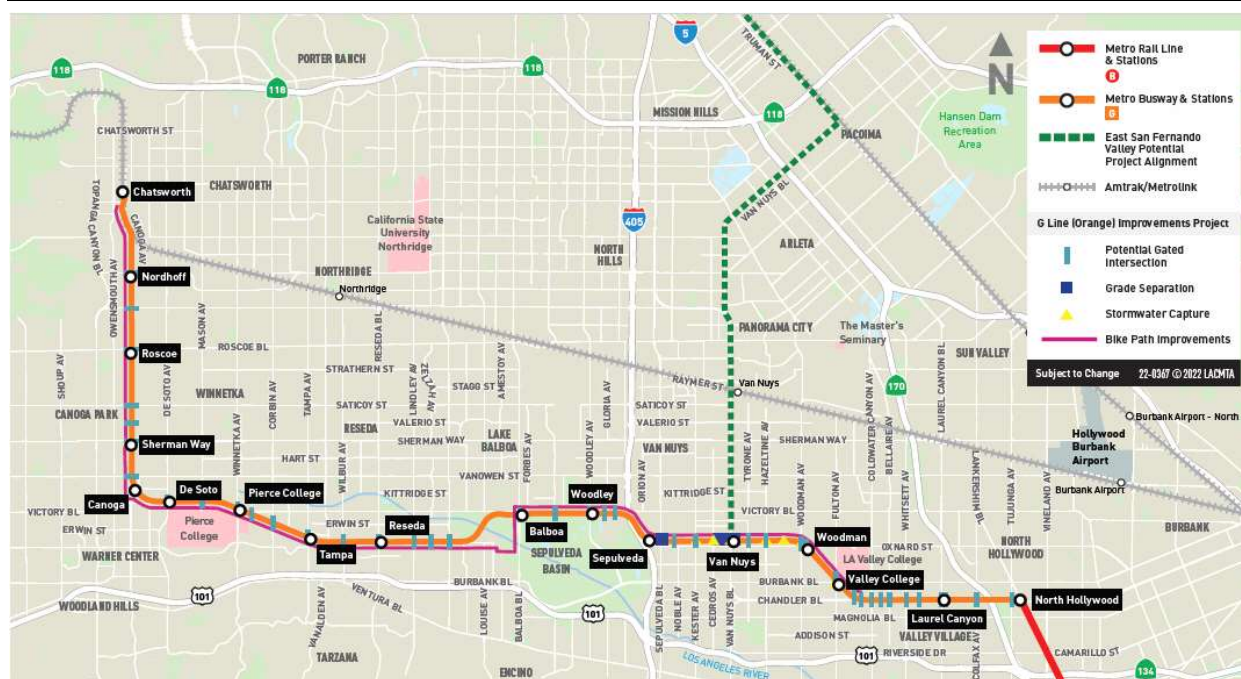
This report provides updates related to the scope, schedule, and budget of the Metro G Line Improvements Project (Project). Based on both a joint venture of Stacy Witbeck and Flatiron dba Valley Transit Partners (VTP) and Metro estimates for the cost of Phase 2, allocated funding for the project is not sufficient to cover costs.

**BACKGROUND**

The Project seeks to provide safe and cost-effective improvements to operating speeds, capacity, and safety, while addressing passenger needs and minimizing disruption to San Fernando Valley residents. The proposed improvements previously communicated to this Board include

- Sepulveda BRT grade separation with aerial station
- Van Nuys BRT grade separation with aerial station and overcrossing at Vesper
- Gates at up to 35 intersections
- Stormwater capture
- Bike Path Improvements





On November 11, 2022, Metro awarded the G Line Improvements Project Progressive Design Build Phase 1 contract to VTP. Between November and July 2023, VTP progressed design through 30% design, conducted field investigations, developed value engineering ideas, and provided Metro with a 30% Opinion of Probable Construction Cost (OPCC). In parallel, Metro's ICE team prepared a 30% estimate. Based on both VTP and Metro estimates for the cost of Phase 2, allocated funding for the project is not sufficient to cover costs.

The project can point to various factors that have created this disparity, including labor and material shortages and rising inflation. The estimates also account for the inherently high cost of doing work within the City of Los Angeles where restrictions on street closures require multi-phase traffic control and phased construction, which significantly increase the duration and cost of construction. Over the course of the last three months, the project team, in partnership with VTP, has been evaluating value engineering and scope alternatives that could allow the project to achieve the stated objectives of improved safety and reduced trip times at a reduced cost from the current estimates.

## **DISCUSSION**

### **Progressive Design Build (PDB) Delivery Method**

A significant factor in the use of PDB for this Project is the ability to negotiate scopes of work to maintain affordability for the Project. Under traditional delivery methods such as Design-Bid-Build, the scope is set at the time of bid with a contract price submitted to Metro, and increases to the contract price are realized through change orders received throughout the life of the project. This often results in a need to increase funding to projects late in the life cycle. Through the use of a two phase PDB delivery method and appropriate allocation of risk and contingency early in the preconstruction process, Metro can receive pricing for elements of the project and can negotiate, and eliminate as needed, scope from the project to achieve cost certainty and value for money.



On August 26, 2022, Metro awarded a PDB contract to VTP. Through the PDB delivery method, the Contractor, VTP, and their designer were brought in early to progress design, develop risk mitigation strategies, and evaluate the constructability of the Project. The Project team participated in value engineering workshops that resulted in the generation of 37 value engineering proposals, of which 11 were designated for further development, and 12 were immediately accepted and integrated into the design.

After the submission of 30% design, VTP provided Metro with an Opinion of Probable Construction Cost (OPCC) which is an open book detailed cost estimate that has enabled staff to evaluate the overall projected Project costs against the Project budget. This has provided early visibility into significant affordability components of the project scope. This surfaced in both the pricing from the PDB contractor and to a lesser degree, in the Metro estimate.

The Project has allocated funding of \$391M, including Measure M (\$286M), SB-1 (\$75M) and Measure W (\$30M). As of August 2023, the project expenditures equal \$67.7M, which leaves \$323.3M of remaining funding. Of those funds, \$42.2M is slated for costs associated with professional services, construction support services, real estate, Metro staff, and other soft costs, leaving \$258M for Phase Two design and construction.

The VTP estimate for the 30% OPCC was \$898M, and the Metro ICE was \$592M, a variance of approximately 50%. While it is common for there to be variances between the Contractor estimate and the ICE, a variance of this magnitude was unexpected and is primarily attributed to Contractor assumptions related to third party impacts such as City of Los Angeles plan approvals for design and means and methods, differing methodologies for assessing labor market risk, and predicted production rates for work completion. It is anticipated that the variance between Contractor cost and the ICE will become smaller as design is advanced and risk is reduced and/or allocated appropriately, and staff will continue this process. However, based upon the VTP estimate (\$898M) and the Metro estimate (\$592M) for the cost of Phase Two design and construction for all elements of the Project, the allocated funding for the project is not sufficient to cover estimated costs. To stay within the \$391M-\$511M cost previously estimated and communicated to the Board, the Project scope must be reduced approximately \$275M-\$395M in Phase Two design and construction costs.

Staff intend to discuss with the stakeholder community the following potential scope modifications to remain within the affordability limit of the Project:

**Van Nuys and Sepulveda Grade Separations and Aerial Stations:**

Staff is proceeding with evaluating a value engineering proposal to build the grade separation at Sepulveda Blvd while protecting in place the existing Sepulveda station. The change would guard the safety and travel time benefits inherent in the Measure M mandated grade separation as well as address safety concerns related to access and visibility of an aerial platform. The value engineering proposal could reduce the long-term maintenance costs associated with an aerial station, including systems rooms, elevators, and escalators. The change would maintain existing station conditions for riders and proximity to Metro Park-n-Ride lot. Staff will evaluate pedestrian improvements between the existing Sepulveda station and Sepulveda Blvd. and work with Metro Operations on measures to improve connectivity to transfers at Sepulveda Blvd. The grade separation would be designed for future conversion to LRT.

The G Line project team is coordinating with Sepulveda Transit Corridor (STC) alternatives analysis teams to preserve connectivity between the G Line station and the various STC alternatives.

Based upon estimates, this change could result in an overall Project cost reduction of \$55M-\$75M.

### **Gated Intersections:**

The gated intersections scope is an area where Metro staff see the most opportunity for applying cost saving innovation. The contractor's estimate and the Metro estimate for gated intersections, as previously planned, greatly exceeded available funding, making this portion of the scope untenable from a cost perspective. A task force comprised of representatives from Metro safety, systems engineering, bus operations, and LADOT has been formed with the objective of identifying alternative scope that could still achieve safety and travel time savings at reduced cost. The team is exploring options ranging from installing fewer gates to eliminating gates entirely and implementing state-of-the-art traffic signal priority (TSP) that could significantly reduce red light delays. Metro is hopeful that LADOT could support an industry-standard approach to traffic signal priority as these options are advanced. Staff will also seek LADOT's support to reduce costs and schedule during construction, primarily through more flexibility in deploying full and partial street closures.

The task force has been charged with developing a recommended alternative solution by December 2023.

Depending on the alternative chosen, anticipated cost reduction could be upwards of \$150M.

### **Bike Path Improvements:**

Staff is evaluating a deletion of bike path improvements scope under City of LA Recreation and Parks (LAR&P) jurisdiction within the Sepulveda Basin Recreation Area as these improvements would require a new maintenance agreement, additional CEQA clearances and Army Corps of Engineers (Corps.) approvals. The Project does not have the time or resources to obtain these additional governmental approvals and develop new maintenance agreements.

Staff is also evaluating removing unwarranted scope including CCTV and lighting upgrades where upgrades have already occurred as well as bollard scope that is not supported by LADOT.

Based on the original estimate, this change could result in an overall Project Phase 2 cost reduction of approximately \$2M-\$4M.

### **Stormwater Capture:**

Measure W funding obtained for this element of the Project requires the capture and recharge of 895 acre-feet of stormwater on an average annual basis. Based on field investigations, infiltration rates were found to be significantly lower than the assumed average used in the preliminary engineering concept. Additional site investigations were performed in August 2023 at deeper depths with the hopes of increasing infiltration rates, but preliminary results are showing, even at increased depths,

the project will not meet infiltration rates necessary to satisfy Measure W requirements. Furthermore, the Stormwater Capture 30% cost estimate for Phase 2 totaled approximately \$76M, which significantly exceeds the \$30M allocated funding. Staff has notified Metro's Environmental Services Division (ESD) of the infiltration and budgetary issues with the project. The path forward is to complete 60% design and 60% estimate and provide the package to ESD along with results of the field investigations performed to date. Staff will freeze design development at 60% and not progress to 85% design until ESD has secured additional funding and has agreed upon modifications to Measure W funding performance criteria. ESD will facilitate conversations with stakeholders, including the County of Los Angeles, as the scope of the stormwater capture is refined.

Based upon estimates, this change could result in an overall Project cost reduction of \$76M, but would also remove the \$30M in allocated funding from Measure W.

## Conclusion:

To stay within the estimated \$391M-\$511M cost, based on Metro estimates, the project must identify approximately \$275M-\$395M in Phase Two cost reduction. Exploring the above recommended changes, the total preliminary cost reduction could be approximately \$253M - \$275M. Staff will continue to explore value engineering and cost reduction options to maintain the affordability of the Project.

### METRO G LINE BRT IMPROVEMENTS

	(1) Present Value	(2) 30% ICE	(3) Best Case 30% ICE Potential Reductions
Planning	\$ 3,497,840	\$ 3,497,840	\$ 3,497,840
Metro Labor	\$ 19,104,751	\$ 19,104,751	\$ 19,104,751
PDB Phase 1 (Pre-Construction)	\$ 43,997,256	\$ 49,521,176	\$ 49,521,176
PDB CONTRACT (PHASE 2)	\$ 344,765,901	\$ 592,433,452	\$ 282,896,742
Gated Intersections (w/ utility relocations)	\$ 85,791,642	\$ 130,874,422	\$ 43,624,807
Grade Separations	\$ 150,461,326	\$ 162,771,819	\$ 117,771,819
Stormwater Infiltration	\$ 27,829,000	\$ 47,893,943	\$ -
Bike Path	\$ 8,153,786	\$ 7,070,928	\$ 5,070,928
Final Design / Design EWP's	\$ 16,049,534	\$ 50,709,495	\$ 24,214,620
Indirect Costs (PDB Contract Phase 2)	\$ -	\$ 53,275,370	\$ 25,439,868
Other (BOC/ROC, MOT, SWPPP, Detour, CSW, Startup, Spare Parts)	\$ -	\$ 31,290,048	\$ 14,941,514
Design Support During Construction (DSDC)	\$ 2,519,376	\$ 15,395,914	\$ 7,351,803
Markup (10.5%)	\$ -	\$ 53,885,700	\$ 25,731,310
Management Fee	\$ -	\$ 9,954,693	\$ 4,753,530
Allocated Construction Contingency	\$ 27,223,575	\$ 29,311,120	\$ 13,996,543
Escalation Costs	\$ 26,737,662	\$ -	\$ -
Professional Services and Other Construction Costs	\$ 57,072,495	\$ 65,991,838	\$ 65,991,838
ROW, Land, Existing Improvements	\$ 2,292,237	\$ 2,292,237	\$ 2,292,237
Unallocated Contingency	\$ 40,269,520	\$ 109,926,194	\$ 63,668,188
Finance Charges	\$ -		
Total Project Cost excluding unallocated contingency	\$ 470,730,480	\$ 732,841,294	\$ 424,454,584
Total Project Cost	\$ 511,000,000	\$ 842,767,488	\$ 488,122,772
Available Funding		\$ 391,000,000	\$ 361,000,000
Delta between funding and Total Project Cost		\$ 451,767,488	\$ 127,122,772

## EQUITY PLATFORM

The Project seeks to improve transit passenger experience and pedestrian safety through the construction of grade separations, vehicle and pedestrian crossing gates, first/last mile improvements, and ADA accessible features along the entire G Line alignment. The proposed removal of Project scope has an impact on the quantity of improvements made but does not impact the quality of the portions that remain and are intended to serve more vulnerable travelers.

Although crossing gates may be removed, staff are exploring alternatives that would preserve end to end run time reductions. Potential reductions in scope to the bike path improvements are minimal, and the planned bike path improvements are materially the same as originally planned. Impacts to the community due to construction, where noise and vibration pollution and construction traffic may create adverse situations for individuals near the alignment, would be reduced as the scope of the Project is reduced. For the Sepulveda station location, all passengers, including those boarding and alighting at Sepulveda, will gain travel time benefits by not having to stop at red lights at the Sepulveda intersection. There are anticipated accessibility benefits to an at-grade station as patrons with mobility issues will not need to rely on working elevators and escalators to get to the boarding platform. Maintaining the at-grade station at its current location also improves station proximity to the approximately 10-acre site currently proposed for joint development under the Agency's 10,000 Home Acceleration Strategy. The Project as originally planned passes through or is adjacent to 18 Equity Focus Communities (EFCs).

Additional consideration will be given to the potential impacts created by bus and bike detours, and lessons learned will be drawn from the recent A Line and L Line bus detours, such as proper and timely notification provided in multiple languages, concise and prominently located signage, and having Metro Ambassadors to facilitate minimize impacts related to the disruption. Staff is currently ramping-up outreach efforts as construction nears and will engage stakeholders about the proposed scope changes through direct field visits, face-to-face meetings with community members and local officials, collateral material distribution, and community meetings.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Strategic plan goal # 1, Metro will expand transportation options, improve the quality of its transit network and assets, and take steps to manage demands on the entire network.

Strategic plan goal #5, Metro will provide responsive, accountable, and trustworthy governance within the Metro organization.

## **NEXT STEPS**

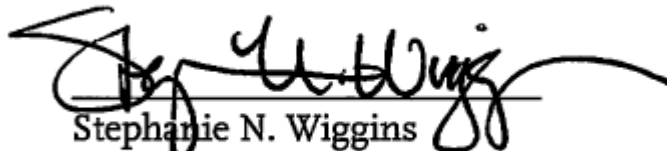
Moving forward, staff will continue outreach and engagement with impacted stakeholders, especially Metro G Line customers, to discuss any changes to expectations or previously communicated commitments prior to implementation. Finally, staff will return to the board for approval to enter into construction for the first phase of the project.

Prepared by: Brad Owen, Senior Executive Officer (Interim), Program Management(213) 418-3143  
Annalisa Murphy, Senior Director, Program Management (213) 474-6838

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Tim Lindholm, Deputy Chief Program Management Officer, Program Management, (213) 922-7297  
Debra Avila, Deputy Chief Vendor / Contract Management Officer (213) 418-3051

Reviewed by: Darcy Buryniuk, Chief Program Management Officer



Stephanie N. Wiggins  
Chief Executive Officer

# Purpose and Agenda

## **Purpose:**

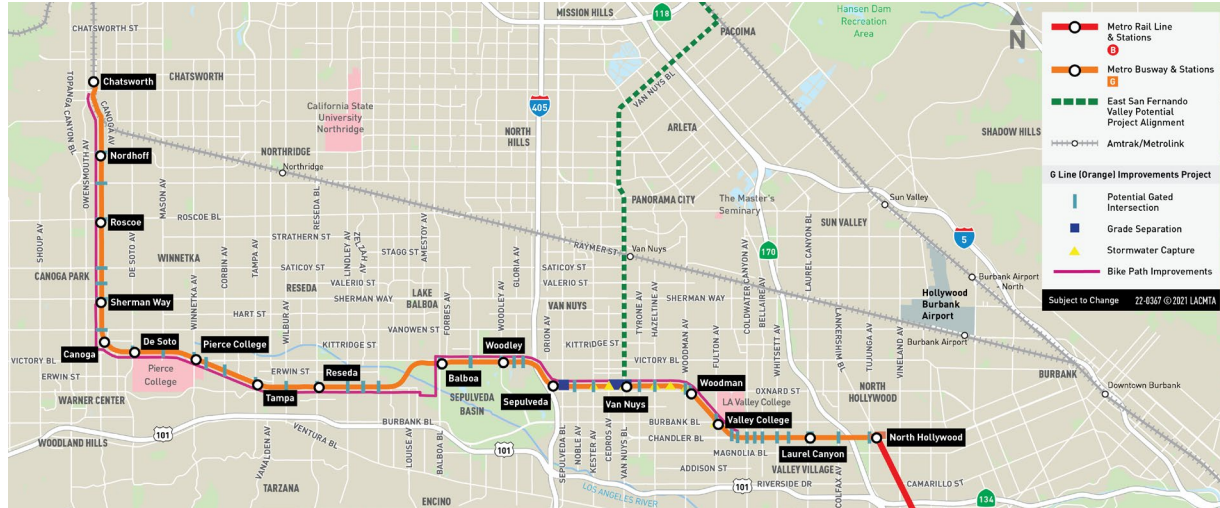
- > **Receive and File** on G Line Improvements Project Status Update
- > Project estimated costs exceed forecasted budget and staff is presenting suggested scope refinements to maintain project affordability and Measure M schedule dates.

## **Agenda:**

- > Project Overview
- > Current Status
- > Value Engineering Proposals and Cost Reduction Measures



# Project Scope and Line Map



**The Project seeks to provide safe and cost-effective improvements to operating speeds, capacity, and safety, while addressing passenger needs and minimizing disruption to San Fernando Valley residents.**

The proposed improvements included:

- Sepulveda BRT grade separation with aerial station
- Van Nuys BRT grade separation with aerial station and overcrossing at Vesper
- Gates at up to 35 intersections
- Stormwater capture
- Bike Path Improvements





# Project Funding/Location

- > 2027: BRT Improvements
  - Measure M and SB-1 Local Partnership Grant Program: \$361 million
  - Measure W: \$30 million
- > 2057: BRT Conversion to LRT
  - Measure M: \$1.4 billion





# Schedule



2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

2026

❖ **06/2016** G Line (formerly Orange Line) BRT Improvements identified for funding in Measure M

**07/2027** Measure M Funding Deadline ❖

**12/2017 – 03/2021**

Preliminary Engineering

❖ **01/2018** Metro applied for SB-1 Grant Funding

❖ **07/2018** Metro Board determination that Project is Statutorily Exempt, pursuant to CEQA

**11/2018 – 12/2023**

Right of Way Property Acquisition

**03/2020 – 12/2023**

Advanced Utility Relocations (By Utility Owner)

❖ **01/2022** Measure W funded Water Infiltration and Quality Project scope added

❖ **11/2022** Progressive Design Build Contract Notice to Proceed (NTP)

**11/2022 – 02/2024**

Phase I: Design & Early Works

**03/2024 – 12/2026**

Phase II: Final Design, Const./Testing



# G Line Status

November | December | January | February | March | April | May | June | July | August | September

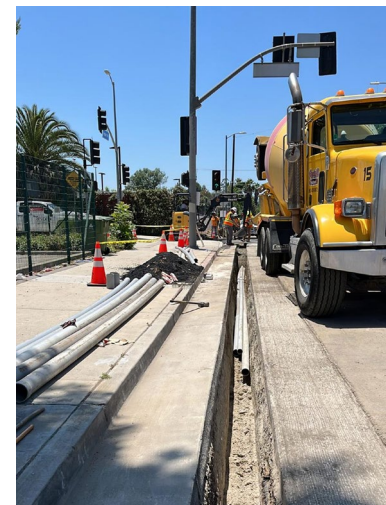
- ❖ **11/11** Notice to Proceed
  - ❖ **12/13** Risk Working Group Kick-off
  - ❖ **1/25** Field Investigations Began
- ❖ **4/7 – 5/19** 30% Designs Submitted
  - ❖ **4/19-4/20** Value Engineering Workshop
- ❖ **7/19** 30% Contractor's Opinion of Probable Construction Cost Submitted



CicLAMini – North Hollywood



Geotech Infiltration Testing



Utility Owner-Performed  
Advanced Utility Relocation



Over the course of the last several months since submittal of the contractor pricing, the project team, in partnership with the PDB Contractor, have been evaluating value engineering and scope alternatives that could allow the project to achieve the stated objectives of improved safety and reduced trip times at a reduced cost from the current estimates, including the following:

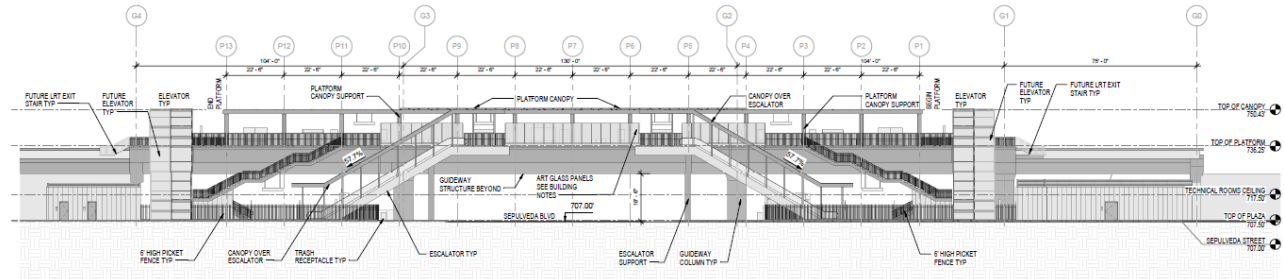
- Sepulveda Grade Separation Value Engineering
- Gated Intersections Value Engineering
- Bike Path Scope Refinements
- Stormwater Capture

# Grade Separations: Value Engineering Proposal

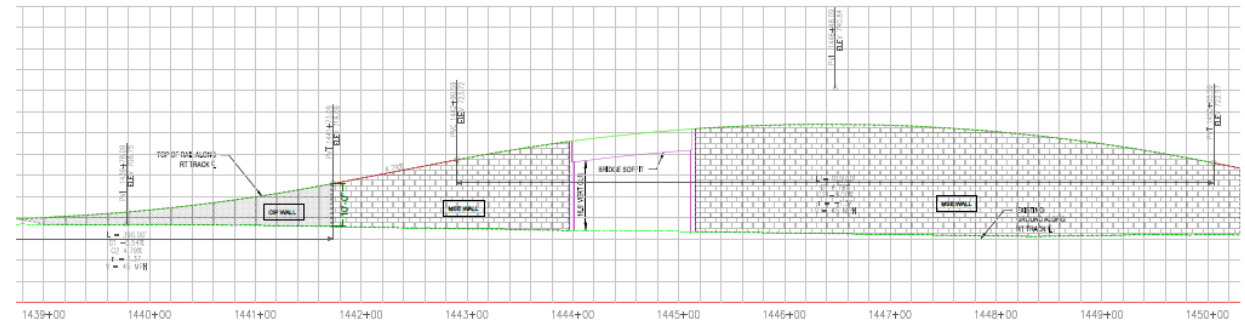
Keep existing Sepulveda station and build bridge structure over Sepulveda Blvd.

- Improves operating speed, safety, and capacity thru Sepulveda Blvd
- Addresses accessibility and visibility concerns of aerial platform
- Reduces long-term maintenance costs of aerial station
- Maintain existing proximity to Metro Park-n-Ride lot and approximately 10-acre site proposed for joint development under the Agency's 10,000 Home Acceleration Strategy
- Redesign will include pedestrian improvements between Sepulveda Blvd and station

**Estimated Cost Reduction: \$75M**



## 30% Sepulveda Station and Bridge



# VE Concept



# Gated Intersections: Value Engineering Ideas

Developing value engineering alternatives that would achieve safety and travel time savings at a lower cost.

**Estimated Cost Reduction: Upwards of \$150M**



*Conceptual rendering of gated intersection*

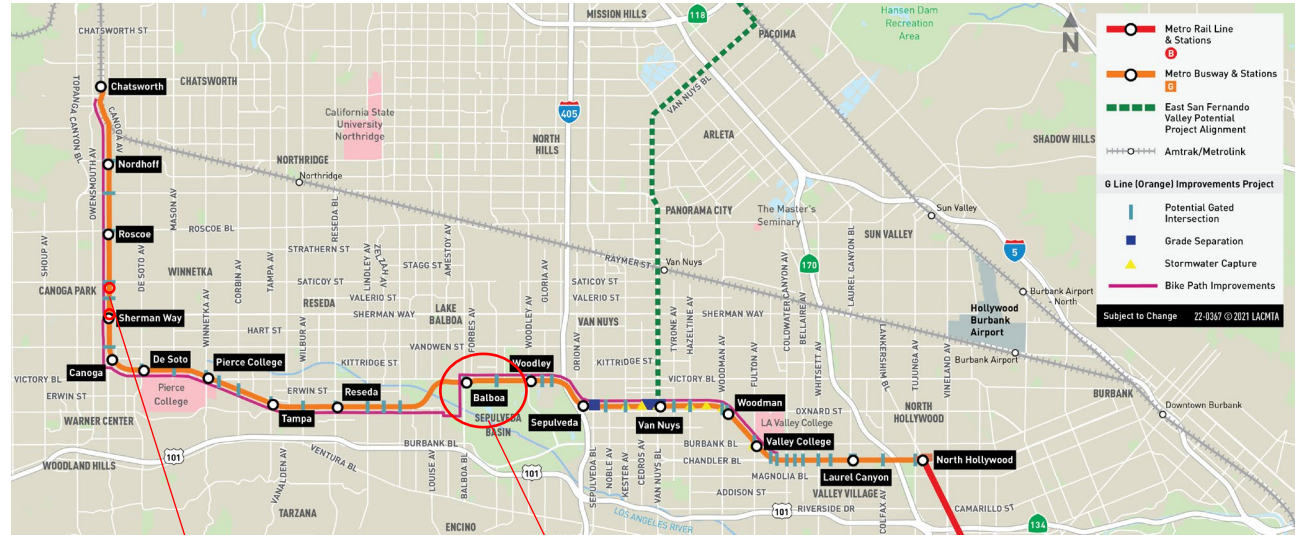


*Pilot Gate - loop-based testing at Hayvenhurst*

# Bike Path Improvements Scope Refinements

Vast majority of scope remains the same. Refined scope in collaboration with LADOT and Metro Operations/Safety including removal of CCTV and lighting where upgrades to LED have already occurred.

Remove scope outside of Metro ROW/not covered under existing CEQA clearances and bike path maintenance agreement.



Remove 2 CCTV cameras –  
at Sherman Way and Saticoy

Remove scope outside of  
Metro ROW, within Army Corps  
of Engineers jurisdiction



FOR INTERNAL USE



# Stormwater Capture Update

Even at increased depths, the project does not meet infiltration rates necessary to satisfy Measure W requirements. Would need to increase # of drywells from 168 to 974.

Phase 2 cost estimate of approx. \$75M exceeds \$30M in available funding.

**Next Steps: working with Metro Environmental Services Department, DWP and County to address funding gaps and insufficient infiltration rates**



Geotech Deep Infiltration Testing



FOR INTERNAL USE

# Estimated Cost vs. Budget

Metro Independent Cost Estimators' Phase 2 cost estimate was 72% above forecasted budget.

To stay within the \$391M-\$511M projected budget, the project must find Phase 2 cost reduction

	(1) Present Value	(2) 30% ICE	(3) Best Case 30% ICE Potential Reductions
<b>Planning</b>	\$3,497,840	\$3,497,840	\$3,497,840
<b>Metro Labor</b>	\$19,104,751	\$19,104,751	\$19,104,751
<b>PDB Phase 1 (Pre-Construction)</b>	\$43,997,256	<b>\$49,521,176</b>	\$49,521,176
<b>PDB CONTRACT (PHASE 2)</b>	\$344,765,901	\$592,433,452	\$282,896,742
Gated Intersections (w/ utility relocations)	\$85,791,642	<b>\$130,874,422</b>	\$43,624,807
Grade Separations	\$150,461,326	<b>\$162,771,819</b>	\$117,771,819
Stormwater Infiltration	\$27,829,000	<b>\$47,893,943</b>	\$-
Bike Path	\$8,153,786	<b>\$7,070,928</b>	\$5,070,928
Final Design / Design EWP's	\$16,049,534	<b>\$50,709,495</b>	<b>\$24,214,620</b>
Indirect Costs (PDB Contract Phase 2)	\$-	<b>\$53,275,370</b>	<b>\$25,439,868</b>
Other (BOC/ROC, MOT, SWPPP, Detour, Startup, Spare Parts)	\$-	<b>\$31,290,048</b>	<b>\$14,941,514</b>
Design Support During Construction (DSDC)	\$2,519,376	<b>\$15,395,914</b>	<b>\$7,351,803</b>
Markup (10.5%)	\$-	<b>\$53,885,700</b>	<b>\$25,731,310</b>
Management Fee	\$-	<b>\$9,954,693</b>	<b>\$4,753,530</b>
Allocated Construction Contingency	\$27,223,575	<b>\$29,311,120</b>	<b>\$13,996,543</b>
Escalation Costs	\$26,737,662	\$-	\$-
<b>Professional Services and Other Construction Costs</b>	\$57,072,495	\$65,991,838	\$65,991,838
<b>ROW, Land, Existing Improvements</b>	\$2,292,237	\$2,292,237	\$2,292,237
<b>Unallocated Contingency</b>	\$40,269,520	<b>\$109,926,194</b>	<b>\$63,668,188</b>
<b>Total Project Cost excluding unallocated contingency</b>	\$470,730,480	\$732,841,294	\$424,454,584
<b>Total Project Cost</b>	<b>\$511,000,000</b>	<b>\$842,767,488</b>	<b>\$488,122,772</b>
<b>Available Funding</b>		<b>\$391,000,000</b>	<b>\$361,000,000</b>
<b>Delta between funding and Total Project Cost</b>		<b>\$451,767,488</b>	<b>\$127,122,772</b>





# Next Steps

- > The identified cost reductions will consider community input, ensuring that proposed removals from the project scope do not compromise the quality of remaining elements, particularly those intended to benefit vulnerable travelers.
- > Staff plans to conduct additional outreach and engagement with impacted stakeholders, especially Metro G Line customers, to discuss any changes to expectations or previously communicated commitments prior to implementation.
- > Staff will return to the board for approval to enter into Phase 2 final design and construction of the Progressive Design Build contract.





## Board Report

File #: 2023-0656, File Type: Oral Report / Presentation

Agenda Number: 16.

### CONSTRUCTION COMMITTEE NOVEMBER 16, 2023

**SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS**

**ACTION: RECEIVE AND FILE**

#### RECOMMENDATION

RECEIVE AND FILE the Program Management Major Project Status Report.

#### ISSUE

Program Management's major capital status report provides significant highlights regarding several major capital projects that are nearing or under construction.

#### BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. Program Management oversees the construction of major capital projects. The attached project status report provides significant information about the progress of 11 major capital projects (Westside Purple Line Sections 1, 2, and 3, Gold Line Foothill Ext. Phase 2B, Division 20 Portal Widening Turnback, Airport Metro Connector, I-5 North County Enhancements, I-105 Express Lanes, G Line BRT Improvements, East San Fernando Valley Transit Corridor, and North Hollywood to Pasadena BRT Project).

#### DISCUSSION

The project status report highlights the 11 aforementioned major projects concerning cost and schedule performance, small business project participation status, safety, risk, and equity. The report highlights construction activities from September to October 2023. The safety data is based on the latest available information, consistent with reporting timelines.

#### EQUITY PLATFORM

Westside Purple Line Ext 1	Equity - this project is not within or adjacent to Equity Focus Communities.
Gold Line Foothill Ext. Phase 2B	Equity - 25% (1 of 4 stations) within or adjacent to Equity Focus Communities.

Airport Metro Connector	Equity - 100% within or adjacent to Equity Focus Communities.
Westside Purple Line Ext 2	Equity - this project is not within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback	Equity - 100% within or adjacent to Equity Focus Communities.
Westside Purple Line Ext 3	Equity - 50% (1 of 2 stations) within or adjacent to Equity Focus Communities.
I-5 North County Enhancements	Equity - this project is not within or adjacent to Equity Focus Communities.
I-105 Express Lanes	Equity - 70% within or adjacent to Equity Focus Communities.
G Line BRT Improvements	Equity - 88% (15 of 17 stations) within or adjacent to Equity Focus Communities.
East San Fernando Valley Transit Corridor	Equity - 100% within or adjacent to Equity Focus Communities.
North Hollywood to Pasadena BRT Project	Equity - 60% within or adjacent to Equity Focus Communities.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Strategic plan goal # 1, Metro will expand transportation options, improve the quality of its transit network and assets, and take steps to manage demands on the entire network.

### **SAFETY**

The safety national average rate is 2.4. Below are the project's recordable injury rates as compared to the national average.

	<b>Project Hours</b>	<b>Recordable Injury Rate</b>	<b>Comments</b>
Westside Purple Line Ext 1	8,886,098	0.92	Below National Average
Gold Line Foothill Ext. Phase 2B	1,440,411	0.27	Below National Average
Airport Metro Connector	604,779	1.98	Below National Average
Westside Purple Line Ext 2	3,616,902	2.93	Above National Average
Division 20 Portal Widening Turnback	870,627	0.78	Below National Average
Westside Purple Line Ext 3 (C1151)	1,523,116	2.63	Above National Average

Westside Purple Line Ext 3 (C1152)	1,304,729	0	Below National Average
I-5 North County Enhancements	419,021	0.97	Below National Average
I-105 Express Lanes	0	0	Not in construction
G Line BRT Improvements	0	0	Not in construction
East San Fernando Valley Transit Corridor	13,630	0	Advanced Utility Adjustment Construction Only
North Hollywood to Pasadena BRT Project	0	0	Not in construction

The safety data is based on the latest available information, consistent with reporting timelines.

### **NEXT STEPS**

Staff will continue to work toward the completion of major capital projects. The next Program Management major project status report and updates will be in January 2024.

Prepared by:

Kathy Knox, Senior Executive Officer, Project Management Oversight, (213) 922-7504

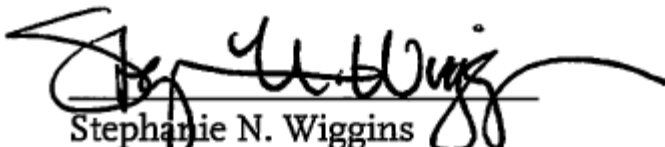
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Reviewed by:

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Stephanie N. Wiggins  
Chief Executive Officer

# **Program Management**

## **Major Project Status Report**

**Darcy Buryniuk**













































Chief Program Management Officer

**Construction Committee**

November 2023



# Project Budget & Schedule Status Summary Chart

	Cost Performance		Schedule Performance		
Project	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
1. Westside Purple Line Extension-Section 1					Project is 88% complete. The current forecast Revenue Service Date is Spring 2025. Equity - This Project is not located within or adjacent to Equity Focus Communities. The Project just executed UCO 13.2 for \$115M and a 380 calendar day time extension. The Project's Current Forecast assumes receipt of additional funding in the future. Currently, the Project has less than 3% of its current LOP contingency remaining. The Project plans to request additional funding in early 2024.
2. Gold Line Foothill Extension Phase 2B					Project is 78% complete. Construction continues with the completion of light rail track construction, Glendora, San Dimas, La Verne and Pomona stations, SCRAA MOW building, and OCS installment. Equity - 25% of the project is within or adjacent to Equity Focus Communities.
3. Airport Metro Connector					The Project is approximately 71.1% complete. Steel structure erection completed at all buildings except South Ancillary Buildings. Track work completed at mainline tracks #3 and #4, including Direct Fixation (DF) tracks. Construction activities are ongoing within the building and roof level. The installation of underground utilities will continue as more areas become available. Equity - (100%) of the project is within or adjacent to Equity Focus Communities.
4. Westside Purple Line Extension-Section 2					The Project is approximately 61% complete. The Project schedule is currently trending behind the target date, which is currently under review. Project obtained a LOP budget increase in July 2023. Equity - This project is not located within or adjacent to Equity Focus Communities.
5. Division 20 Portal Widening Turnback					The project is 55% complete. Construction continues in the West Portal track and walkways, North Storage Yard tracks tamping and final grade set, and South Storage Yard duct banks. A \$80M increase in Life of Project (LOP) was approved at the April 2023 Regular Board meeting. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
6. Westside Purple Line Extension-Section 3					Project is 50.7% complete. The Project schedule is currently trending behind with a revised forecast Revenue Service Date of Fall 2027. As for budget, the Board approved \$53M LOP increase in June 2023 for Concurrent Non-Full Funding Grant Agreement (Non-FFGA) activities. Equity - 50% of the project is within or adjacent to Equity Focus Communities.
7. I-5 North County Enhancements					Project is 31.3% complete. Retaining wall excavation/construction at 7 locations, new Weldon Canyon bridge construction, work on 6 other bridges, roadway excavation, base placement, JPCP paving, and drainage/barrier work continues. Equity - This project is not located within or adjacent to Equity Focus Communities.
8. I-105 Express Lanes*					Design is 77% complete overall. Due to re-design of Segment 1 to reduce the construction cost, segment 1 design is currently at 95% completion. Updated OPCC is expected on October 20th. Segments 2 and 3 Design is at 50% complete. Equity: 70% of the project is within or adjacent to Equity Focus Communities.
9. G Line BRT Improvements*					60% design for Stormwater Capture and Bike Path Improvements under Metro review. 60% Grade Separations VE design underway. Collaborating on VE and cost reduction opportunities to address affordability issues. Equity: 88% of the project is within or adjacent to Equity Focus Communities.
10. East San Fernando Valley Light Rail Transit Project*					Advanced Utility Adjustment (AUA) #1 construction is 84% complete. FFGA Application submittal for FTA targeted for 12/1. Real property acquisitions are underway. Equity - 100% of the project is within or adjacent to Equity Focus Communities. Beginning process for awarding the initial Early Work Packages to the contractor.
11. North Hollywood to Pasadena BRT Project*					Design is progressing to 30%. PMSS proposals were received and are under evaluation. The A&E RFP was released in August and proposals are due in October. The CM/GC RFP is planned to be released in November 2023. Equity: 60% of the project is within or adjacent to Equity Focus Communities.

\*Projects without a LOP budget



November 2023 Construction Committee



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)

# Small Business Project Status Summary Chart (reflective of payments reported through Aug/Sept 2023)

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
1. Westside Purple Line Extension-Section 1	Design	DBE	20.25%	22.23%	OK	-.09%		94%	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment on both Design and Construction by 1.98% and 1.25%, respectively. STS reported a slight decrease in DBE participation on Design of 0.09% and an uptick on Construction of 0.83%, during this reporting period.
	Construction	DBE	17.00%	18.25%	OK	+.83%	18.46%	87%	
2. Gold Line/Foothill 2B	Construction	--	--	--	--	--	--	--	Reporting on this contract is handled by the Metro Gold Line Foothill Extension Construction Authority.
3. Airport Metro Connector (Station)	Construction	SBE	20.79%	18.06%	⬢	+1.15%		53%	Tutor Perini Corporation's (TPC) has a 2.74% SBE shortfall and is exceeding the DVBE commitment by 1.71%. TPC reported an uptick in both their SBE and DVBE participation of 1.15% and 0.32%, respectively during this reporting period. TPC has a shortfall mitigation plan on file.
		DVBE	4.96%	6.67%	OK	+0.32%			
4. Westside Purple Line Extension-Section 2	Design	DBE	25.31%	32.84%	OK	N/C		95%	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 7.53% and has a 1.34% shortfall on Construction. TPOG reported no change in their DBE participation on both Design and Construction during this reporting period. TPOG has a shortfall mitigation plan on file.
	Construction	DBE	17.00%	15.66%	⬢	N/C		65%	
5. Division 20 Portal Widening Turnback	Construction	SBE	19.34%	15.30%	⬢	+.44%	15.53%	71%	Tutor Perini Corporation (TPC) has a 4.04% SBE and a 0.02% DVBE shortfall. TPC reported an uptick in both its SBE and DVBE participation by 0.44% and 0.11%, respectively during this reporting period. TPC has a shortfall mitigation plan on file and noted delays in the project as the reason for the shortfall. TPC submitted an update to their plan on April 21, 2023. An assessment for an updated mitigation plan will be performed at 75% complete.
		DVBE	3.31%	3.29%	⬢	+.11%	3.34%		
6. Westside Purple Line Extension-Section 3 – Tunnels	Design	DBE	11.19%	17.85%	OK	-.24%		98%	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on both Design and Construction.
	Construction	DBE	17.10%	22.02%	OK	+.05%	22.11%	94%	
6. Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing	Design	DBE	19.25%	16.88%	⬢	-.31%		97%	Tutor Perini/O&G, A Joint Venture (TPOG) has a shortfall on both Design and Construction of 2.37% and 13.97%. Respectively. TPOG reported a decrease in DBE participation on Design of 0.31% and an uptick on Construction of 0.22% during this reporting period. TPOG has a shortfall mitigation plan on file and contends that the shortfall on Construction is the result of the majority of DBE work being performed in the 3rd quarter of 2026 and through substantial completion. A follow-up assessment will be performed at 50% completion on Construction.
	Construction	DBE	21.00%	7.03%	⚠	+.22%		43%	
7. I-5 North County Enhancements	Construction	DBE	13.01%	13.58%	OK	-.52%		25%	OHLA USA, Inc.'s (OHLA) is currently exceeding its DBE commitment by 0.57%. OHLA reported a 0.52% decrease in DBE participation during this reporting period.



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)

\*Projects without a LOP budget

\*\*Excludes from contract value time delay, claims, settlements, incentives that Contractor contends has no DBE opportunity.

# Small Business Project Status Summary Chart (reflective of payments reported through Aug/Sept 2023)

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
8. I-105 Express Lanes*(Phase 1)	CM/GC	DBE	12.40%	6.12%	OK	-1.66%		43%	Flatiron-Myers, A Joint Venture's (FMJV) current level of DBE participation is 6.12%, representing a 6.28% shortfall. FMJV reported an increase in DBE participation by 1.66% during this reporting period. An assessment for a shortfall mitigation plan will be conducted at 45% complete.
9. G Line BRT Improv.* (PDD Phase 1)	PDB	SBE	18.35%	20.61%	OK	+1.15%		57%	Valley Transit Partners' (VTP) is exceeding the SBE and DVBE commitments by 2.26% and 0.81%, respectively. VTP reported an uptick in SBE participation of 0.15% and a decrease in DVBE participation of 1.41% during this reporting period.
		DVBE	3.73%	4.54%	OK	-1.41%			
10. East San Fernando Valley Transit Corridor* (ESFV)	PE/DSDC	SBE	25.29%	21.88%		+3.2%		67%	Gannett Fleming, Inc (GFI) has a 3.41% SBE shortfall and is exceeding the DVBE commitment by 0.81%. GFI reported an uptick in SBE participation of 0.32% and a decrease in DVBE by 0.04% during this reporting period. GFI has a shortfall mitigation plan on file.
		DVBE	5.54%	6.35%	OK	-.04%			
10. ESFV LRT Line Project – Phase 1	PDB	DBE	19.33%	8.59%	OK	+8.59%		31%	San Fernando Transit Constructors' (SFTC) current level of DBE participation is 8.59%, representing a 10.74% shortfall. SFTC reported an uptick in DBE participation of 8.59% during this reporting period.
10. ESFV – AUA #1	DBB	DBE	25.32%	29.31%	OK	-16.02%		50%	W A Rasic Construction Company, Inc.'s (WA Rasic) is currently exceeding the DBE commitment by 3.99%.
11. North Hollywood to Pasadena BRT Project	PMSS	SBE	TBD	TBD	TBD	TBD		TBD	No contracts have been awarded at this time.
		DVBE	TBD	TBD	TBD	TBD		TBD	
	A&E	TBD	TBD	TBD	TBD	TBD		TBD	
	CM/GC	TBD	TBD	TBD	TBD	TBD		TBD	



On target



Possible problem  
(5-10% variance)





Significant Impact  
(over 10% variance)

\*Projects without a LOP budget

\*\*Excludes from contract value time delay, claims, settlements, incentives that Contractor contends has no DBE opportunity.



# Westside Purple Line Extension – Section 1



BUDGET				
	FFGA	Approved LOP* **	Previous Period**	Current Forecast**
	\$2,822M	\$2,774M	\$3,129M	\$3,354M***
	Variance from Approved LOP:		\$355M (13%)	\$580M (21%) 
	Variance from Revised Budget:			\$225M (7%) 

\*At time of the award of contract – Board Approval July 2014

\*\*Excludes finance costs

\*\*\*Budget is under review. The results will be reflected in future updates, subject to Board Approval.

The Project just executed UCO 13.2 for \$115M and a 380 calendar day time extension.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	November 2023	Spring 2025	Spring 2025	Spring 2025
	Variance from Original:		+554d (17%)	+554d (17%) 
	Variance from Revised Schedule:			+0d (0%) 

\*Current Forecast is based on Project Revised Schedule reflecting the new target RSD of Spring 2025.



November 2023 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)

# Westside Purple Line Extension – Section 1

## Safety

Project Hours: 8,886,098; Recordable Injury Rate: 0.92 vs. The National Average: 2.4.

## Updates

- **Overall Project Progress is 88% complete.**
- **Western Station/Interface Chamber:** Systems work (Automatic Train Control & Communications) continues in various rooms.
- **Wilshire/La Brea Station:** Permanent power available. Crossover track installation complete. Entrance structure and appendage construction continue. Street restoration, systems and MEP, elevator work is ongoing.
- **Wilshire/Fairfax Station:** Entrance structure construction continues. Appendage work and civil restoration on the north side of Wilshire Boulevard is ongoing. Masonry, architectural, MEP and Systems, along with stairs, elevator and escalator work progresses.
- **Wilshire/La Cienega Station:** Weekend decking/street restoration work is complete. Station entrance and appendage construction is ongoing. Masonry, architectural, MEP, systems, elevator and escalator work moves forward.
- **Tunneling:**
  - **Reach 1:** Electrical systems installation.
  - **Reach 2:** Contact rail, electrical & systems installation.
  - **Reach 3:** Contract rail and electrical installation.
  - **Reach 4:** Track installation.

## Equity

- This Project is not located within or adjacent to Equity Focus Communities.



**Wilshire/Fairfax**  
High Potential Testing of High Voltage Cable





**Reach 3 Tunnel (Fairfax to La Cienega)**  
Contact Rail Installation





November 2023 Construction Committee

# Gold Line Foothill Extension Phase 2B

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$1,533M	1,533M	\$1,533M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:			\$0 

\* At time of the award of contract – Board Approval (June 2017)

SCHEDULE			Revenue Operation	
	Original *	Approved Rebaseline	Previous Period	Current Forecast**
	January 2025	N/A	Summer 2025	Summer 2025
	Variance from Original:		0d (0%)	0d (0%) 
	Variance from Revised Schedule:		n/a	n/a 

\* The Original date reflects the Authority's Substantial Completion date

\*\* Current Forecast is from the Authority's June 2023 Schedule Update. Authority forecasts Substantial Completion at January 2025, and assumes Revenue Operation will follow 6 months later.





# Gold Line Foothill Extension Phase 2B

## Safety

- Project Hours: 1,440,411
- Recordable Injury Rate: 0.27 vs. the National Average: 2.4.

## Updates

- **Overall Project Progress is 78% complete**
- Light Rail Track construction completed

## Construction is planned and will continue as follows:

- Sound wall and fencing throughout the project
- 4 new stations: Glendora, San Dimas, La Verne, and Pomona
- LRT train control, OCS poles and wire installation
- Begin local field acceptance testing for TPSS's
- Begin systems integration testing

## Equity

- 25% of the project is located within or adjacent to Equity-Focus Communities.



San Dimas Station—Canopy roof





San Dimas Station—Canopy



# Airport Metro Connector (AMC) Project

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$898.6M	\$898.6M	\$898.6M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:			\$0 

\* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	Fall 2024
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

\*\* Current Forecast is Metro's June 2023 Schedule Update



November 2023 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)



# Airport Metro Connector (AMC) Project

## Safety

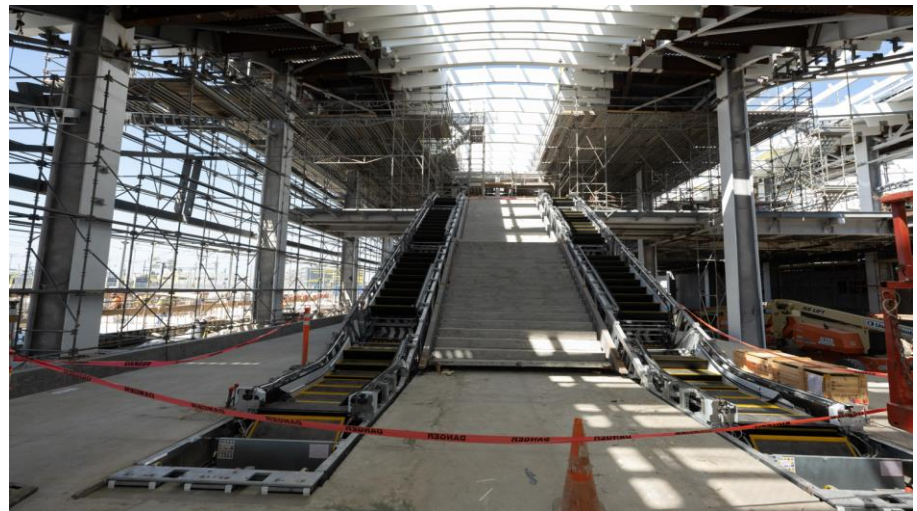
Project Hours: 604,779; Recordable Injury Rate: 1.98 vs.  
The National Average: 2.4.

## Updates

- **Overall project progress is 71.1 % complete.**
- Primary Station Construction at 58.3% completion
  - CMU block walls completed at Ancillary Buildings, Bus Operation Building, electrical rooms, and Metro Hub.
  - Various activities continues at the roof level including skylight glass roof, exterior cove panels, utilities, mesh panel supports, gutter framing, painting, HVAC and fireproofing. A suspended working platform /scaffolding installed to increase productivity and safety.
  - Trackwork completed at mainline tracks #3 and #4, including DF tracks and OCS. Wayside train control equipment installation on-going.
  - Continued work on all vertical circulation systems. All stair structures installed, finishes to follow. Two sets of escalators installed.



## Equity

- 100% of the project is located within or adjacent to Equity Focus Communities.





November 2023 Construction Committee

# Westside Purple Line Extension – Section 2

BUDGET				
	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$2,499M	\$2,441M	\$2,575M	\$2,575M
	Variance from Approved LOP:		\$134M (5%)	\$134M (5%) 
	Variance from Revised Budget:			\$0M (0%) 

\*At time of the award of contract – Board Approval January 2017

\*\*LOP Budget Amendment July 2023. Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	August 2025	N/A	Fall 2025	Summer 2026
	Variance from Original:		+114d (3%)	+374d (12%) 
	Variance from Revised Schedule:			+260d (8%) 

\*Variance is approximate based on preliminary review of contractor's latest schedule and subject to further evaluation.

The project team is identifying opportunities to mitigate and is monitoring potential impacts. Staff will provide periodic updates to the Board.





# Westside Purple Line Extension – Section 2

## Safety

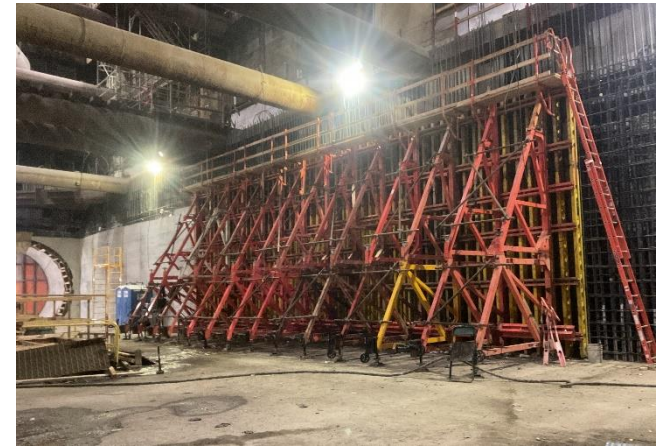
- Project Hours: 3,616,902
- Recordable Injury Rate: 2.93 vs. The National Average: 2.4

## Construction Updates

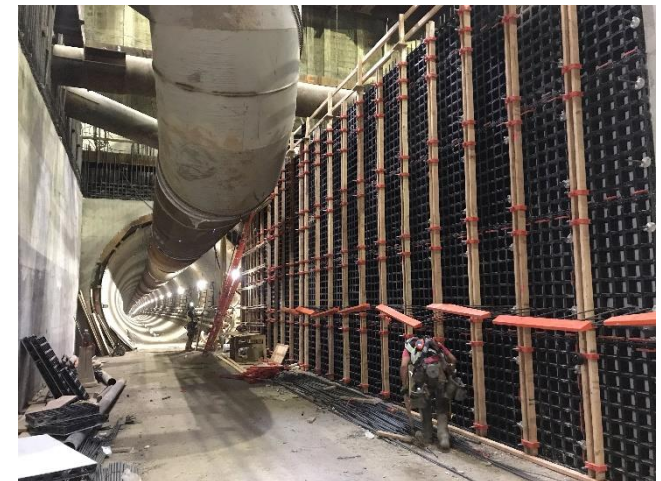
- **Overall Project Progress: 61% complete.**
- **Century City Constellation Station**
  - Station excavation and placement of invert slab is complete.
  - Installation of rebar and MEP conduits and placement of concrete for first level walls continues.
  - Storm drain realignment outside the station box continues.
- **Wilshire/Rodeo Station**
  - Station invert slab is complete.
  - Installation of rebar and MEP conduits and placement of concrete for second level walls is ongoing.
  - Continuation of roof work is pending placement of second level walls.
  - Street restoration for SCE permanent power connections is ongoing.
- **Tunnels**
  - Eight of the fourteen SEM cross passages have been excavated. Pre-excavation prep work in Reach 4 is underway. Final lining construction is ongoing in three of the cross passages in Reach 5.

## Equity

- This Project is not located within or adjacent to Equity Focus Communities.



Century City Constellation Station - Concrete Placement





Wilshire/Rodeo Station - Interior Wall Formwork







# Division 20 Portal Widening Turnback

BUDGET				
		Approved LOP*	Previous Period**	Current Forecast
		\$801.7 M	\$956.7 M	\$956.7 M
	Variance from Approved LOP:		\$155M (19%)	\$155M (19%) 
	Variance from Revised Budget:			\$0 

\* At time of the award of contract – Board Approval (February 2020)

\*\* LOP increase approved at April 2023 Board meeting

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	June 2024	Spring 2025	Spring 2026	Spring 2026
	Variance from Original:		+675d (43%)**	+675d (43%) 
	Variance from Revised Schedule:			0% 

\* Current Forecast is Contractor's recent approved Schedule Update.



# Division 20 Portal Widening Turnback

## Safety

Project Hours: Project Hours: 870,627

Recordable Injury Rate: 0.78 vs. The National Average: 2.4.

## Updates

- **Overall Project Progress is 55% complete.**  
TPSS assembly complete and LFAT underway, DWP installation of meters for service is complete and awaiting energization, Union East crossover demolition complete, final track alignment and tamping of the north storage yard.
- **C1136 TPC Portal Widening Turnback Contract**  
PWT C1136 Contract progress is 54%.  
Westerly Portal concrete is complete, East Union interlocking in progress, north storage yard final track alignment, grading, ballast, and track are progressing in the area south of 1st St. Bridge.
- **C1184 C3M Traction Power Substation Contract at 92.6%**  
TTPSS assembly complete and LFAT underway
- **Coordination with Adjacent Projects**  
Purple Line Extension (PLE1), Regional Connector; Metro Center Project, HR4000 and A650 Vehicle Delivery.
- **Continued Regular risk assessments to determine budget/schedule**



## Equity

- **100% of the project is located within or adjacent to Equity Focus Communities.**

East Union Track Placement





# Westside Purple Line Extension – Section 3

BUDGET				
	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

\* At time of the award of contract – Board Approval February 2019

\*\* Excludes finance costs. In June 2023, the Board approved \$53M LOP increase for Concurrent Non-Full Funding Grant Agreement (Non-FFGA) activities.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	N/A	Fall 2027	Fall 2027
	Variance from Original:		+223d (6.65%)	+223d (6.65%) 
	Variance from Revised Schedule:			TBD 

\* Contract schedule is forecasting a slippage to the contractual milestones.

The project team is identifying opportunities to mitigate and is monitoring potential impacts. Staff will provide periodic updates to the Board.





# Westside Purple Line Extension – Section 3

## Safety

Project Hours: 2,827,845 Recordable Injury Rate: 1.41 vs. The National Average: 2.4.

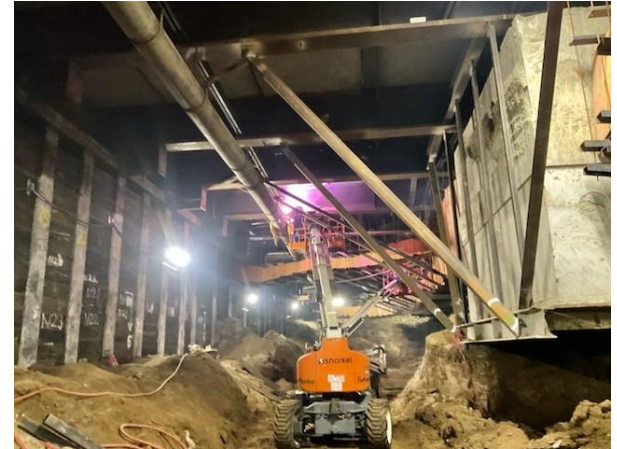
- C1151: Project Hours: 1,523,116; Recordable Injury Rate: 2.63.
- C1152: Project Hours: 1,304,729; Recordable Injury Rate: 0.0.

## Updates

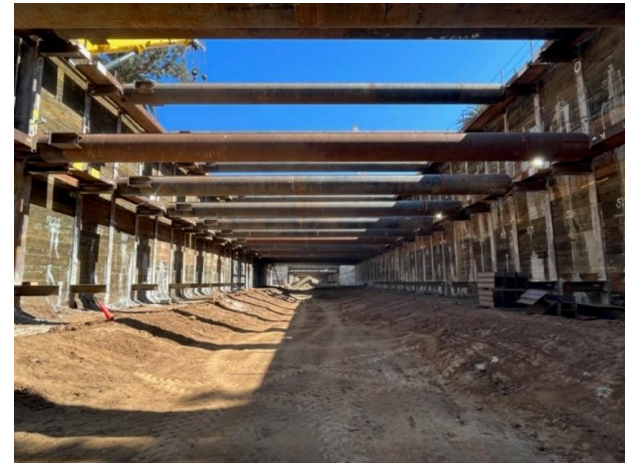
- **Overall Project Progress is 50.7% complete.**
- **Final design progress is 97% complete.**
- **Tunnels**
  - Both Tunnel Boring Machines (TBMs) are parked 2 ft behind the Constellation Station west end wall and ready to breakthrough into Constellation Station.
  - Excavation and initial lining for 3 out of 14 cross passages have been completed.
- **Westwood/UCLA Station**
  - Excavation is about 40% complete. Walers and struts continue to be installed at levels 2 and 3; 33% walers and 26% struts have been installed. Utility support work ongoing and approximately 83% complete.
- **Westwood/VA Hospital Station**
  - Excavation is about 49% complete. Walers and struts continue to be installed at level 3; 48% of walers and 56% of struts have been installed. Shotcrete and tieback installation is 73% complete.
  - Mechanical, Electrical, and Plumbing fit-out inside the VA steam tunnel continues (91% complete).
- **Construction Progress** - After the data for this update was provided, the contractor has shown effort to mitigate schedule delays.

## Equity

- 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.





**Westwood/UCLA Station:**  
**Welding of Transverse Bracing for Electrical Vault**





**Westwood/VA Station:**  
**Excavation Level 3 Support**



# I-5 North County Enhancements

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$679.3M	\$679.3M	\$679.3M
	Variance from Approved LOP:	\$0M (0%)		\$0M (0%) 
	Variance from Revised Budget:			\$0 

\* At time of the award of contract - Board Approval (March 2021)

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	July 2016	N/A	Summer 2026	Summer 2026
	Variance from Original:	+0d (0%)		+0d (0%) 
	Variance from Revised Schedule:			N/A 



# I-5 North County Enhancements

## Safety

Project Hours: 419,021; Recordable Injury Rate: 0.97 vs. The National Average: 2.4.

## Updates

- **Overall Project progress is 31.3% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
  - Partial Demo/Forming of Footings/Abutments/Bents/Soffit & Stem/Lost Deck on 7 bridges throughout the project.
  - Construction of approximately 7 Retaining Walls on-going throughout the project.
  - On-going Drainage, Barrier/Roadway Demo, Excavation, and Base Placement.
  - Construction of new Weldon Canyon Bridge
  - Jointed Plain Concrete Paving (JPCP) in the median started
- Project Team continues to coordinate with stakeholders: Caltrans, City of Santa Clarita, Los Angeles County, CHP, NPS, CDFW, SCVWA, and other local stakeholders.

## Equity

- This project is not located within or adjacent to Equity Focus Communities.



Big rig fire within project limits



Pouring concrete at Retaining Wall  
2461



Forming and preparing to pour Rye  
Canyon bridge bent cap









# Projects without Life of Project (LOP) Budget

- **105 Express Lanes**
- **G Line BRT Improvements Project**
- **East San Fernando Valley Transit Corridor**
- **North Hollywood to Pasadena BRT Project**



# 105 Express Lanes

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction	\$119.4 M	\$119.4 M	\$119.4 M
	Project	N/A	\$780M - \$1B	\$780M - \$1B
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:			N/A 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Spring 2028	Spring 2028
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A 





# 105 Express Lanes

## Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

## Updates

- **Design is 77% complete**
- **Program Management**
  - Time extension request for SB1 funding allocation submitted to Caltrans
  - Traffic and Revenue Study in progress
- **Design**
  - Segment 1 design is adopting value engineering strategies to reduce construction cost. It will require Caltrans review and approval. This is anticipated by May 2024
  - Received first two 65% structure group plans for Segment 2&3. Will receive the remainder at end of year. Received Segment 3 65% roadway plans in Sept. Anticipate Package 2 65% roadway plans in October.
- **Construction Manager/General Contractor (CMGC)**
  - Cost negotiations with the contractor for Segment 1 are in progress.
  - Interface meetings with WSAB and Metro MOW in progress
- **Roadside Toll Collection System (RTCS)**
  - Requirements Traceability Matrix (RTM) review sessions complete; vetting proposed changes to the requirements
  - RTCS System Detailed Design Document (SDDD) in progress
  - Infrastructure Responsibility Matrix Updates in progress

## Equity

- 70% of the project is within or adjacent to Equity Focus Communities.



Traffic on 105 Freeway Westbound






The Project Map





November 2023 Construction Committee

# G Line BRT Improvements Project

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction	\$149.7M*	\$149.7M	\$149.7M
	Project	N/A	\$392-511M	\$843M**
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A 
	Variance from Revised Budget:			\$0M 

\*Approved Budget only includes the Pre-Construction Budget. The project will request LOP budget prior to PDB Contract Phase 2 award. \*\*Based on 30% Independent Cost Estimate (ICE). The project is evaluating value engineering and cost reduction measures to address the budget shortfall to be shared at the November Construction Committee Meeting.


SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	N/A	December 2026***
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 


\*\*\*Current Forecast is Phase 2 Substantial Completion milestone, Phase 2 baseline schedule is not yet approved.




November 2023 Construction Committee

Los Angeles County Metropolitan Transportation Authority

 On target

 Possible problem (5-10% variance)

 Significant Impact (over 10% variance)

# G Line BRT Improvements Project

## Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

## Updates

### ■ Progressive Design Build Contract

- 60% design for Stormwater Capture and Bike Path Improvements under Metro review. 60% Grade Separations VE design underway
- Phase 1 field investigations complete
- Technology Evaluation and Concept of Operations for Gated Intersections complete. Traffic Impact Analysis near completion
- Fiber investigation complete. Obtained internal buy-in on recommended option to install fiber backbone through B Line tunnels. Developing scope to issue as a Change Order/EWP
- Collaborating on VE and cost reduction opportunities to address affordability issues

### ■ Utility Owner-Performed AURs

- Sepulveda – removal of poles and overhead wires pending PDB contractor installation of new power service
- Vesper – DWP crews completed cable pulling in August, Charter construction complete and currently pulling cables
- Sylmar – DWP undergrounding complete. Charter planning to vacate line

### ■ Property Acquisitions

- Eight acquisitions underway
- Offers presented to owners between 3/31/22, and 5/24/22
- Board adopted Resolution of Necessity for all properties in Aug '22

## Equity

- 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.



*Potholing Restoration on Aetna St*





*Sidewalk Panel Restoration on Bessemer St*







# East San Fernando Valley Light Rail Transit Project

BUDGET				
		Approved Budget to Date*	Previous Period	Current Forecast
	Pre-Construction	\$496.9M	\$496.9M	\$496.9M
	Project	N/A	N/A	\$2.81B - \$3.57B
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:			\$0M 

\*The Board has only approved a Pre-Construction Budget to date.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	N/A	July 2031
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

\*\* Current schedule forecast reflects Metro's Internal Schedule. The actual Baseline schedule will be negotiated with Progressive Design Builder as part of the Phase 2 Supplement.



# East San Fernando Valley Light Rail Transit Project

## Safety

C1220 Hours Worked – 13,630; Recordable Injury Rate: 0 vs. National Average: 2.4.

## Updates

- **Preliminary Design Contract**
  - Advancing utility composite plans to 60%.
  - Continuing to develop Utility Adjustment (UA) Packages 2-8 to 100% design for issuance as construction Early Work Packages (EWP).
- **C1220 - Advance Utility Adjustment #1**
  - Overall contract progress is 84% complete
  - Ongoing utility adjustment nightwork on Van Nuys Blvd.
- **Progressive Design-Build Contract**
  - Ongoing negotiations for the final design EWP
  - Received the submittal notice for IPMO EWP.
  - Continuing to refine project schedule and budget ahead of December FFGA Application submittal to the FTA.
- **Real Estate & Environmental**
  - Appraisals are nearly complete for MSF parcels. Packages being sent to FTA for concurrence.
  - RAMP and Relocation Plan to be presented for Board Approval.
  - CEQA EIR Addendum to go to Metro Board this fall.
- **Light Rail Vehicle (LRV) Acquisition**
  - VCM scheduled to publish RRP for LRV consultant procurement this fall.
- **Equity**
  - 100% of the project is within or adjacent to Equity Focus Communities.





***C1220 Ductbank Installation***





***C1220 Manhole Installation***



# North Hollywood to Pasadena BRT Project

BUDGET				
		Approved Budget to Date*	Previous Period	Current Forecast
	Project	\$75.8M	N/A	\$263M-386M
	Variance from Approved LOP:		N/A	N/A 
	Variance from Revised Budget:			\$0M 

\* Project will work within the annual budget constraints until LOP is established.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	N/A	Summer 2027
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

\*\* Current Forecast is Metro's Internal Schedule, Baseline schedule is not yet approved at time of update.





# North Hollywood to Pasadena BRT Project

## Safety

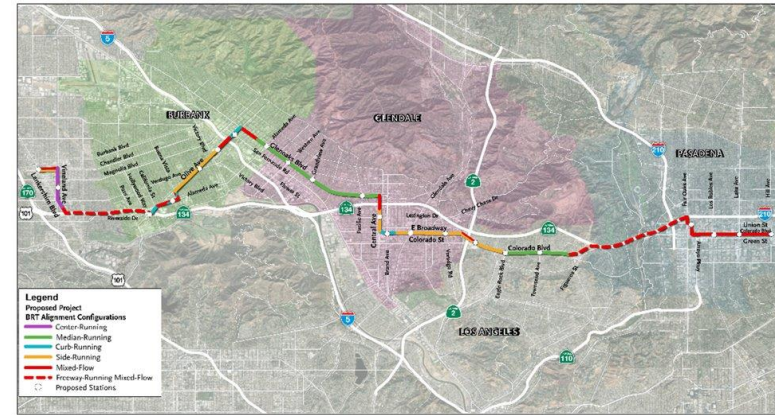
- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

## Updates

- EIR Approved April 2022
- PMSS RFP, released July 2023 response received in September 2023
  - Proposals received and currently under evaluation.
- A&E RFP, released in August 2023
- Preparing CM/GC RFP, planned release date November 2023

## Equity

- 60% of the project is within or adjacent to Equity Focus Communities



*Project Map*



*View of Vineland Ave / Lankershim Blvd*

