



Board Report

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

Agenda Number: 26.

**CONSTRUCTION COMMITTEE
MARCH 16, 2017**

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

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

CONSIDER:

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

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

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

ISSUE

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

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

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

BACKGROUND

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

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

Three phases of the project included:

Phase 1 - Design of the Portal

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

Phase 3 - Construction of the Turnback

DEVELOPMENT OF REQUEST FOR PROPOSAL

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

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

TASKS FOR COMBINED PORTAL WIDENING AND TURNBACK DESIGN

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

- Task 1) Preliminary Engineering Portal and Turnback
- Task 2) Final Design
- Task 3) Bid Support Services
- Task 4) Design Services during Construction

CEQA COMPLIANCE

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

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

COMMUNITY OUTREACH

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

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

There is no impact to the FY17 budget for the proposed recommendations. If Recommendation C is approved, this action will be funded as part of the FY18 capital budget under Project 865119 Division 20 Portal Widening and Turn back Facility, cost center 8510, account number 50316 Professional and Technical Services. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years.

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

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

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

Impact to Budget

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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

Prepared by:

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Reviewed by:

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PROCUREMENT SUMMARY

CORE CAPACITY ENHANCEMENTS AT DIVISION 20 PORTAL
WIDENING AND TURNBACK FACILITY / AE66758000

1.	Contract Number: AE66758000	
2.	Recommended Vendor: T.Y. Lin International	
3.	Type of Procurement (check one): <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.	Procurement Dates:	
	A. Issued: July 20, 2016	
	B. Advertised/Publicized: July 20, 2016	
	C. Pre-proposal/Pre-Bid Conference: August 9, 2016	
	D. Proposals/Bids Due: September 9, 2016	
	E. Pre-Qualification Completed: December 13, 2016	
	F. Conflict of Interest Form Submitted to Ethics: December 5, 2016	
	G. Protest Period End Date: 2/17/2017	
5.	Solicitations Picked up/Downloaded: 32	Bids/Proposals Received: 5
6.	Contract Administrator: Dianne Sirisut	Telephone Number: 213-922-2737
7.	Project Manager: June Susilo	Telephone Number: 213-922-5232

A. Procurement Background

This Board Action is to approve the award of Contract No. AE66758000, issued in support of the widening of the existing Division 20 portal structure and proposed turnback facility in preparation for the opening of the Westside Purple Line Extension Section 1. The scope of services will include four tasks: 1) Preliminary Engineering, 2) Final Design, 3) Bid Support Services, and 4) Design Services during Construction. Board approval of contract awards are subject to resolution of all properly submitted protests.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee. Two amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on August 22, 2016, extended the proposal due date to September 9, 2016, and revised the technical specifications.
- Amendment No. 2, issued on August 31, 2016, revised the technical specifications and submittal requirements.

On August 9, 2016, Metro held a pre-proposal conference in the Gateway conference room on the third floor of the Gateway Building. There were 50 representatives from 31 firms that signed in at the pre-proposal conference. There were 32 registered plan holders that obtained the RFP package. A total of five proposals were received on

September 9, 2016. The procurement was designated as a Race Conscious Diverse Business Enterprise (RC-DBE) solicitation with a 27% DBE participation goal.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff members from Metro Program Management, Maintenance, and Engineering departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Experience and Capabilities of the Firms on the Consultant Project Team 20%
- Key Personnel's Skills and Experience 40%
- Project Management Plan 20%
- Understanding Design Approach 20%

The evaluation criteria were appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) solicitations. Several factors were considered when developing these weights, giving the greatest importance to the key personnel skills and experience.

This is an A&E, qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

Metro received five proposals on October 3, 2016, from the following firms:

1. HDR Engineering, Inc. (HDR)
2. HNTB Corporation (HNTB)
3. Mott MacDonald, LLC (MM)
4. RailPros, Inc. (RP)
5. T.Y. Lin International (TYLI)

The PET invited the five proposers to oral presentations on August 29, 2016. Each of the firms' Principal-in-Charge, Project Manager, and five other key personnel had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

Qualifications Summary of Recommended Firm:

The evaluation performed by the PET, in accordance with evaluation criteria set forth in the RFP, determined T.Y. Lin International (TYLI) as the most qualified firm to provide the required services.

TYLI is an internationally recognized, multi-disciplined full-service infrastructure engineering firm providing innovative, cost-effective, and constructible designs for

over 60 years. TYLI has more than 2,800 employees throughout the Americas and Asia, with nine offices in California and over 200 California employees. TYLI has provided services in architecture, environmental, planning, surveying, design, mechanical and electrical engineering, construction management, construction engineering, and program management.

TYLI has been the lead structural engineer providing services to support the MUNI Metro Turnback project, provided project management oversight to California High-Speed Rail project, and was the prime consultant for the San Ysidro Freight Rail Yard Improvement project where TYLI managed the civil, track and electrical design. In addition, TYLI has been the prime designer on a design-build team where they provided engineering design services for Phase 1 of the Bay Area Rapid Transit extension.

The PET ranked the proposals and assessed strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm.

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	TYLI				
2	Experience and Capabilities of the Firms on the Consultant Project Team	89.00	20%	17.80	
3	Key Personnel's Skills and Experience	87.67	40%	35.07	
4	Project Management Plan	91.00	20%	18.20	
5	Understanding Design Approach	93.67	20%	18.73	
6	Total		100%	89.80	1
7	HNTB				
8	Experience and Capabilities of the Firms on the Consultant Project Team	88.33	20%	17.67	
9	Key Personnel's Skills and Experience	86.33	40%	34.53	
10	Project Management Plan	85.00	20%	17.00	
11	Understanding Design Approach	83.00	20%	16.60	
12	Total		100%	85.80	2
13	HDR				
14	Experience and Capabilities of the Firms on the Consultant Project Team	85.00	20%	17.00	
15	Key Personnel's Skills and Experience	81.67	40%	32.67	
16	Project Management Plan	86.00	20%	17.20	
17		84.00	20%	16.80	

	Understanding Design Approach				
18	Total		100%	83.67	3
19	RP				
20	Experience and Capabilities of the Firms on the Consultant Project Team	81.67	20%	16.33	
21	Key Personnel's Skills and Experience	81.33	40%	32.53	
22	Project Management Plan	78.33	20%	15.67	
23	Understanding Design Approach	80.00	20%	16.00	
24	Total		100%	80.53	4
25	MM				
26	Experience and Capabilities of the Firms on the Consultant Project Team	80.67	20%	16.13	
27	Key Personnel's Skills and Experience	71.67	40%	28.67	
28	Project Management Plan	75.00	20%	15.00	
29	Understanding Design Approach	70.00	20%	14.00	
30	Total		100%	73.80	5

C. Cost/Price Analysis

The cost analysis included the following: (1) a comparison with historical cost data of other firms offering similar services; (2) an analysis of prior audited and overhead rates, and factors for labor and other direct costs, and (3) compliance with Federal Acquisition Regulation (FAR) Part 31 guidelines. Metro has negotiated fixed rates for direct labor, provisional overhead rates, and a negotiated fixed fee for the Contract. The negotiated amount has been determined to be fair and reasonable.

An audit request has been submitted to the Metro Management Audit Services Department (MASD). In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to adjustment based on any audit findings. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant audit agency within the last twelve month period, Metro will receive and accept that audit report rather than perform another audit.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
T.Y. Lin International	\$13,971,565	\$8,781,151	\$10,265,661

D. Background on Recommended Contractor

TYLI, located in Los Angeles, California, has been in business for over 60 years and is the leader in engineering, design, and construction management. TYLI has provided transit and rail services in planning design, and construction for high-speed rail, light rail, freight railways, multi-modal facilities, and maintenance yards. TYLI's most recent experience includes structural engineering services to support the MUNI Metro Turnback, design services in trackwork and third rail for Bay Area Rapid Transit Extension in San Jose, and project management oversight for many projects including the California High-Speed Rail.

DEOD SUMMARY

**CORE CAPACITY ENHANCEMENTS AT DIVISION 20 PORTAL
WIDENING AND TURNBACK FACILITY / AE66758000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Disadvantaged Business Enterprise (DBE) goal for this solicitation. T.Y. Lin International met the goal by making a 27.01% DBE commitment.

Small Business Goal	27% DBE	Small Business Commitment	27.01% DBE
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	DBE Subcontractors	Ethnicity	% Commitment
1.	Anil Verma Associates	Subcontinent-Asian American	7.69%
2.	Kal Krishnan Consulting Services	Subcontinent-Asian American	2.80%
3.	Wagner Engineering & Survey	Non-Minority Female	1.64%
4.	LIN Consulting, Inc.	Asian Pacific American	12.30%
5.	Earth Mechanics, Inc.	Asian Pacific American	2.18%
6.	SafeProbe, Inc.	Asian Pacific American	0.40%
	Total Commitment		27.01%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

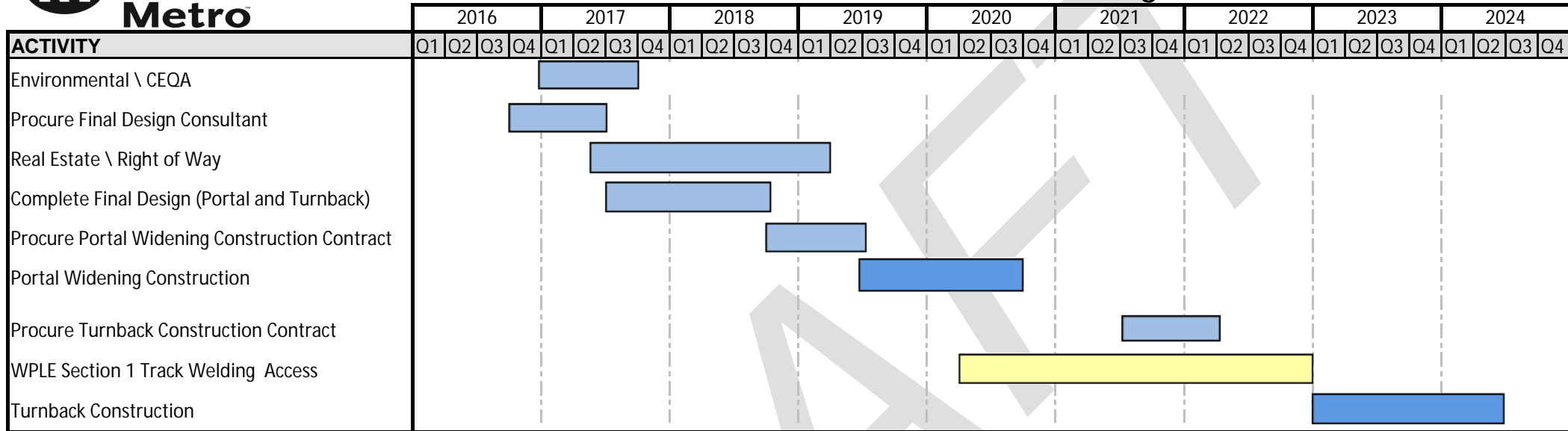
Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.



Division 20 Portal Widening Turnback



Schedule calendar is fiscal year based

Preliminary Draft - schedule subject to change

1/11/2017



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

File #:2017-0020, File Type:Motion / Motion
Response

Agenda Number:41

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 19, 2017

Motion by:

Directors Garcetti, Solis and Bonin

January 19, 2017

Downtown Los Angeles Arts District Connectivity

Metro Rail service is intended to serve high-density areas and major trip generators throughout Los Angeles County. Transit service to these types of locations, such as the Wilshire Corridor, the Historic Core, North Hollywood, Santa Monica, Pasadena, Long Beach, and other thriving locations is important to meet the mobility needs of Los Angeles County.

There are several outstanding priorities in and around MTA's Division 20 rail maintenance facility in the Arts District. MTA must improve Division 20 to service the Purple Line Extension project. Additionally, there is an opportunity to extend rail service to the Arts District.

Combined, the Purple Line Extension Section 1 and Section 2 projects include over \$3.6 billion in federal funding and financing. These federal funds are predicated on specific service standards, namely, train service every four minutes.

The federal funding requirements compel MTA to improve the subway turn-back capabilities by constructing a facility at the Division 20 maintenance facility. These improvements must be completed to meet federal service requirements, maintain federal funding agreements, and to start service on the Purple Line Extension. Failure to do so could put over \$3.6 billion in federal funding at risk.

In addition, with the passage of Measure M, MTA's current plans for Division 20 must be revised to accommodate the acceleration of the Purple Line Extension Section 3 to 2024. This will require an expansion of subway vehicle storage, maintenance, and testing infrastructure.

At the same time, MTA has since 2010 studied extending the Red and Purple Lines from Union Station to the Arts District, with possible stations and 1st Street, 3rd Street, and/or 6th Street.

An Arts District Extension is a great opportunity to support the continued development of a transit-oriented community with a rapidly expanding population and a strong desire for transit service. The Arts District has become a widely popular arts, culture, and shopping destination with rapid

residential growth. There are over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and others. Additionally, the Arts District is the location of several major infrastructure projects that will improve the public realm, such as the 6th Street Viaduct Replacement project and MTA's LA River Waterway & System Bikepath project.

MTA's first priority for Division 20 must be to support the Purple Line Extension. However, MTA should do everything possible to extend rail service to the Arts District.

CONSIDER Motion by Garcetti, Solis and Bonin that the Board direct the CEO to:

- A. Immediately initiate a holistic assessment of MTA's long-term needs at Division 20 and accommodation of future Arts District station access, including:
 - 1. Turn-back facility improvements,
 - 2. Rail car storage, maintenance facility, and vehicle test track needs required to start service on the Purple Line Extension Section 3 in 2024 per the Measure M ordinance,
 - 3. Rail service expansion to the Arts District with station options at 1st Street, 3rd Street, and/or 6th Street, with connections into the Arts District, to MTA's LA River Waterway & System Bikepath project, and to the 6th Street Viaduct Replacement project,
 - 4. Consideration of additional property required to meet all the above needs;

FURTHER MOVE that the MTA Board direct the CEO to:

- A. Design Division 20 so as to not preclude new stations and necessary track(s) in the future if funding is identified for an Arts District station(s) on the Red/Purple Line.
- B. Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District.
- C. Provide an initial report back on all the above during the April 2017 Board cycle.