



Board Report

File #: 2017-0177, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 16, 2019

SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT (B2R DESIGN)

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. PS2415-34120 with STV, Inc. for the Brighton to Roxford Double Tracking (B2R) Project in the amount of \$2,203,529, increasing the total contract value from \$12,633,429 to \$14,836,958.

ISSUE

On July 26, 2018, the Board approved programming \$11,528,416 for professional services for the B2R project to accommodate the changes necessary to accommodate the East San Fernando Valley Transit Corridor (ESFVTC) Project and a new pedestrian underpass for the Burbank Airport North Metrolink Station as well as incorporate changes related to safety improvements and state of good repair of the existing at-grade crossings, tracks and signals. With the previously approved programmed funds, staff is requesting authorization to modify the existing Contract No. PS2415-34120 with STV, Inc. for the B2R Project in the amount of \$2,203,529.

BACKGROUND

The Metrolink Antelope Valley Line is the only commuter rail service serves Burbank Airport North station, Sun Valley, Sylmar/San Fernando, the cities Santa Clarita, Palmdale, Lancaster and unincorporated Los Angeles County. Amtrak also provides inter-city rail service to Glendale and Burbank. The Metrolink Antelope Valley line is approximately 62 percent on single track. The existing single track starts from CP Brighton in Burbank to Lancaster is operationally challenging due to safety, scheduling, inability to recover from incidents and service delays. A single track system is equivalent to a one lane road with bi-directional traffic.

DISCUSSION

The B2R Project will provide a second commuter rail main line track from Control Point (CP) Brighton in Burbank to CP Roxford in Sylmar on the Metrolink Antelope Valley Line. The proposed 11 mile of a second commuter rail main line track increases commuter rail service capacity and enhances safety, improves on-time performance and service reliability. The B2R Project is needed

to provide 30 minute bi-directional service to the new Burbank Airport North Station up to the Sylmar/San Fernando Station and with the capability of 30 minute service to the cities of Santa Clarita, Palmdale and Lancaster.

In April 2017, staff placed the B2R Project on hold prior at the 65% design stage to coordinate with the ESFVTC Project. The ESFVTC Project is planned from Van Nuys Boulevard in Los Angeles through the Metro owned and Metrolink operated right-of-way (ROW) up to the Metrolink Sylmar/San Fernando Station. The B2R and the ESFVTC Projects will share approximately 2.5 miles of ROW corridor along six at-grade intersections where a single commuter/freight track currently exists within the ROW. Metro has requested that STV design team make adjustments in final design as needed to accommodate the ESFVTC Project. The design adjustments will include track realignment, redesign of signals and communications, design for construction of a new bridge for the relocated Metrolink track, additional utilities research, updating traffic studies, redesign of grade crossings, additional surveying, and additional drainage design.

DETERMINATION OF SAFETY IMPACT

The Project will enhance safety by upgrade 16 existing at-grade crossings to quiet zone ready standards with improvements such as pedestrian gates, emergency egress swing gates, and channelization handrails that will be included on the engineering drawings.

FINANCIAL IMPACT

In July 2018, the Board approved programming authority in the amount of \$11,528,416 of Measure R 3% for the B2R Project and design revisions related to ESFVTC Project in the amount of \$1,078,584. FY19 funding has been budgeted in Cost Center 2415, Project 460074, Account 50316, and Cost Center 4010, Project 465521, Account 50316. The Project Manager, the Cost Center Manager and the Senior Executive Officer, Regional Rail will be responsible for budgeting costs in future years.

Impact to Budget

The funding for the contract modification in the amount of \$2,203,529 comprises of \$1,078,584 from ESFVTC Project, Cost Center 4350, System Team 2 and the remaining \$1,124,945 from Measure R 3% funds. These funds are not eligible for bus and rail operations expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this contract modification will support the following Metro Strategic Plan Goal: Once the Brighton to Roxford Double Track Project is completed, there will continuous double track along the Antelope Valley Line from Los Angeles Union Station (MP 0) to the Balboa Blvd Overpass (MP25.3), a total length of over 25 miles. To realize the full benefit of a true double track corridor, which provides operational benefits that that help ensure service reliability and capacity enhancement as well as improved safety of operations, it is important to ensure that the existing track is brought up to a state of good repair so that it can be relied upon to function with the same reliability and functionality as the newly constructed second track, and to avoid potential ongoing maintenance

issues or track outages for repair that may otherwise be required if SOGR improvements are not included.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the Contract Modification and decide not to continue to complete the design documents for B2R Project. This alternative is not recommended as design revisions are needed to the B2R Project in order to accommodate the ESFVTC Project. In addition, the B2R Project provides much needed capacity and service reliability improvements to the only rail service to Burbank Airport North station, Sun Valley, Sylmar/San Fernando, the cities of Santa Clarita, Palmdale, Lancaster and unincorporated Los Angeles County.

NEXT STEPS

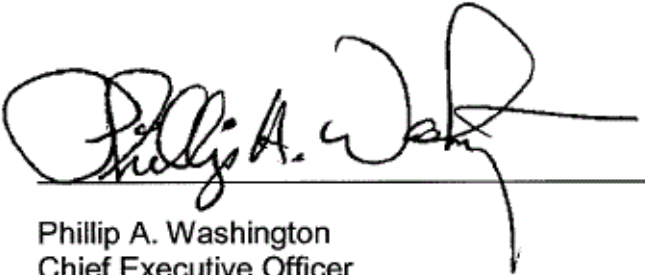
Upon Board approval and concurrence of requested funds, staff will execute Modification No. 4 with STV, Inc. to complete the environmental clearance and final design documents.

ATTACHMENTS

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

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT/PS2415-3412

1.	Contract Number: PS2415-3412		
2.	Contractor: STV, INC.		
3.	Mod. Work Description: Completion of environmental clearance and 100% plans, specifications and estimates		
4.	Contract Work Description: Professional services contract to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting and final design engineering		
5.	The following data is current as of: 10/15/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/23/15	Contract Award Amount: \$12,490,781
	Notice to Proceed (NTP):	08/25/15	Total of Modifications Approved: \$142,648
	Original Complete Date:	09/01/18	Pending Modifications (including this action): \$2,203,529
	Current Est. Complete Date:	09/01/20	Current Contract Value (with this action): \$14,836,958
7.	Contract Administrator: Angela Mukirae		Telephone Number: (213) 922-4156
8.	Project Manager: Dan Mahgerefteh		Telephone Number: (213) 418-3219

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued in support of the completion of environmental clearance and 100% design plans for the Brighton to Roxford Double track project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus-fixed-fee.

On July 23, 2015, the Board awarded a cost-plus-fixed-fee Contract No. PS2415-3412 to STV, Inc. in the amount of \$12,490,781 for the Brighton to Roxford Double Track Project.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon the existing contract rates, an independent cost estimate (ICE), technical analysis, cost analysis and fact finding. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated Amount
\$2,203,529	\$2,823,250	\$2,203,529

CONTRACT MODIFICATION/CHANGE ORDER LOG

BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT/PS2415-3412

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Supplemental scope for flagging crews, right of entry permits and field survey work on SCRRRA (Metrolink) rail track.	Approved	09/24/15	\$51,700
2	Supplemental scope for environmental clearance per the National Environmental Policy Act.	Approved	09/20/16	\$90,948
3	Period of performance extension through 09/01/20 to complete phase 2 of the project.	Approved	08/14/18	\$0
4	Supplemental scope for completion of environmental clearance and 100% design documents.	Pending	10/25/18	\$2,203,529
	Modification Total:			\$2,346,177
	Original Contract:		07/23/15	\$12,490,781
	Total:			\$14,836,958

DEOD SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT/PS2415-3412

A. Small Business Participation

STV Incorporated made a 26.62% Small Business Enterprise (SBE) commitment. The project is 31% complete and the current SBE participation is 39.22%. STV Incorporated is currently exceeding their SBE commitment.

Small Business Commitment	SBE 26.62%	Small Business Participation	SBE 39.22%
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	DBE/SBE Subcontractors	% Committed	Current Participation¹
1.	BA, Inc.	4.07%	6.79%
2.	Cornerstone Studios, Inc.	0.55%	0.48%
3.	Diaz Yourman & Associates	2.52%	5.49%
4.	Epic Land Solutions, Inc.	0.94%	0.25%
5.	Lin Consulting	2.88%	5.79%
6.	Pacific Railway Enterprise, Inc.	11.33%	11.53%
7.	Ryan Snyder Associates, LLC	0.20%	0.22%
8.	Wagner Engineering & Surveying, Inc.	4.13%	8.67%
	Total	26.62%	39.22%

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

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 Modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this Modification. 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)

D. Project Labor Agreement/Construction Careers Policy

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