



Board Report

File #: 2024-0473, File Type: Contract

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 18, 2024

SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 14 to Contract No. AE49337000 with Arcadis, A California Partnership (formerly IBI Group) in the amount of \$3,158,761 for the optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands as part of the North San Fernando Valley (NSFV) Bus Rapid Transit (BRT) Corridor Project, increasing the contract value from \$5,683,973 to \$8,842,734, and extend the period of performance from October 31, 2024 through December 31, 2026.

ISSUE

The North San Fernando Valley Transit Corridor Project continues with the design and implementation of several Bus Rapid Transit (BRT) elements to improve existing transit lines in the San Fernando Valley. However, Board action is required for the existing contract's optional task for Preliminary Engineering (PE), design services, and to meet the Measure M schedule. Given the objective of Measure M to improve transportation, transit service, and ease traffic congestion in the region, the timely use of funds is Metro's fiscal responsibility to ensure that Measure M sales tax revenues are spent as quickly as possible according to the requirements of the Measure M Ordinance to realize the benefits of the Measure M Expenditure Plan promised to the people of Los Angeles County. Exercising the current contract's optional PE task will enable the existing contractor to begin the design process.

BACKGROUND

In May 2018, the Board awarded Contract No. AE49337000 to IBI Group to complete the Planning/Environmental Study for the NSFV BRT Corridor. This contract developed the NSFV BRT project from concept through alternative analysis and environmental clearance following the California Environmental Quality Act (CEQA) guidelines, with an optional task to complete the proposed project's advanced conceptual engineering or PE.

In December 2022, the Board approved the NSFV BRT Network Improvements as the proposed project (Attachment A). This project provided an enhanced bus network to increase connectivity and

provide high-quality bus service and transit infrastructure in NSFV communities. The primary corridors enhanced through the BRT Network Improvements include Roscoe Boulevard, Nordhoff Street, and Lankershim Boulevard, with additional improvements planned for Reseda Boulevard, Sherman Way, Vanowen Street, and Victory Boulevard.

Project Description

The NSFV BRT Corridor Project aims to improve speed, reliability, pedestrian safety, and accessibility to riders in the NSFV by installing bus bulbs and boarding islands at Metro bus stops. These bulbs and boarding islands are one of several speed and reliability tools applied to various NSFV bus lines to help reduce travel times. These bus bulbs and boarding islands will also provide more space at bus stops, improving accessibility and allowing the installation of amenities such as shelters, lighting, and information displays. Bus bulbs and boarding islands also allow the bus to stop in the travel lane without pulling out of traffic, removing delays associated with re-entering the traffic lane as the transit driver waits for gaps in traffic. Lastly, bus bulbs shorten pedestrian crossing distances at intersections, improving safety for everyone walking. This shorter crossing distance can also improve the efficiency of the traffic signal and provide more opportunities for transit signal priority.

DISCUSSION

Staff is requesting Board action to execute Contract Modification No. 14 for the optional task for preliminary engineering and to extend the period of performance to allow for the design of bus speed improvements in the form of curb extensions (bus bulbs) or boarding islands (the "Project") at 82 locations in NSFV. Metro requires consultant support in developing design concepts and preparing design plans, such as schematic design concepts, detailed civil design plans, utility composite plans, worksite traffic control plans, and design implementation services.

Planned Coordination Efforts

The consultant will conduct working sessions with Metro, the City of Los Angeles Bureau of Engineering, and the City of Los Angeles Bureau of Street Services (StreetsLA) to discuss concepts and determine the work scope for 82 locations. The project will be divided into phases so that "lessons learned" in previous phases can direct the design of future phases.

If required, the consultant will also be available at in-person outreach presentations in the NSFV. Outreach staff will prepare presentation materials, address public questions related to concepts, and plan drawings/renderings for project outreach.

DETERMINATION OF SAFETY IMPACT

The Project will positively impact safety, as patrons waiting for transit will have more space and be more comfortable waiting for service. Accessibility can be improved for passengers' boarding and alighting. For example, the Project will allow buses to reduce weaving out from and into traffic as they approach and leave the bus stop.

FINANCIAL IMPACT

The funds for this action are included in the FY25 budget under Project 496007 (North San Fernando Valley Transit Corridor Project-Curb Improvements), Cost Center 4741, and Task No. 01.MM64.002. There is \$6M budgeted for this project/task in FY25.

Impact to Budget

The current source of funds for this action is Measure M Construction 35%. Since this is a multi-year project, the Senior Executive Officer, Service Development, will be responsible for budgeting in future years.

EQUITY PLATFORM

This design task supports an improved passenger experience with faster, more reliable service and improved stop amenities in Equity Focus Communities (EFCs). Similar recent and in-progress projects by the City of Los Angeles and Metro have shown that these bus stop improvements can enhance speed, reliability, and accessibility to these corridors. The City of Los Angeles recently completed the Reseda Boulevard Complete Streets Project, which installed bus boarding islands on Reseda BI in the San Fernando Valley. The boarding islands on Reseda BI/Victory BI, Reseda BI/Saticoy St, and Reseda BI/Vanowen provide dedicated areas for pedestrians to wait for transit. They are enabling Metro transit to move faster through the Reseda BI corridor by eliminating the time lost when merging in and out of traffic to stop and board passengers.

The City of Los Angeles is constructing bus bulbs and bus boarding islands on 7th St in downtown LA as part of the 7th Street Streetscape Improvements Project. Lastly, Metro has been awarded funding through the I-405 Corridor Community Bus Service Improvement Program to construct up to 30 bus boarding islands on Venice BI between Inglewood BI and Fairfax Av. As considered in the NextGen Bus Plan Speed and Reliability program, this type of improvement will be considered for other corridors where appropriate, such as when bus lanes are not justified and supported by the jurisdiction and community, especially those in EFCs.

The consultant is meeting the Diversity and Economic Opportunity Department (DEOD) Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) goals of 20% and 3%, respectively, with the consultants selected to complete project tasks. The proposed scope and fee for Contract Modification No. 14 will bring participation to 22.58% SBE and 4.12% DVBE.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports the following goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity

The program aligns with Metro Vision 2028, where providing high-quality mobility options, delivering outstanding trip experiences for all users, and enhancing mobility and access to opportunities are

targeted goals within Metro.

ALTERNATIVES CONSIDERED

The Board could elect to not approve this contract modification but Metro would have to seek alternative providers for these design services, which would require a new procurement, resulting in the company's disruption of work on conceptual design for bulbs and boarding islands for this project. In addition, delays to the completion of design work by a year or more would impact the benefits to Metro's riders and likely cost significantly more to restart the work with a different vendor. This approach is not recommended.

NEXT STEPS

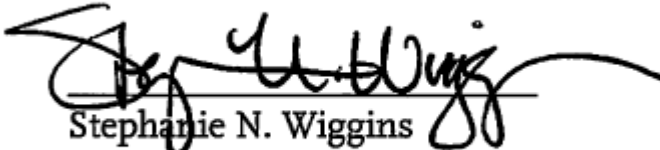
Upon Board approval, staff will execute Modification No. 14 to Contract No. AE49337000 with Arcadis, A California Partnership, for the optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands and extend the performance period from October 31, 2024, through December 31, 2026.

ATTACHMENTS

- Attachment A -Network Improvements Project Map
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary

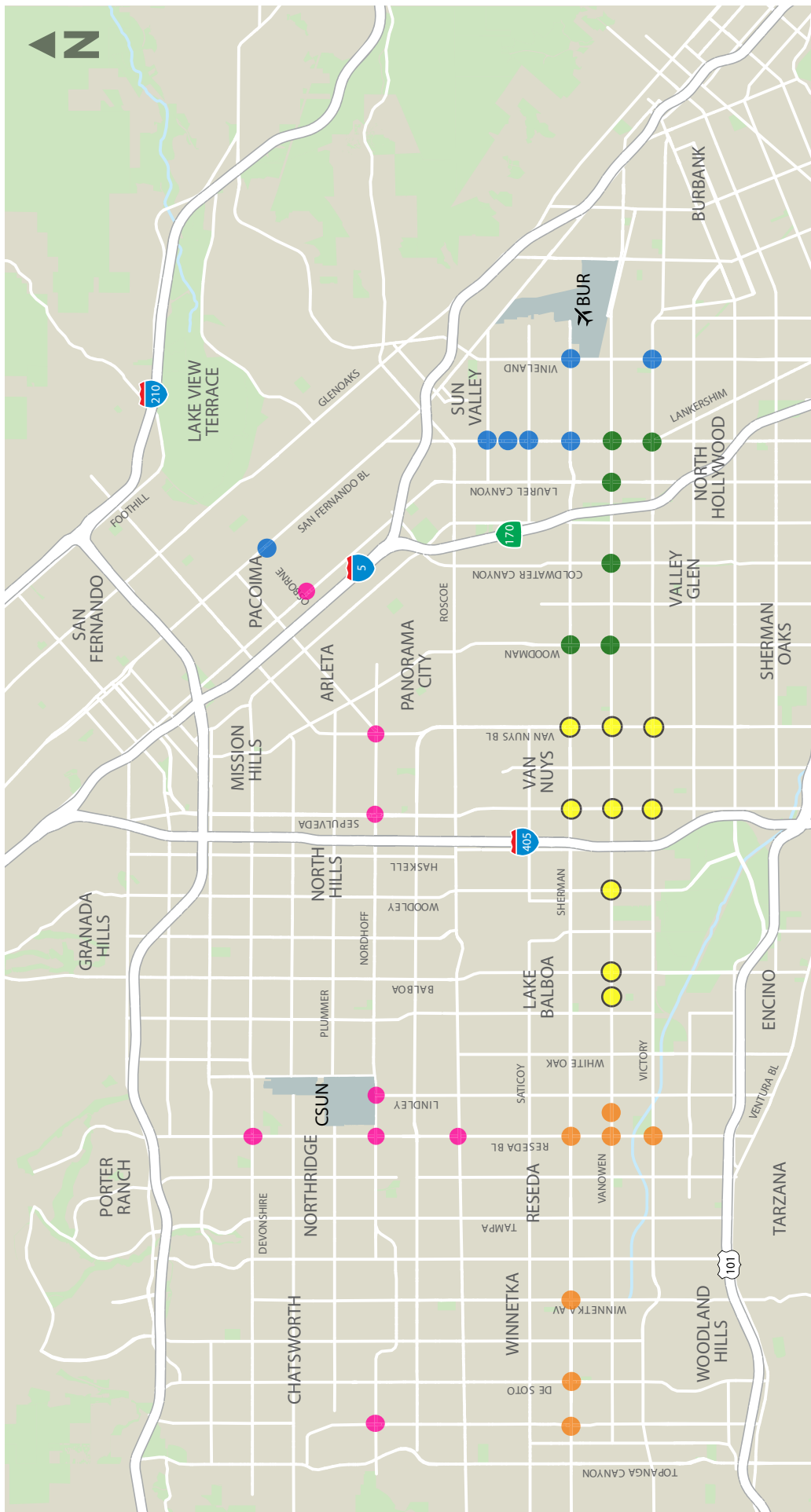
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Reviewed by: Conan Cheung, Chief Operating Officer, (213) 418-3034
Ray Sosa, Chief Planning Officer, (213) 547-4274


Stephanie N. Wiggins
Chief Executive Officer

North San Fernando Valley Transit Corridor

Bus Bulbs/Boarding Islands



Legend

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5

Attachment A: Bus Bulbs/Boarding Island Locations*

| Phase | Intersection | Direction | | | | Total |
|-------|---|-----------|----|----|----|-------|
| | | NB | SB | EB | WB | |
| 1 | Nordhoff St (E/W) & Canoga Bl (N/S) | | | X | | 1 |
| | Nordhoff St (E/W) & Reseda Bl (N/S) | X | X | X | | 3 |
| | Nordhoff St (E/W) & Lindley Av (N/S) | | | X | X | 2 |
| | Nordhoff St (E/W) & Sepulveda Bl (N/S) | | | X | X | 2 |
| | Nordhoff St (E/W) & Van Nuys Bl (N/S) | | | X | X | 2 |
| | Osborne St (E/W) & Laurel Cyn Bl (N/S) | | | X | X | 2 |
| | Devonshire St (E/W) & Reseda Bl (N/S) | X | X | | | 2 |
| | Roscoe Bl (E/W) & Reseda Bl (N/S) | X | X | | | 2 |
| 2 | Sherman Wy (E/W) & Canoga Av (N/S) | | | X | X | 2 |
| | Sherman Wy (E/W) & De Soto Av (N/S) | | | X | X | 2 |
| | Sherman Wy (E/W) & Reseda Bl (N/S) | X | X | X | X | 4 |
| | Vanowen St (E/W) & Reseda Bl (N/S) | X | | X | X | 3 |
| | Victory Bl (E/W) & Reseda Bl (N/S) | | X | X | X | 3 |
| | Sherman Wy (E/W) & Winnetka Ave (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Etiwanda Av (N/S) | | | X | X | 2 |
| 3 | Sherman Wy (E/W) & Sepulveda Bl (N/S) | | | X | X | 2 |
| | Sherman Wy (E/W) & Van Nuys Bl (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Amestoy Av (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Balboa Bl (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Woodley Ave (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Sepulveda Bl (N/S) | | | | X | 1 |
| | Vanowen St (E/W) & Van Nuys Bl (N/S) | | | | X | 1 |
| | Victory Bl (E/W) & Sepulveda Bl (N/S) | | | X | X | 2 |
| 4 | Victory Bl (E/W) & Van Nuys Bl (N/S) | | | X | X | 2 |
| | Sherman Wy (E/W) & Woodman Av (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Woodman Av (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Laurel Cyn Bl (N/S) | | | X | X | 2 |
| | Vanowen St (E/W) & Lankershim Bl (N/S) | X | X | X | X | 4 |
| | Victory Bl (E/W) & Lankershim Bl (N/S) | X | X | X | X | 4 |
| | Vanowen St (E/W) & Coldwater Cyn Av (N/S) | | | X | X | 2 |
| 5 | Osborne St (E/W) & San Fernando Rd (N/S) | | | X | X | 2 |
| | Victory Bl (E/W) & Vineland Av (N/S) | | | X | X | 2 |
| | Saticoy St (E/W) & Lankershim Bl (N/S) | X | X | | | 2 |
| | Sherman Wy (E/W) & Lankershim Bl (N/S) | X | X | X | X | 4 |
| | Sherman Wy (E/W) & Vineland Av (N/S) | X | | | X | 2 |
| | Strathern St (E/W) & Lankershim Bl (N/S) | X | X | | | 2 |
| | Stagg St (E/W) & Lankershim Bl (N/S) | X | X | | | 2 |
| | | | | | | 82 |

*Locations subject to change based on physical constraints and/or cost to construct.

PROCUREMENT SUMMARY

NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT CORRIDOR /AE49337000

| | | | |
|----|---|------------|---|
| 1. | Contract Number: AE49337000 | | |
| 2. | Contractor: Arcadis, A California Partnership | | |
| 3. | Mod. Work Description: Optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands and period of performance extension from October 31, 2024 through December 31, 2026. | | |
| 4. | Contract Work Description: North San Fernando Valley Bus Rapid Transit (BRT) Corridor Planning and Environmental Study. | | |
| 5. | The following data is current as of: 08/02/2024 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 05/24/2018 | Contract Award Amount: \$5,582,619 |
| | Notice to Proceed (NTP): | N/A | Total of Modifications Approved: \$101,354 |
| | Original Complete Date: | 11/06/2021 | Pending Modifications (including this action): \$3,158,761 |
| | Current Est. Complete Date: | 12/31/2026 | Current Contract Value (with this action): \$8,842,734 |
| 7. | Contract Administrator: Samira Baghdikian | | Telephone Number: (213) 922-1033 |
| 8. | Project Manager: Joe Forgiarini | | Telephone Number: (213) 418-3400 |

A. Procurement Background

This Board Action is to approve Contract Modification No. 14 issued for the optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands as part of the North San Fernando Valley Bus Rapid Transit (BRT) Corridor Project. This Contract Modification also extends the period of performance from October 31, 2024 through December 31, 2026.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On May 24, 2018, the Board awarded firm fixed price Contract No. AE49337000 to IBI Group (now Arcadis, A California Partnership) for the North San Fernando Valley BRT Corridor Planning and Environmental Study with one of two optional tasks to advance the design through either i) Advanced Conceptual Engineering or ii) Preliminary Engineering.

A total of 13 modifications have been executed to date.

Refer to Attachment C - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), cost analysis, technical analysis, and fact finding.

| Proposal Amount | Metro ICE | Negotiated Amount |
|------------------------|------------------|--------------------------|
| \$3,158,761 | \$3,311,700 | \$3,158,761 |

CONTRACT MODIFICATION/CHANGE ORDER LOG

NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT CORRIDOR / AE49337000

| Mod. No. | Description | Status (approved or pending) | Date | \$ Amount |
|-----------------|--|-------------------------------------|-------------|------------------|
| 1 | Two additional alternatives for consideration for BRT. | Approved | 06/05/2019 | \$54,807 |
| 2 | Reallocation of Task 3.4 (Value Capture Analysis) to Task 1.7 (Community Meetings, Scoping Meetings, and Public Hearings) and Task 3.1 (Facilitation and Attendance at Community Meetings). | Approved | 12/11/2019 | \$0 |
| 3 | Additional services to support analysis of summer 2019 community outreach and October 2020 Board presentation to update ridership model to include NextGen transit network and period of performance (POP) extension through 06/30/21. | Approved | 09/18/2020 | \$267,950 |
| 4 | No cost POP extension through 07/30/21. | Approved | 06/22/2021 | \$0 |
| 5 | No cost POP extension through 09/30/21. | Approved | 07/26/2021 | \$0 |
| 6 | No cost POP extension through 12/31/21. | Approved | 09/24/2021 | \$0 |
| 7 | No cost POP extension through 03/31/22. | Approved | 12/27/2021 | \$0 |
| 8 | Reallocation of Task 5 (Environmental Study & Statutory Exemption Documentation) to new Tasks 8.1 (Project Admin., 8.2 (Project Meetings), 8.3 (Support for Community Engagement), 8.4 (Traffic Analysis for Network Approach), 8.5 (Conceptual Engineering for Network Approach), 8.6 (Aerial Mapping for Network Approach), 8.7 (Ridership Modeling for Network Approach), 8.9 (Operational Assessment Support | Approved | 01/24/2022 | \$0 |

| | | | | |
|----|---|----------------|----------------|--------------------|
| | for Network Approach), and 8.10 (Summary Technical Memo for Network Approach). | | | |
| 9 | No cost POP extension through 03/31/23. | Approved | 12/12/2022 | \$0 |
| 10 | No cost POP extension through 05/31/23. | Approved | 03/23/2023 | \$0 |
| 11 | Reallocation of remaining funds from Task 1 (Administration & Project Management), Task 5 (Environmental Study & Statutory Exemption Documentation), and Task 6 (Project Commitments & Close-Out of CEQA Process) to Task 9 (Project Administration and Conceptual Engineering) for Roscoe Boulevard Peak-Period Transit-Only Lanes between Topanga Canyon Boulevard and Coldwater Canyon Avenue as part of the Proposed Project. POP extension through 10/30/23. | Approved | 05/30/2023 | \$22,825 |
| 12 | No cost POP extension through 10/31/24. | Approved | 10/26/2023 | \$0 |
| 13 | Deductive change for Task 9.3.3 (Traffic Signal Plans) and Task 9.4 (Worksite Traffic Control Plans and Key Transfer Location Needs Assessment). | Approved | 08/15/2024 | (\$244,228) |
| 14 | Optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands and POP extension through 12/31/26. | Pending | Pending | \$3,158,761 |
| | Modification Total: | | | \$3,260,115 |
| | Original Contract: | | 05/24/2018 | \$5,582,619 |
| | Total: | | | \$8,842,734 |

DEOD SUMMARY

NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT CORRIDOR / AE49337000

A. Small Business Participation

Arcadis, a California Partnership (formerly IBI Group) (Arcadis) made a 22.19% Small Business Enterprise (SBE) and a 3.65% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 86% complete and the current SBE/DVBE participation is 19.82% and 2.41%, representing shortfalls of 2.37% and 1.24%, respectively.

Arcadis contends that the shortfalls are due to Metro descopeing work committed to two (2) SBE subcontractors, Epic Land Solutions, Inc. and Eyestone-Jones Environmental, LLC, and have not been utilized, as confirmed by Metro's Project Manager. Arcadis further contends that execution of this modification includes budget for FPL and Associates and MA Engineering which will reflect an increase in both SBE and DVBE participation. Arcadis further anticipates exceeding the SBE and DVBE commitments through the end of the project.

| | | | |
|----------------------------------|----------------------------------|-------------------------------------|----------------------------------|
| Small Business Commitment | 22.19% SBE 3.65% DVBE | Small Business Participation | 19.82% SBE 2.41% DVBE |
|----------------------------------|----------------------------------|-------------------------------------|----------------------------------|

| | SBE Subcontractors | % Committed | Current Participation¹ |
|-----|-----------------------------------|--------------------|--|
| 1. | BAE Urban Economics, Inc. | 0.38% | 0.10% |
| 2. | Connectics Transportation | 1.29% | 2.43% |
| 3. | Epic Land Solutions, Inc. | 1.14% | 0.00% |
| 4. | Eyestone-Jones Environmental, LLC | 1.72% | 0.00% |
| 5. | FPL and Associates, Inc. | 4.23% | 4.16% |
| 6. | Galvin Preservation Associates | 4.26% | 0.11% |
| 7. | GCM Consulting, Inc. | 0.00% | 0.46% |
| 8. | Oschin Partners, Inc. | 0.72% | 1.61% |
| 9. | V.W. & Associates (Virtek Co.) | 2.35% | 4.07% |
| 10. | Wagner Engineering & Survey, Inc. | 4.98% | 1.75% |
| 11. | Wiltec | 1.12% | 1.85% |
| 12. | Zephyr UAS, Inc. | Added | 3.28% |
| | Total | 22.19% | 19.82% |

| | DVBE Subcontractors | % Committed | Current Participation¹ |
|----|----------------------------|--------------------|--|
| 1. | MA Engineering | 3.65% | 2.41% |
| | Total | 3.65% | 2.41% |

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.

C. Prevailing Wage Applicability

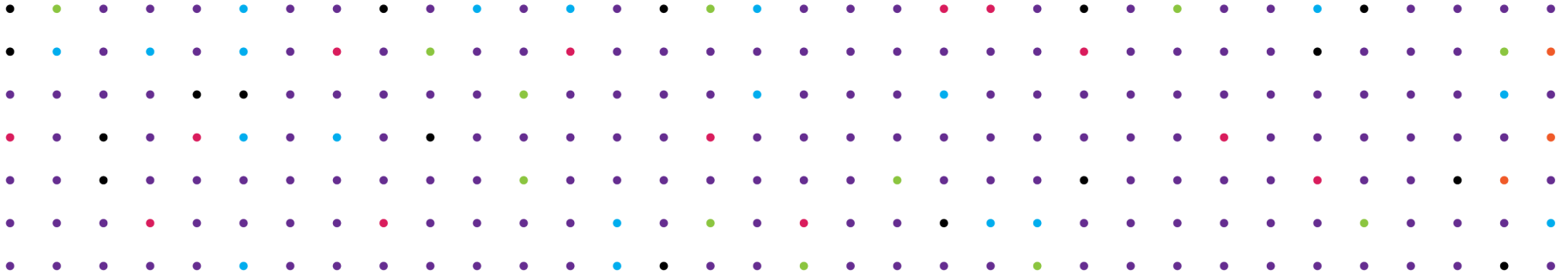
Prevailing Wage requirements are applicable to this contract. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

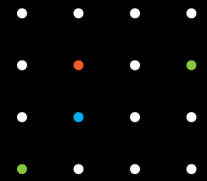
Service Development

North San Fernando Valley Transit Corridor



Planning and Programming Committee
September 18, 2024

RECOMMENDATION



AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 14 to Contract No. AE49337000 with Arcadis, A California Partnership (formerly IBI Group) in the amount of \$3,158,761 for the optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands as part of the North San Fernando Valley (NSFV) Bus Rapid Transit (BRT) Corridor Project, increasing the contract value from \$5,683,973 to \$8,842,734, and extend the period of performance from October 31, 2024 through December 31, 2026.

ISSUE

AWARDEE

Arcadis, a California Partnership

DEOD COMMITMENT

20% SBE commitment

3% DVBE commitment

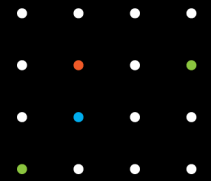
ISSUE

- Buses must merge out of traffic lanes to access transit stops
- Buses must wait for a gap to weave into traffic as they leave the transit stop
- Transit stops have limited space to provide shelter, shade, and comfort for patrons waiting for transit service



<https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/bus-bulbs/>

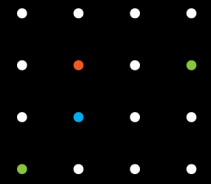
DISCUSSION



DISCUSSION

- The NSFV BRT Project is one of the 28 by 2028 project initiatives. Bus bulbs are one of a number of improvements funded by \$175 million in Measure M being applied to NSFV corridors including bus lanes on Roscoe Bl, transit signal priority on 7 corridors, all door boarding throughout the San Fernando Valley, almost 400 new bus shelters, improved service frequency on two corridors, and 75 new battery electric buses and associated charging equipment for four corridors
- The bus bulbs/boarding islands will enable buses to avoid having to merge out of/into traffic lanes to access/leave transit stops
- The modification will have a positive impact on patrons waiting for transit by providing more space for amenities as they wait for service
- Accessibility can be improved for the boarding and alighting of passengers
- Bus bulbs shorten pedestrian crossing distances at intersections, improving safety for everyone walking

DISCUSSION



DISCUSSION

- To make the project manageable for the design consultant and City agency review, the project deliverables shall be completed in five (5) phases

| Phase | Design – Begin | Design – End |
|-------|------------------|------------------|
| 1 | 4th quarter CY24 | 2nd quarter CY25 |
| 2 | 2nd quarter CY25 | 4th quarter CY25 |
| 3 | 4th quarter CY25 | 2nd quarter CY26 |
| 4 | 2nd quarter CY26 | 3rd quarter CY26 |
| 5 | 3rd quarter CY26 | 4th quarter CY26 |