



Metro

Los Angeles County
Metropolitan Transportation Authority

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MARCH 6, 2020

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD CLARKE *REC*
CHIEF PROGRAM MANAGEMENT OFFICER

RICK MEAD *RM*
**SENIOR EXECUTIVE OFFICER PROGRAM
MANAGEMENT**

SUBJECT: DIVISION 20 – EXIGENCY CONTRACT

ACTION REQUIRED

In accordance with the Metro Acquisition Policy and Procedure Manual ACQ-2, the CEO is authorizing an Exigency Work Order under his authority to execute changes that are funded by the Division 20 Project and are within the Life of Project budget.

Acquisition Policy and Procedure Manual ACQ-2, Chapter 4, Section 4.20
Authorized Methods Of Procurement, subsection C:

C. The negotiated method of procurement for the following types of procurement actions are authorized subject to a finding approved one level above the Contracting Officer;

1. The public exigency requires the immediate delivery of the articles. In order for this authority to be used, the need must be compelling and of unusual urgency, as when the MTA would be seriously injured, financially, or otherwise, if the property or services to be purchased or contracted for were not furnished by a certain time, and when they would not be processed by that time by means of formal advertising;

2. Only one source of supply is available or as a result of a single bid in response to an IFB, it is necessary to negotiate in order to determine price reasonableness;
3. The equipment to be purchased is of a technical nature and the procurement thereof without advertising is necessary in order to assure standardization of equipment and interchangeability of parts in the public interest.

BACKGROUND

A condition of the Full Funding Grant Agreement (FFGA) for Purple Line Section 1 (PLE 1) was for the project to achieve the capability for a 4 minute headway. Opening for revenue service for PLE 1 is scheduled for November 8, 2023. Division 20 is currently working on an enabling utility contract to clear an area in the Division 20 Yard for a Rail Welding activity to be performed under the PLE 1 contract. The Division 20 enabling work and utility relocation is a predecessor and critical path to the on-time start of Rail Welding to be performed under the PLE 1 contract.

The Division 20 utility relocation work has been partially accomplished in an area that must be clear and available in order for the PLE 1 contractor to proceed with essential rail welding activity. If the Division 20 Utility work is not completed this will leave open trenches in the Div 20 Yard area and surrounding Metro property in unsafe and unsuitable condition. Further, enabling work left incomplete by mid-March 2020 will cause significant schedule and cost risk to the on-time completion of PLE 1. Delays to the PLE 1 contract may lead to cost and schedule claims on that contract. In addition, a late finish for the Division 20 enabling utility work may cause delays to implementation of the Division 20 mainline contract that has just been awarded to Tutor Perini Contractors.

ISSUE

As of Friday February 28, 2020, the maximum contract value capacity set by a Metro Board action dated January 16, 2020 (Attachment A) for the current Indefinite Delivery Indefinite Quantity (IDIQ) contract (where work is authorized through Task Orders) is going to be reached if the remaining contract value authority is used for the Division 20 project. As such, there will be significant impact to the other identified programs and projects defined in Attachment A that must be executed. This action is being taken to award, on an exigent basis, a separate contract to TRC, funded under the approved LOP for the Division 20 Project, to complete the work necessary to support PLE 1, as explained above.

Consequently, this award of a separate work order to TRC for completion of the remaining Division 20 enabling work (Attachment B), will accomplish the critical needs for both Division 20 and PLE 1. This contract is fully funded under the approved LOP for the Division 20 Project. This action will create a safe yard environment by completing open utility trenches, bringing the Metro Division 20 property to a state of good repair, averting delays, potential claims and related

costs for two major projects (Division 20 and PLE 1) that are very high priority for Metro.

NEXT STEPS

To assure Division 20 property is brought back to a state of good repair to facilitate on time start of Rail Welding work by PLE 1, the Div 20 Enabling Contract must begin immediately and be completed with funds identified by the attached Exigency Request.

While this action is highly time sensitive, staff will keep the board advised as to progress and we will be adding the Division 20 project and key elements to our monthly construction update.

If the Board has any questions regarding this item, please contact Phil Washington, Rick Clarke or Rick Meade.

FINANCIAL

The estimated cost for the permanent recommended solution is \$6,042,000.

The required funds are available within the LOP of the Division 20 Project. Authorization of the Work Order and funding will be for labor, equipment and materials that are needed to finish the enabling work by the end of March, and provide a clear area for PLE 1 Rail Welding.

ATTACHMENTS

Attachment A – Board Report Dated January 2020

Attachment B - Exigency Request



File #: 2019-0885, File Type: Contract

Agenda Number: 34.

**CONSTRUCTION COMMITTEE
JANUARY 16, 2020**

SUBJECT: ENVIRONMENTAL CONSTRUCTION WASTE HANDLING SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. An increase to the total authorized funding for Contract No. PS20655 with TRC Solutions Inc. to increase Environmental Construction and Waste Handling Services contract value in the amount of \$20,600,000, increasing the Total Contract Value from \$46,200,000 to \$66,800,000, and
- B. The Chief Executive Officer (CEO) to execute all individual Task Orders and changes within the new Board approved contract funding amount.

ISSUE

Nearly every capital project and all transit projects undertaken by Metro require evaluation of hazardous substances, contamination, or a need for regulatory compliance under federal, state and local law. Metro must comply with all environmental laws to avoid fines, and civil or criminal liability.

The passing of Measure M and continuation of Measure R projects in the last four years has increased the number of projects that have been developed; many of which have been awarded and executed such as Purple Line Extension 2, Purple Extension 3, and West Santa Ana Branch.

While there have been due diligence efforts to anticipate unforeseen environmental conditions at the project sites, procuring for project specific environmental services contracts to address unforeseen circumstances determined during project development or design could significantly delay schedule. Specifically, such delay will likely result in increased liability for Contractor claims for delay to schedule completion milestones or risk fines due to violation of order by a regulatory agency. Metro staff does not have the internal resources to do all environmental waste handling and environmental compliance support work in house. To complement and supplement limited resources, Metro has hired consulting staff and used vendors with specialized environmental equipment. Metro, in effect, would incur more cost to do the work internally than by employing consultants and specialized

20220 t LOP	Fuel Storage Tank Program	Various Upgrades to Existing Fueling Systems- Agency Wide	\$7,500,000
460 Mar	Environmental Demolition		\$8,000,000
212 ESC	Environmental Demolition		\$1,100,000
865 Cref	Environmental Demolition		\$4,000,000

At least an additional \$38M for known programmed environmental services activities will be included in the new procurement. Details are as follows:

Project Number	Project Title	Task Order Description	Anticipated TO Amount
202213 FY 24 to 27 LOP	Fuel Storage Tank Program	Various Upgrades to Existing Fueling Systems- Agency Wide	\$27,500,000
405509	Rail to River	Environmental Remediation	\$10,000,000

Additional environmental services are currently being programmed in support of all capital projects and agency-wide environmental compliance.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

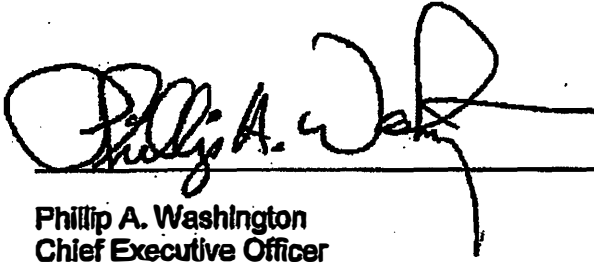
Contract No. PS20655 is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. All task orders are individually negotiated, and level of effort fully defined prior to the authorization of any project specific funds. The Chief Program Management Officer, Chief Sustainability Officer, and Project Managers are responsible for providing appropriate budgets and following task order award process protocols during the execution of each task order.

Impact to Budget

There will be no net impact to Bus and Rail Operating or Capital Budgets. The source of funds for this contract is included in the department's budget under Project Number 300012 Site Remediation, 202213 Fuel Storage Tanks, Cost Center 8420 Environmental Compliance and Services, Account 50316 Professional and Technical Services. The project funds to be used to support capital project environmental services work are within the LOP of the respective capital project budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This consultant contract supports Strategic Goal 2 by optimizing the delivery and performance of Metro's transportation system by incorporating environmental compliance through environmental



Phillip A. Washington
Chief Executive Officer

Attachment B: Work Requisition for Completion of Enabling Work

1	Complete CS-3 Line including connecting all the duct runs into 3 vaults and complete the run between CS-10 and CS-12. This work also includes repairing the damaged storm drain and damaged fire water	\$	2,126,633.00
2	Complete the testing and the installation of the temporary panels	\$	170,525.00
3	Adjust TP-09 to final Grade and connect all ducts into it.	\$	76,025.00
4	Adjust and finish installation of vaults TP-33 and TP-34 and complete the ductbanks TP 2 and TP 8	\$	1,068,275.00
5	Complete ductbank runs TP-3 and TP-9 and install Vault TP-61	\$	1,320,275.00
6	Finish the vents on all vaults	\$	186,275.00
7	Mandrel and pull ropes on all conduits	\$	76,025.00
8	Check conductivity of ductbank tracer wires	\$	60,275.00
9	Road C – finish surface with one sack slurry	\$	438,275.00
10	Finish CS-9 to the Curb	\$	338,525.00
11	Demobilization – to include Temporary Generators, Fencing, Dust Control, SWPPP	\$	181,025.00
	Total:	\$	6,042,133.00