



Board Report

File #: 2020-0123, File Type: Contract

Agenda Number: 21.

CONSTRUCTION COMMITTEE JUNE 18, 2020

SUBJECT: AIRPORT METRO CONNECTOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract No. C65322C1194, AMC Site Work and Rail Systems Construction with Hensel Phelps Herzog JV, for the Early Demolition, Preliminary Site Work and Design and Installation of Rail Systems for a term of approximately 24 months within the Not-to-Exceed amount of \$21,000,000.

- B. AUTHORIZE Contract Modification Authority (CMA) specific to Contract No. C65322 C1194 with Hensel Phelps Herzog JV, in correspondence with the executed contract, in the amount of 20% of the final negotiated contract amount.

ISSUE

Metro is constructing a new, intermodal station at the connection of the new Crenshaw/LAX (CLAX) Line with the new Airport People Mover (APM) station. The confluence of these three major projects, all in various stages of construction at the same location, is very complicated. In order to minimize delay and disruptions to the new CLAX Line while allowing construction to proceed on the new AMC station, preliminary construction work consisting of demolition, utility work, grading and rail systems design and installation is necessary.

Specifically, the basis of this coordination and work is focused on the construction of a new at-grade light rail station at AMC that will include an entirely new rail platform and track system, two above-grade pedestrian mezzanine crossings and large span canopy roof - all of which will be built within the existing CLAX right of way. Consequently, the construction of these station components will restrict planned CLAX rail service through the AMC project site.

After coordination with Rail Operations and CLAX, the Staff and Project Team analyzed the severity of CLAX service restrictions and originally went through the process of designing a complete Shoofly System. This Shoofly would have allowed for rail operations to run through the project site while allowing AMC construction to proceed within the main CLAX ROW. However, considerations for cost

and schedule against the benefits with regards to recent CLAX scheduling made this Shoofly unfeasible.

Further coordination with Metro Operations and CLAX determined that a less costly adjustment to the rail systems and installation of turnbacks would provide acceptable temporary options for rail operations while providing the required access for the AMC construction. This new scope now includes the following main components:

- Design and installation of rail operating systems to provide initial turnback service options at both north and south areas of the AMC Project site;
- Expedite preliminary Site Work construction to mitigate delays to the AMC rail station installation. Once this station work is completed, rail service will have the option to operate through the AMC project site, relieving the separate turn back services.

With this understanding, the complete Work under this Contract shall include, but is not limited to the following:

- Rail Systems engineering for project specific turn back and crossover operations for the CLAX Line;
- Demolition of all onsite items or facilities and the clearing and grubbing of the site as indicated on the drawings;
- Site Work including installation of stormwater pollution prevention controls, grading, utilities and retaining wall installation to assist in expediting AMC Station construction.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) will be constructing the Airport Metro Connector Transit Station, a new multi-modal transportation center to connect passengers between multiple transportation modes within the Metro system and the Los Angeles World Airports (LAWA) APM project. A main component of this new AMC Transit Station will be the installation of a new light rail station servicing the CLAX rail line.

Construction of this light rail station will be conducted directly within the main CLAX right of way. To allow for the timely and efficient construction of this rail station while still maintaining CLAX operations, provisions are required to have turnback and crossover operations to allow for initial rail service both north and south of the project site. In addition, with the expedited schedule for full CLAX Service through the AMC Project Site, the preliminary Site Work will remove time consuming scope from the AMC Station construction. With this understanding, the overall scope of this contract is for demolition, site work and rail system design and installation.

DISCUSSION

Need to proceed with the Site and Rail System Work with a single source.

In order to provide construction services and meet critical schedule milestones, staff seeks the authority to negotiate and award a single source contract with Hensel Phelps Herzog JV (HPH). This request for single source contract modification is based on avoiding construction conflicts and schedule impacts while expediting delivery of the Site and Rail Systems Work to meet the CLAX schedule. With HPH's experience as the Contractor for the adjacent Southwest Yard (SWY) Project and previous experience with integration of the SWY Rail Work to the CLAX Line, the Project Team determined that the Project would benefit with a single source delivery per the following:

1. Design and Integration of the Rail Systems infrastructure to the SWY with main work being the sub-grade installation and connection to duct banks adjacent to and within the SWY area, eventually connecting to the control room at the Southwest Yard. Given this SWY infrastructure has been fully installed by HPH, having HPH perform the Project will avoid conflicts, the need for rework, unnecessary delays, damages, and even voided warranty claims.
2. Avoiding or mitigating schedule conflicts with the CLAX Line, and separately with the APM by LAWA. With this interconnected relationship, any interruptions or conflicts for one project will have an adverse effect on the other. Familiarity with both the SWY project site and the CLAX Line, HPH already has the specialized capabilities and capacity on the project to avoid or mitigate conflicts, delays and resulting costs.
3. HPH has extensive experience with the CLAX Contractor in coordinating work between two separate contracts, allowing expediting of work to meet both the Site Work and CLAX schedule.

The AMC Project Team is confident that the implementation of these components can only be addressed with the engagement of HPH, who is already immersed in the processes and complexities surrounding these projects.

Based on the construction schedule of the anticipated CLAX and the Los Angeles World Airports Automated People Mover project, staff contemplates the contract duration to be through FY22.

DETERMINATION OF SAFETY IMPACT

The installation of Rail Systems for CLAX Turnback and Crossover adjacent to the AMC Site will ensure that the CLAX Line will maintain safe and uninterrupted service options through the duration of the AMC Rail Station construction. In addition, with full and uninterrupted access to the CLAX Right-of-Way, the construction means and methods will follow more typical industry standards,

requiring less complicated and safer construction equipment and procedures adjacent to - instead of within - an operating rail line. This Board action will have no impact on established safety standards.

FINANCIAL IMPACT

This contract is funded through Airport Metro Connector Project, number 860303. Funds required for fiscal year 2021 will be addressed through the annual budget development currently underway, with anticipated Board action in September 2020. Funds required for in the immediate quarter following Board approval of the contract award will be provided through Board approved budget for Continuing Resolution of FY20 budget through September. 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 future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are Measure R 35%, Measure M 35% and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). These sources are not eligible for bus or rail operations.

..Implementation_Of_Strategic_Plan_Goals **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This action directly supports the Project which is consistent with Metro's Strategic Plan Goals to enhance communities and lives through mobility and access to opportunity. By increasing capacity at the station, better integrating rail service to the APM, and creating a more intuitive and efficient passenger experience, the Project seeks to better connect residents to a wider range of regional employment, travel, and cultural opportunities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the negotiation and execution of the contract. This alternative is not recommended as the AMC Project construction would greatly affect public CLAX Operations with most of the main Project components constructed within or adjacent to the CLAX Right-of-Way. Without the turnback and crossover service options, the CLAX Line will not be able to operate south of the project site and lead to longer transition times for the CLAX Service north of the project site. In addition to potential service delays, this alternative may lead to potential extended bus bridge conditions.

The construction itself will also be extended with costly delays and inconsistent access to the work area, extending the duration of construction along with associated costs for additional labor and

equipment.

Lastly, not proceeding with these modifications would further complicate and delay coordination with the APM Project, a key portion of which is integrated with the AMC Station and is currently scheduled for construction on the project site.

NEXT STEPS

Upon Board approval, staff will begin negotiations for award of Contract No. C65322C1194 AMC Site Demolition and Rail Systems Construction with Hensel Phelps Herzog for the Site Work, Early Demolition and the design and installation of Rail Systems

ATTACHMENTS

Attachment A - Procurement Summary

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Attachment B - DEOD Summary

Prepared by:

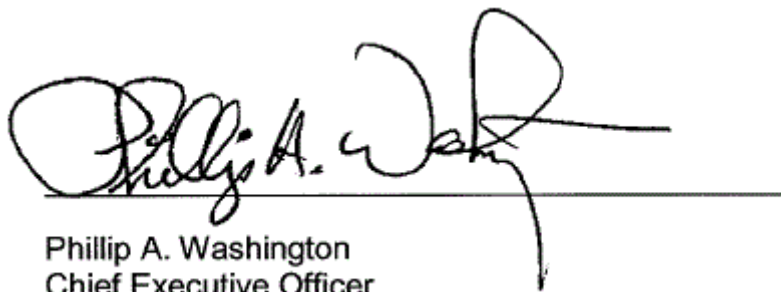
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SITE WORK AND RAIL SYSTEMS CONSTRUCTION

1.	Contract Number: C65322C1194	
2.	Recommended Vendor: Hensel Phelps Herzog Joint Venture	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: TBD	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: TBD	
	E. Pre-Qualification Completed:	
	F. Conflict of Interest Form Submitted to Ethics: TBD	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked-Up: 1	Proposals Received: 1
6.	Contract Administrator: Deneise Glover	Telephone Number: 213-922-5450
7.	Project Manager: Timothy Lindholm	Telephone Number: 213-922-2797

A. Procurement Background

This Board Action is to authorize the CEO to negotiate and award Contract No. C65322C1194, AMC Site Work and Rail Systems Construction, to Hensel Phelps Herzog, JV, a single-source. The Los Angeles County Metropolitan Transportation Authority (Metro) will be constructing the Airport Metro Connector (AMC) 96th Street Transit Station, a new multi-modal transportation center to connect passengers between multiple transportation modes within the Metro system and the Los Angeles World Airports Automated People Mover project. A main component of this new Transit Station will be the installation of a new light rail platform for the Crenshaw LAX (CLAX) rail line. Completion of the AMC Site Work and Rail Systems Construction project will assist in minimizing delays and disruptions to the new CLAX Line while allowing construction to proceed on the new AMC station, preliminary construction work consisting of demolition, utility work, grading and rail systems design and installation is necessary.

- The contract will be negotiated and awarded in accordance with Metro Procurement Policy and Procedures for a non-competitive procurement.

B. Background on Recommended Contractor

Hensel Phelps Construction was founded in 1937 by Abel Hensel Phelps in Greeley, CO. Operations initially were limited to home building and remodeling, after which competitive contract work was undertaken on a limited scale.

Herzog was founded in 1969 by William E. “Bill” Herzog in St. Joseph, MO. Herzog is a leading rail and heavy/highway contractor across North America. Herzog efficiently solves complex transportation problems in challenging operating environments thanks to fifty years of experience and our highly qualified team of professionals.

Herzog provides state-of-the-art equipment, technology, construction, and maintenance services to owners and operators of Class 1 railroads, transit agencies, state transportation authorities, and prime contractors.

The Joint Venture Agreement between Hensel Phelps and Herzog was formed January 21, 2015 to submit a joint bid for the design and construction of the Los Angeles County Metropolitan Transportation Authority Division 16: Southwestern Yard which completed January 2019.

DEOD SUMMARY

SITE WORK AND RAIL SYSTEMS CONSTRUCTION

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this non-competitive procurement. Hensel Phelps Herzog JV's SBE/DVBE commitment will be determined once negotiations have concluded.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	TBD
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SBE Subcontractors		% Committed
1.	Cabrinha, Hearn & Associates	TBD
2.	Jabez Security	TBD
3.	MTGL	TBD
4.	Monzon & Son Enterprises, Inc.	TBD
5.	Ozzie's Trucking, Inc,	TBD
6.	SBE TBD	TBD
Total SBE Commitment		TBD

DVBE Subcontractors		% Committed
1.	3531 Trucking Inc.	TBD
2.	Amerivet Contracting	TBD
3.	Monaco Mechanical dba All Area Services	TBD
4.	RBT Electric	TBD
5.	Trinity Equipment	TBD
6.	Service Connected Inc	TBD
7.	DVBE TBD	TBD
Total DVBE Commitment		TBD

B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars:

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

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).

D. Living Wage / Service Contract Worker Retention Policy Applicability

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



File Summary

File Number	Title	Current Status
2020-0123	Contract	Passed

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Introduced: 2/3/2020

Controlling Body: Construction Committee

Meeting Date: 6/18/2020

Sponsor(s): Construction Committee

Drafter: priceke@metro.net