

# **Metro**

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



## **Agenda - Final**

**Thursday, April 20, 2017**

**9:00 AM**

**One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room**

### **Construction Committee**

*Sheila Kuehl, Chair*

*Robert Garcia, Vice Chair*

*Mike Bonin*

*Jacquelyn Dupont-Walker\**

*Janice Hahn*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

*\*Via Telephone*

*Los Angeles City Hall*

*John Ferraro Council Chambers*

*200 N. Spring St., Room 340*

*Los Angeles, CA 90012*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**  
(ALSO APPLIES TO BOARD COMMITTEES)

**PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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## LIMITED ENGLISH PROFICIENCY

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**323.466.3876 x2**

*Español*

**323.466.3876 x3**

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

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General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - [www.metro.net](http://www.metro.net)

TDD line (800) 252-9040

**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**CALL TO ORDER****ROLL CALL****APPROVE Consent Calendar Item: 17.**

**Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**

CONSENT CALENDAR

17. RECEIVE AND FILE this **quarterly status report on the Airport Metro Connector (AMC) 96th Street Transit Station** including an update on the environmental clearance process and project design.

[2017-0139](#)

**Attachments:**     [Attachment A - Project Design Update](#)  
                          [Attachment B - June 2014 Board Motion](#)

**(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)**

NON-CONSENT

7. AUTHORIZE Contract Modification No. 114 by Caltrans for **construction contract of the Segment 3 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118** (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$552,110.89, using non local fund sources.

[2017-0067](#)

**Attachments:**     [ATTACHMENT A – AERIAL MAP](#)  
                          [ATTACHMENT B – MSE WALL AND STRAPS](#)  
                          [ATTACHMENT C – GALVANIZED CONDUIT ON TOP OF MSE WALL.pdf](#)  
                          [ATTACHMENT D MSE WALL \(back\).pdf](#)

**(ALSO ON AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE)**

8. AUTHORIZE Contract Modifications No. 56-1 & No. 112 (CCO 56-1 & CCO 112) by Caltrans for the **construction contract of I-5 South Carmenita Road Interchange Improvements Project** (the Project) under the Funding Agreement No. MOU.P0006376A-03, in the total amount of \$4,300,000 within the LOP budget.

[2017-0095](#)

**(ALSO ON AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE)**

- 
27. AUTHORIZE the Chief Executive Officer (CEO) to execute a final Modification to Contract C1013R, with Skanska USA Civil West California District Inc., for the **design and construction of the west entrance at the North Hollywood Station on the Metro Red Line**, in the amount \$1,261,770, adjusting the total current contract price from \$15,743,901.61 to \$17,005,671.61 within the life of project budget. [2017-0137](#)
- Attachments:** [Attachment A - Procurement Summary.pdf](#)  
[Attachment B - Contract Modification Change Order Log.pdf](#)  
[Attachment C - DEOD Summary.pdf](#)
28. AUTHORIZE the Chief Executive Officer (CEO) to execute a Modification to Contract No. C1043 with Griffith Company, for the **design and construction of the Universal City Pedestrian Bridge**, in the amount of \$450,000, increasing the total current contract value from \$24,264,752 to \$24,714,752 within the Life of Project budget. [2017-0138](#)
- Attachments:** [Attachment A - Procurement Summary.pdf](#)  
[Attachment B - Contract Modification Change Order Log.pdf](#)  
[Attachment C - DEOD Summary.pdf](#)
29. RECEIVE **oral report by the Program Management Chief Officer.** [2017-0202](#)
- Attachments:** [Attachment A - Program Management Chief Officer's Report - April 2017](#)

## Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



## Board Report

File #: 2017-0139, File Type: Informational Report

Agenda Number: 17.

### PLANNING AND PROGRAMMING COMMITTEE

APRIL 19, 2017

### CONSTRUCTION COMMITTEE

APRIL 20, 2017

## SUBJECT: AIRPORT METRO CONNECTOR 96<sup>TH</sup> STREET TRANSIT STATION

### ACTION: RECEIVE AND FILE

### RECOMMENDATION

RECEIVE AND FILE this **quarterly status report on the Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station** including an update on the environmental clearance process and project design.

### ISSUE

This report provides an update on the following: (1) environmental review process; (2) architectural and engineering design services; and (3) Crenshaw/LAX Project design accommodations.

### DISCUSSION

Staff, in coordination with Los Angeles World Airports (LAWA), continues to advance the environmental clearance, design and accommodations for the AMC 96<sup>th</sup> Street Transit Station. Over this past quarter, work continued toward completing the environmental clearance and Schematic Design (15%). For LAWA, the Board of Airport Commissioners (BOAC) certified the Final Environmental Impact Report (EIR) on March 2, 2017 for the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP). As part of LAMP, LAWA is planning an Automated People Mover (APM) system that includes a station located adjacent to the AMC 96<sup>th</sup> Street transit station. As currently planned, rail and bus transit passengers will be able to transfer to the APM system to reach the Central Terminal Area at LAX.

### Environmental Review Process

On January 26, 2017, the Board certified the AMC 96<sup>th</sup> Street Transit Station Final EIR. For the federal requirements per the National Environmental Policy Act (NEPA), an environmental memorandum was prepared to document the environmental findings for the AMC 96<sup>th</sup> Street Transit Station and to support a determination by FTA that the project meets the criteria for a Categorical Exclusion (CE). The CE was submitted to FTA in March 2017 and staff will provide a verbal update as part of this report on the status of FTA's review and determination.

Architectural and Engineering Design Services

Staff completed the Schematic Design (15%) in March 2017 (Attachment A) and will initiate the next phase of Design Development (30%) in May 2017. Staff continues to work with LAWA on coordinating the connection between the Metro and LAWA stations as well as coordinating on the station design guidelines identified in the approved June 2014 Metro Board motion (Attachment B). The table below shows how the completed schematic design addresses Board-directed design guidelines.

<b>Board Directed Design Guidelines</b>	<b>Schematic Design</b>
a) Enclosed facility	<i>Schematic design includes partially-enclosed facility</i>
b) Integrated APM/Light Rail station, minimizing walk distances	✓
c) Concourse areas	✓
d) LAX airline check-in with flight information boards	✓
e) Station restrooms	✓
f) Free public Wi-Fi/device charging areas	✓
g) Private vehicle drop-off area and taxi stand	✓
h) Pedestrian plaza with landscaping and street furniture	✓
i) Metro Bike hub with parking, bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras	<i>Bike programming/sizing is being revised to address bike demand at various project components</i>
j) Retail (food/beverage and convenience)	✓
k) L.A. visitor info and LAX info Kiosk	✓
l) Connectivity to Manchester Square and surrounding areas, including walkways	✓
m) At a minimum, LEED Silver certification	✓
n) Public art installation	✓
o) Other amenities for airport travelers, including currency exchange and bank/ATM machines	✓
p) Passenger safety	✓
<b>Other Program Component</b>	
Bus Plaza	✓

Crenshaw/LAX Design Accommodations

On January 26, 2017, the Board approved the negotiated amount with Walsh/Shea Corridor Constructors for the construction of accommodations as part of the Crenshaw/LAX Line Project to not preclude a future Light Rail Transit (LRT) station at 96<sup>th</sup> Street. The accommodations include modifications to the LRT mainline tracks within Metro-owned right-of-way, relocation of a turn back facility, and upsizing certain equipment and enclosures to accommodate future AMC station requirements.

Staff is working with LAWA to install three columns within the Southwest Yard area as a component of the Airport's Automated People Mover. Installation of these columns will avoid conflicts with yard lead-in tracks.

### **NEXT STEPS**

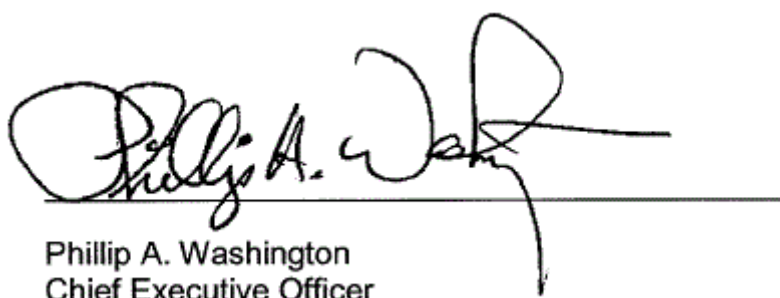
With the conclusion of the environmental clearance process, staff will proceed with other pre-construction activities including property acquisition and utility investigation/ relocation. Also, during the design development phase, staff will provide stakeholder briefings on the project design and the ongoing coordination with LAWA. As the project advances toward construction, staff will continue to update the Board at key project milestones.

### **ATTACHMENTS**

- Attachment A - Project Design Update
- Attachment B - June 2014 Board Motion

Prepared by: Meghna Khanna, Deputy Project Manager, (213) 922-3931  
Cory Zelmer, Project Manager, (213)-922-1079  
David Mieger, Interim Sr. Executive Officer, (213) 922-3040  
Rick Meade, Executive Officer, (213) 922-7917

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077  
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington  
Chief Executive Officer



# Airport Metro Connector 96th Street Transit Station

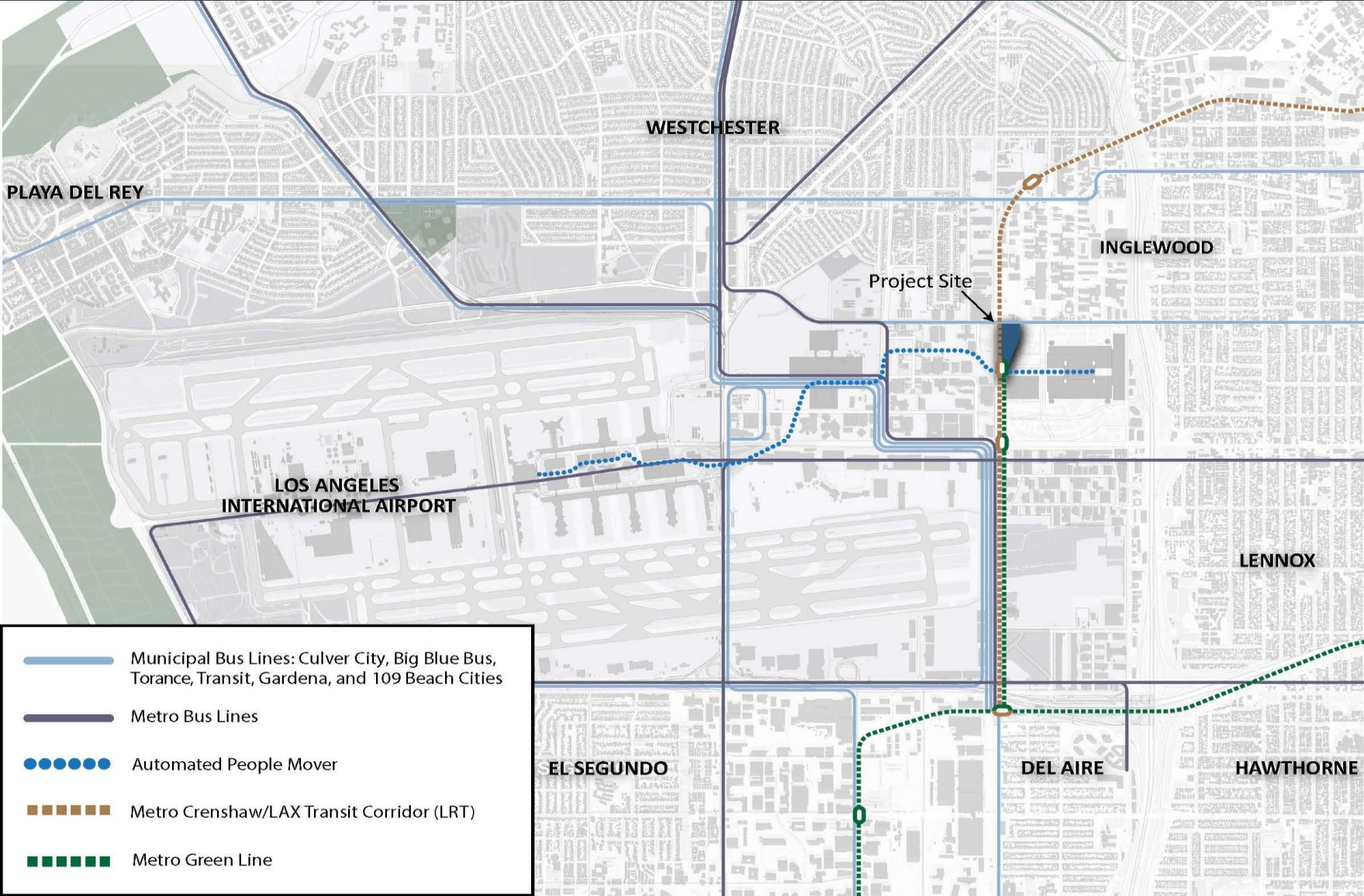
Project Design Update

Attachment A

April 2017

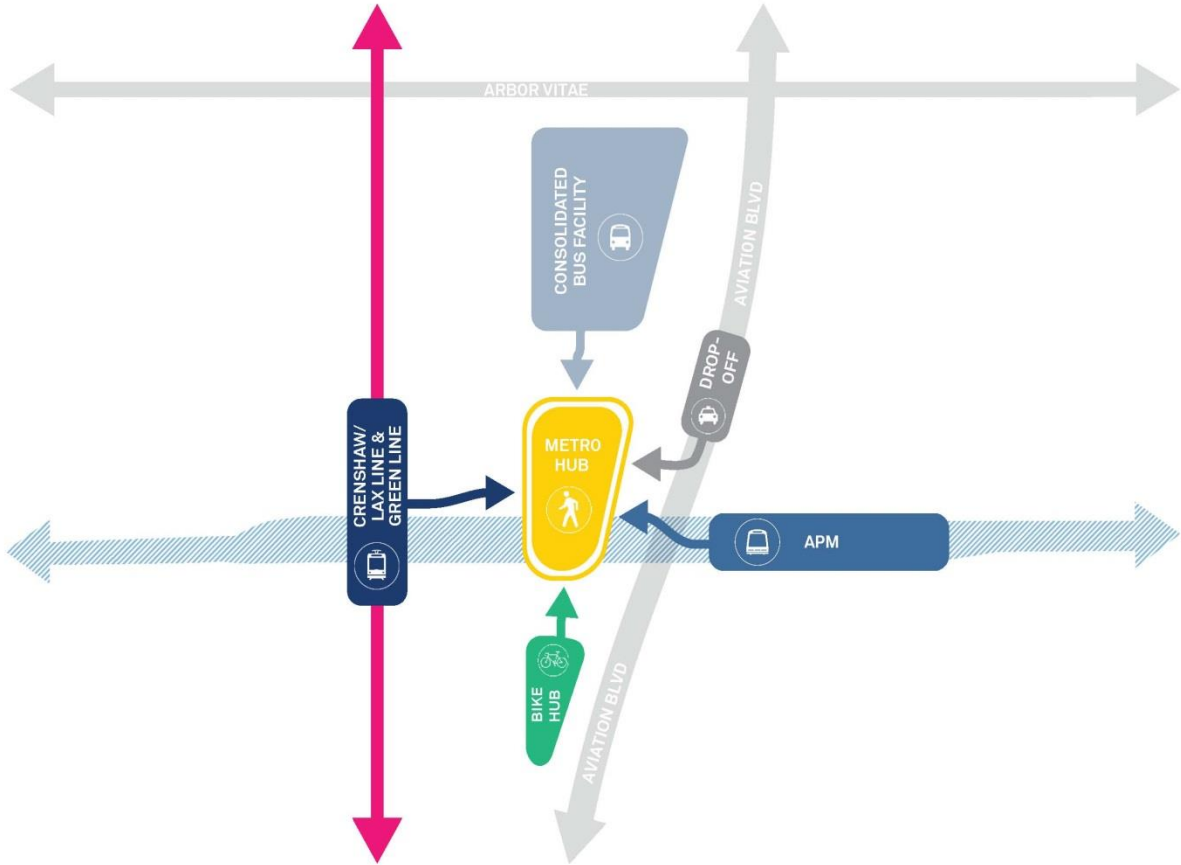


# Neighborhood & Transit Context



- Municipal Bus Lines: Culver City, Big Blue Bus, Torrance, Transit, Gardena, and 109 Beach Cities
- Metro Bus Lines
- Automated People Mover
- Metro Crenshaw/LAX Transit Corridor (LRT)
- Metro Green Line

# Programmatic Components



# Aerial with Programmatic Components



BIKE HUB



CRENSHAW/ LAX  
LINE & GREEN LINE



BUS PLAZA



SITE SUPPORT  
FUNCTIONS

APM  
(BY LAWA)



METRO HUB  
& VEHICULAR  
DROP OFF



SITE PERIMETER  
LANDSCAPE BERMS

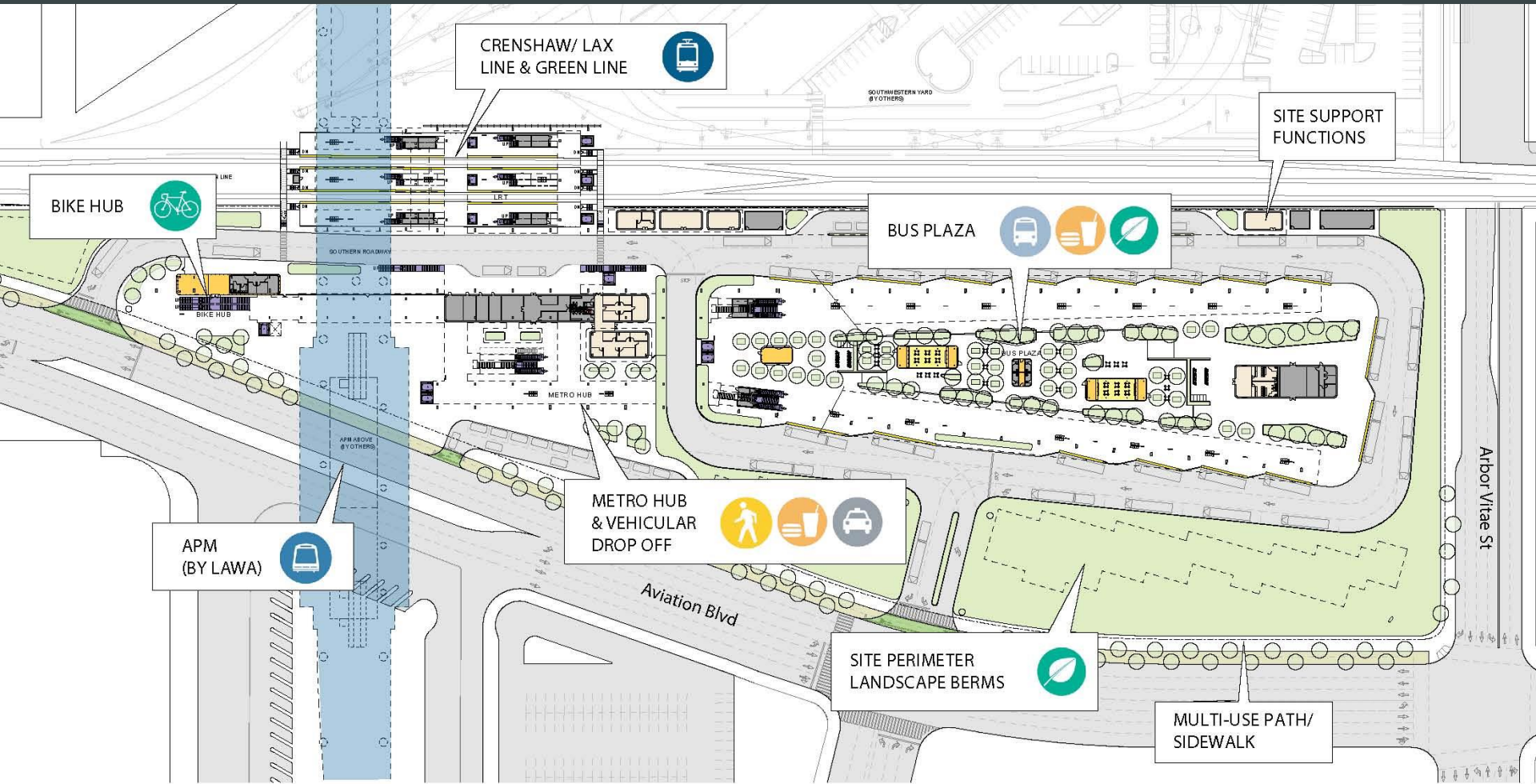


MULTI-USE PATH/  
SIDEWALK

Arbor Vitae St

Aviation Blvd

# Ground Floor Plan



Passenger Amenities (Enclosed)

Station Staff Areas

Vertical Circulation

Multi-use Path (Proposed)

0' 50' 125' 250'

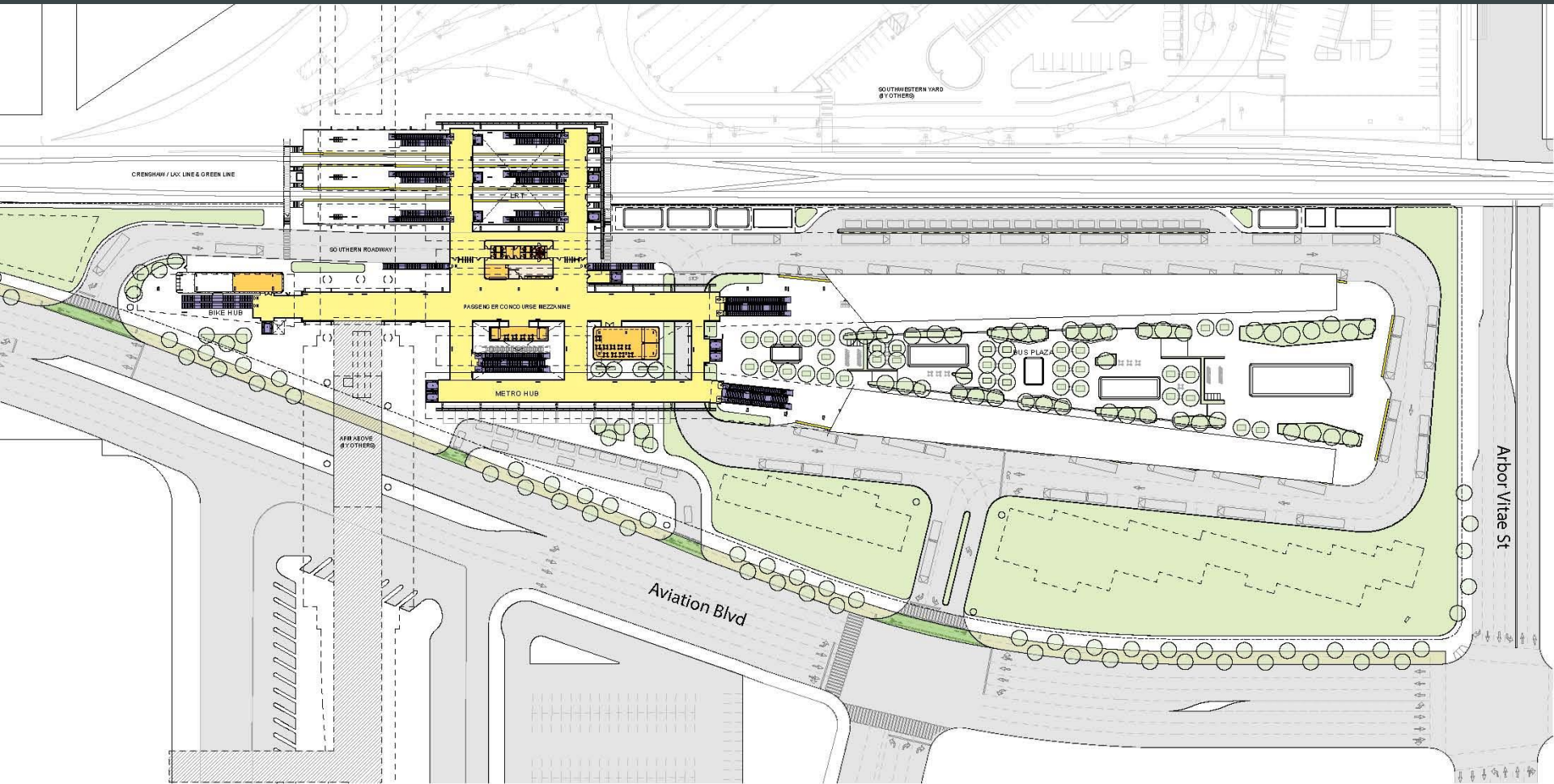
Passenger Waiting Areas (Enclosed)

Station Support Areas

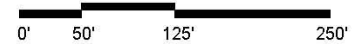
Planters / Vegetation / Site Perimeter Landscape



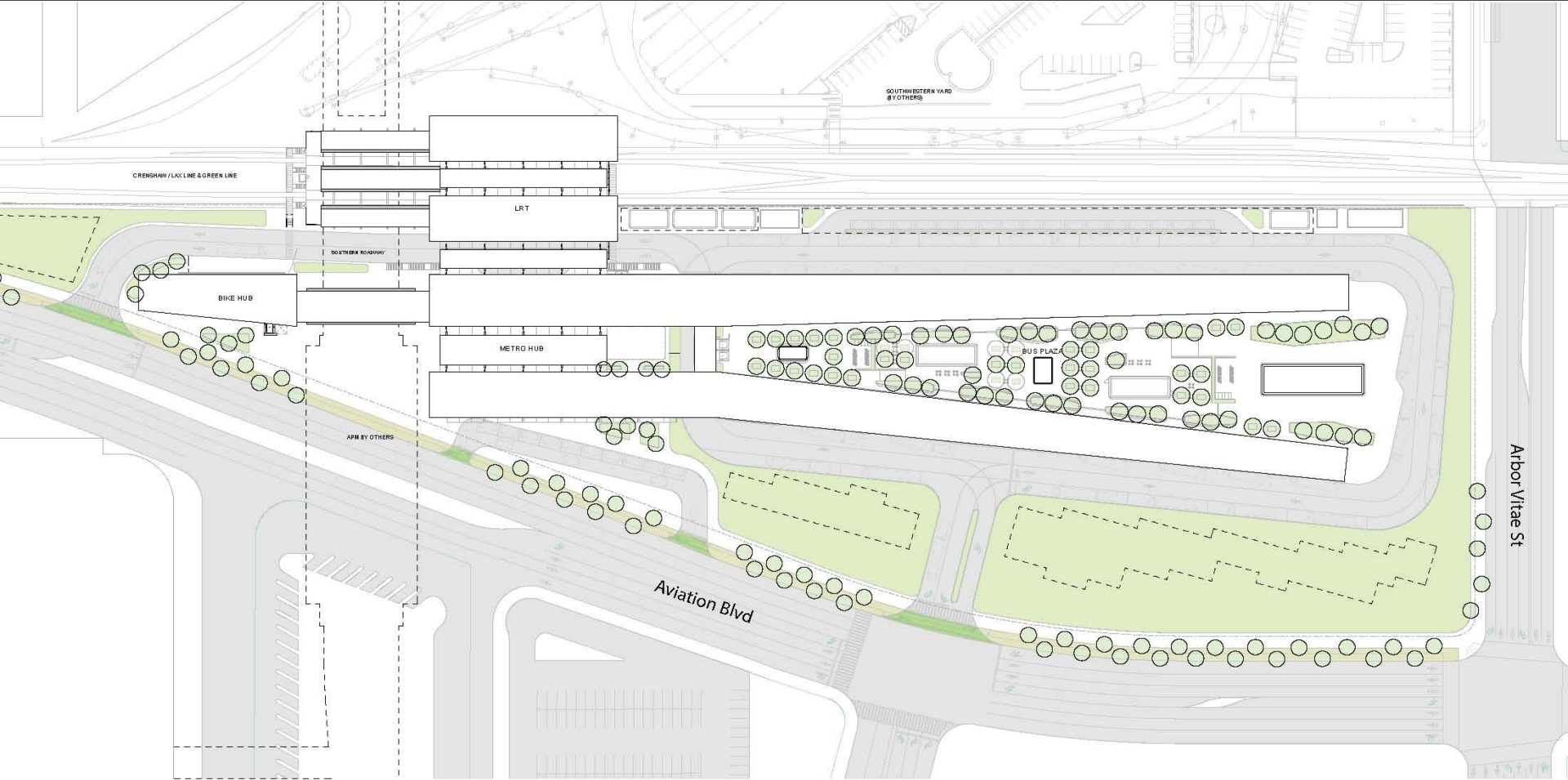
# Concourse Mezzanine Floor Plan



- |   |   |  |   |
|---|---|--|---|
|  Passenger Amenities (Enclosed)     |  Station Staff Areas   |  Vertical Circulation                             |  Multi-use Path (Proposed) |
|  Passenger Waiting Areas (Enclosed) |  Station Support Areas |  Planters / Vegetation / Site Perimeter Landscape |  APM Mezzanine (by LAWA)   |

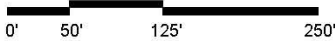


# Roof Plan



Multi-use Path (Proposed)

Planters / Vegetation / Site Perimeter Landscape



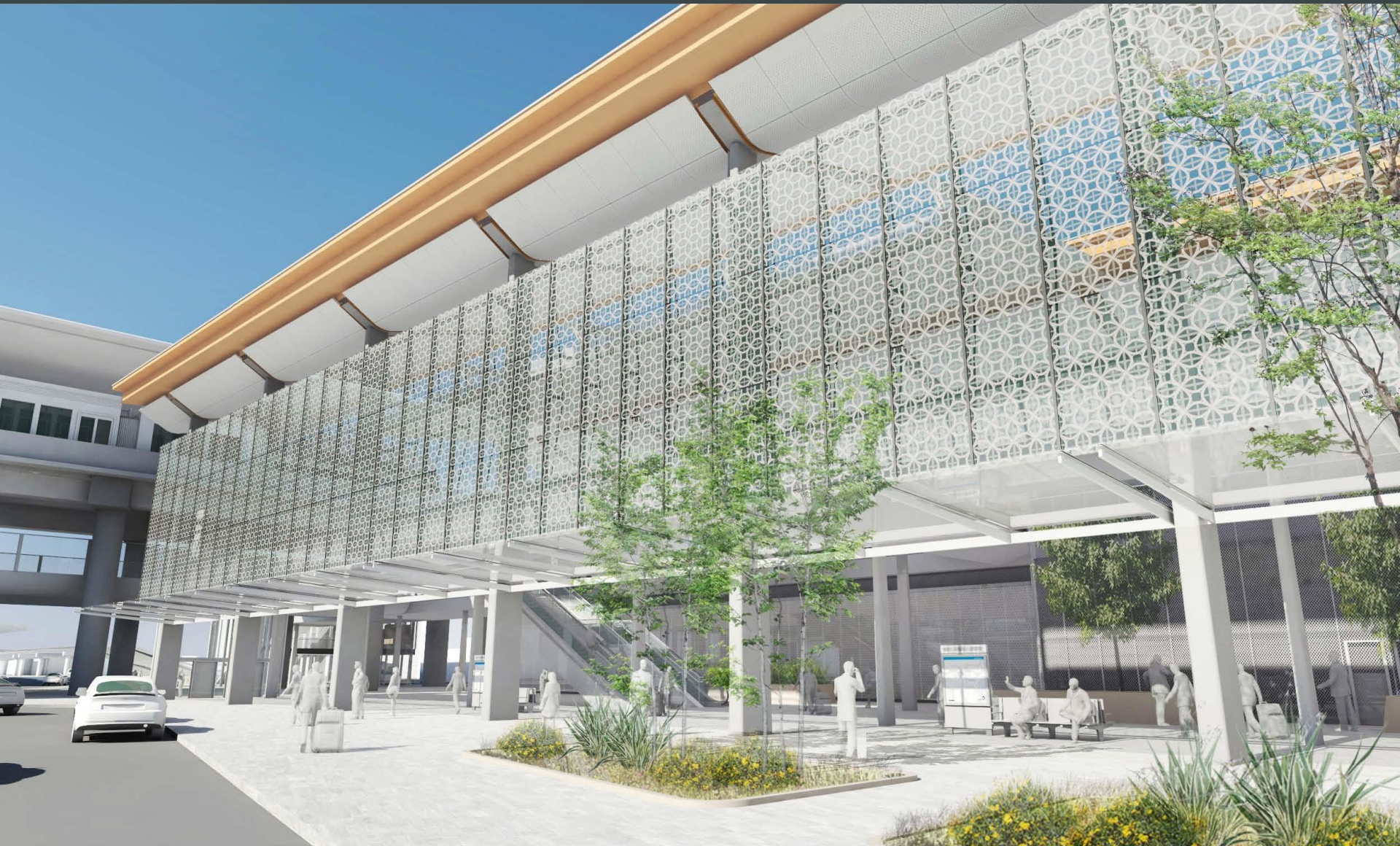
# Metro Hub

View from Aviation Blvd looking Southwest





# Vehicular Pick Up/Drop Off Area



# Metro Hub: Ground Level Plaza



# Metro Hub: Mezzanine Level

Looking Northwest

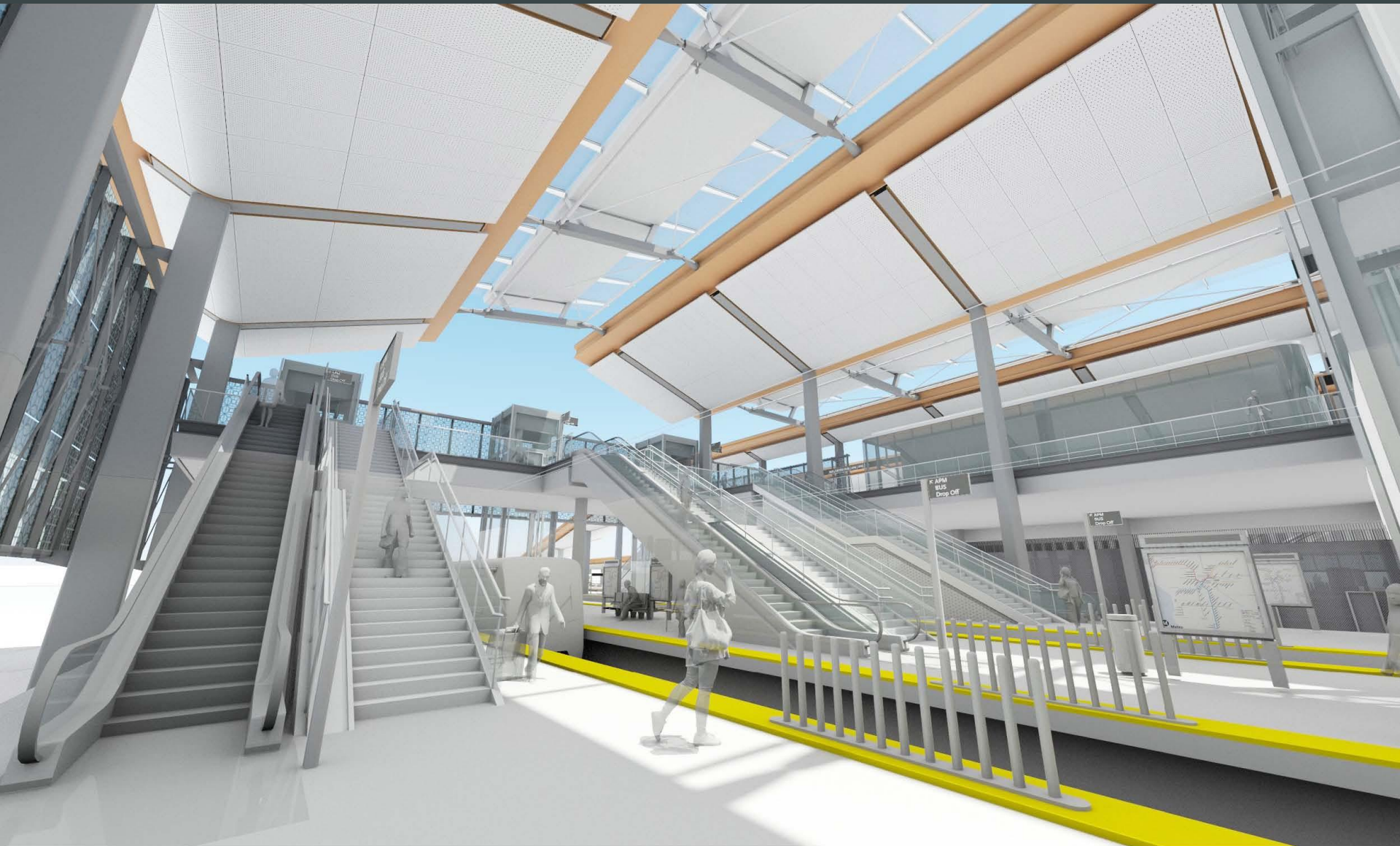


# Metro Hub: Mezzanine Level

Looking Southwest

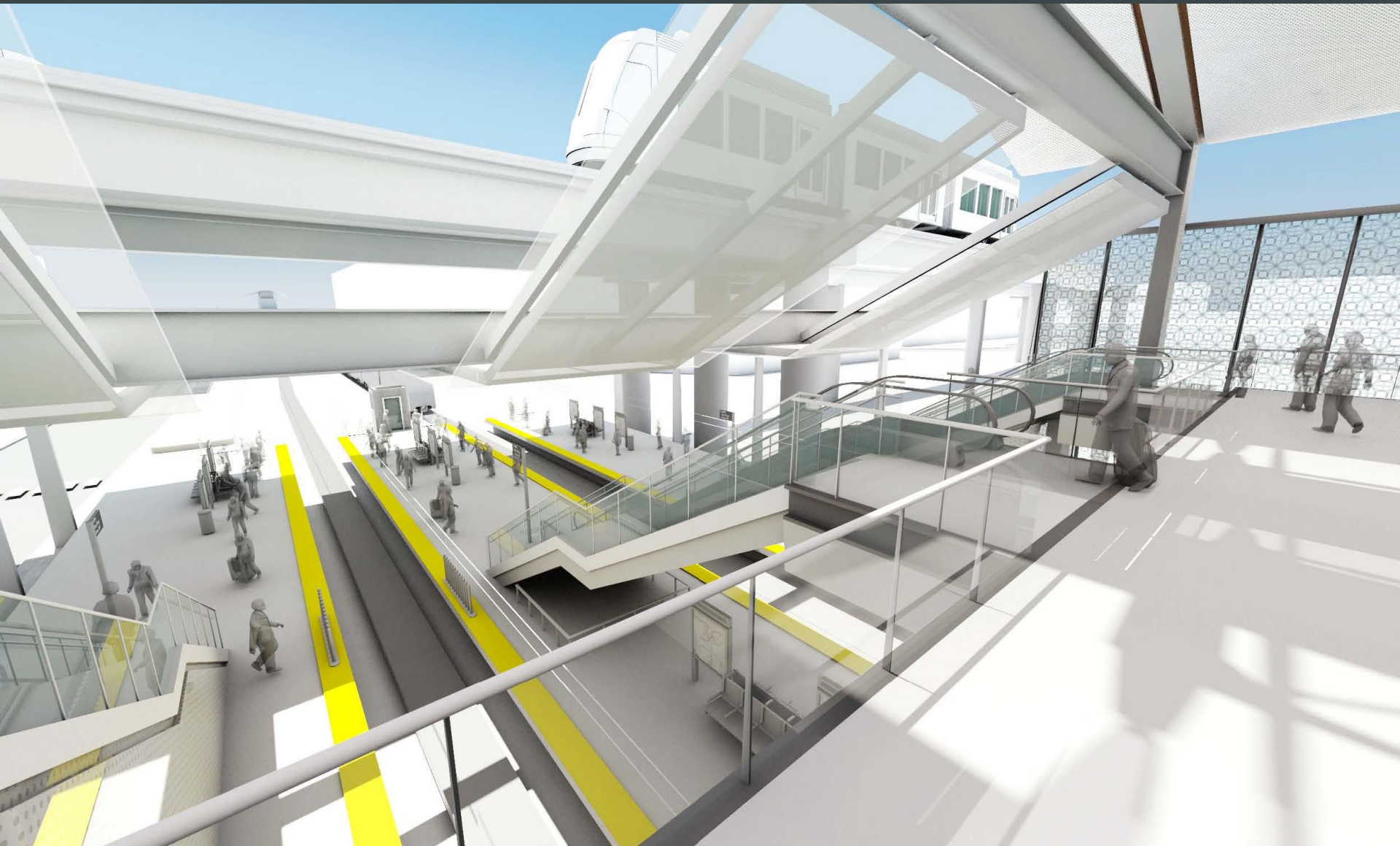


# LRT Platforms



# Mezzanine Walkway to LRT Platforms

Looking South



# Bus Plaza

Looking South



# Bike Hub

View from Aviation Blvd looking West





June 26, 2014 Board Motion

**MTA Board Meeting  
June 26, 2014**

**Relating to Item 65**

**MOTION BY  
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR  
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96<sup>th</sup> Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96<sup>th</sup> Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96<sup>th</sup> Street Station, in consultation with LAWA, using the following design guidelines:
  - a. Enclosed facility
  - b. Integrated APM/Light Rail station, minimizing walk distances
  - c. Concourse areas
  - d. LAX airline check-in with flight information boards
  - e. Station restrooms
  - f. Free public WiFi & device charging areas
  - g. Private vehicle drop-off area, and taxi stand
  - h. Pedestrian plaza with landscaping and street furniture
  - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
  - j. Retail (food/beverage and convenience)
  - k. L.A. visitor info and LAX info kiosk
  - l. Connectivity to Manchester Square and surrounding areas, including walkways
  - m. At a minimum, LEED Silver certification
  - n. Public art installation
  - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
  - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96<sup>th</sup> Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96<sup>th</sup> Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
  - a. Design
  - b. Schedule
  - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.

**Board Report**

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**File #:** 2017-0067, **File Type:** Contract**Agenda Number:** 7.

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**AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE****APRIL 19, 2017****CONSTRUCTION COMMITTEE****APRIL 20, 2017****SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118 (FUNDING AGREEMENT NO. MOU. P0008355/8501A/A6)****ACTION: AUTHORIZE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE Contract Modification No. 114 by Caltrans for **construction contract of the Segment 3 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118** (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$552,110.89, using non local fund sources.

**ISSUE**

Segment 3 of the I-5 North Capacity Enhancement Project is between Buena Vista Street and Magnolia Boulevard. Segment 3 work includes fiber optic installation north of Buena Vista Street for Railroad signals. The original plan called for polyvinyl chloride (PVC) conduits to be installed behind Mechanically Stabilized Earth (MSE) Wall No. 4 for the fiber optic lines. However, the PVC conduits are in conflict with the straps that are necessary to construct the MSE wall and need to be installed different than how was originally designed.

**DISCUSSION**

The I-5 North Capacity Enhancements Project includes freeway widening and construction of HIGH Occupancy Vehicles (HOV) lanes and other improvements between SR-134 and SR-118. Segment 3 is between Buena Vista Street and Magnolia Boulevard.

California Department of Transportation (Caltrans) designed the largest portion of the project, and is managing the construction of the Project. Southern California Railroad Authority (SCRRA) designed the railroad portion of the project and the City of Burbank designed the City portion of the project.

Metro, SCRRA, Caltrans, and the Contractor considered multiple possible alternatives and determined that the option of mounting the conduits on top of the MSE walls would address the PVC

conduit conflict with the wall straps. Since the proposed installation exposes the conduit, a galvanized metal conduit is recommended under Contract Modification No. 114.

On January 24, 2017, Caltrans and its Contractor reached an agreement in the amount of \$552,110.89 for Contract Modification No. 114. This cost covers installing galvanized metal conduits in lieu of PVC conduits for 2,060 feet, including labor, equipment, material and markups by reason of this change.

Contract modifications exceeding \$500,000 require Board authorization per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010.

### **DETERMINATION OF SAFETY IMPACT**

There is no impact to public safety by approving this action.

### **FINANCIAL IMPACT**

The current Project budget for Segment 3 is \$402,381,000 of which \$18,798,000 is federal funds (RSTP and CMAQ), \$190,162,000 is State funds (CMIA, RIP, IIP and SLPP) and \$193,421,000 is Local Prop C and Measure R funds.

The total cost of this Contract Modification No. 114 does not require an increase in the overall project budget. Caltrans will pay the cost of the work from the Project CMAQ and CMIA funds or other non-local funds.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in further schedule delays and cost overruns.

Authorization of Contract Modification No. 114 in the amount of \$552,110.89 will allow Caltrans to complete the installation of the metal conduits on the MSE Wall No. 4 parapet and prevent project delays.

### **NEXT STEPS**

Upon Board's approval of the recommended action, Metro staff will coordinate with Caltrans to authorize the contractor to proceed with the installation of the metal conduits.

**ATTACHMENTS**

Attachment A - Aerial Map


Attachment B - MSE Wall and Straps

Attachment C - Galvanized Conduit on top of MSE wall

Attachment D - MSE Wall (back)

Prepared by: Maher Subeh, Director of Engineering, Highway Program (213) 922-4744  
Aline Antaramian, Deputy Executive Officer, Highway Program (213) 922-7589  
Abdollah Ansari, Senior Executive Officer, Highway Program (213) 922-4781  
Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

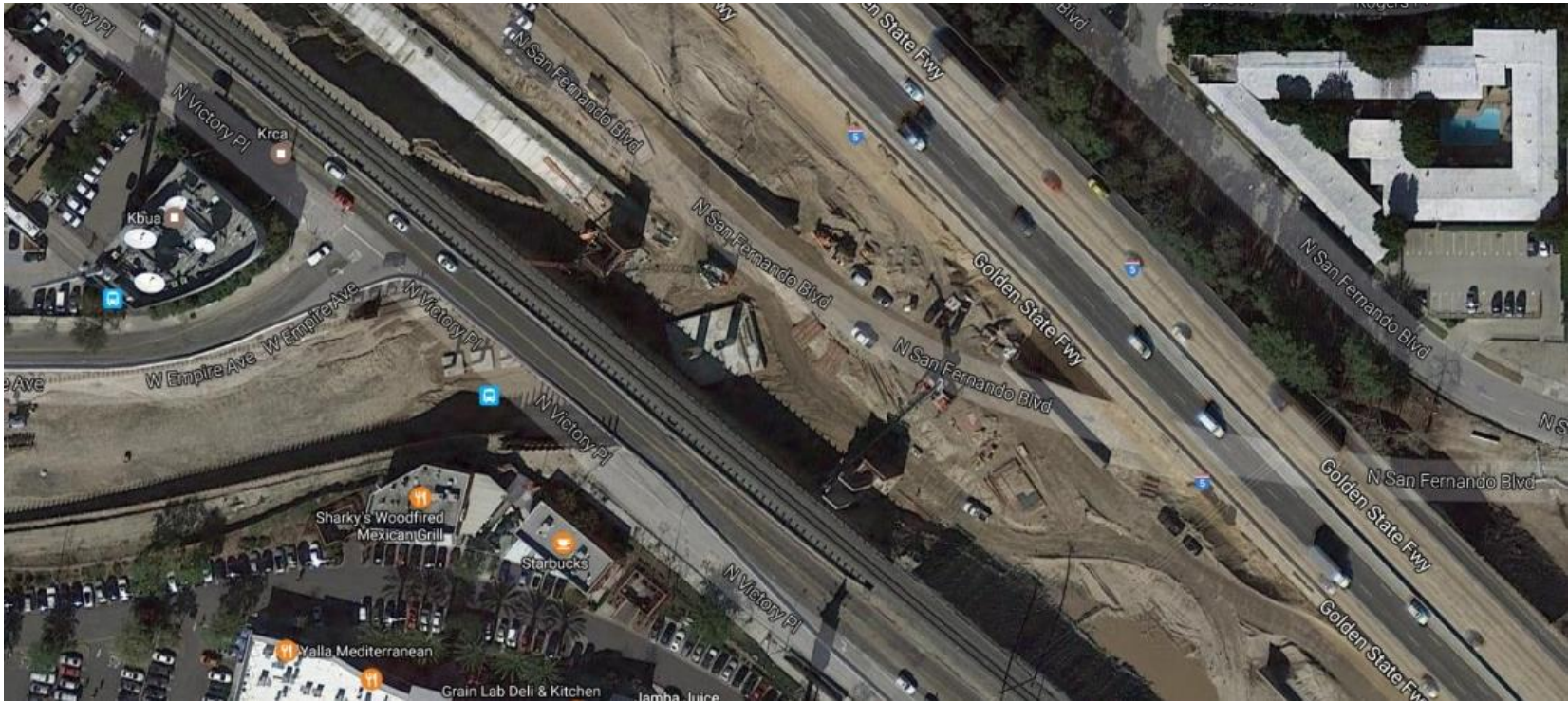
Reviewed by: Richard F. Clarke, Chief Program Management Officer (213) 922-7557



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Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT A – Aerial Map**



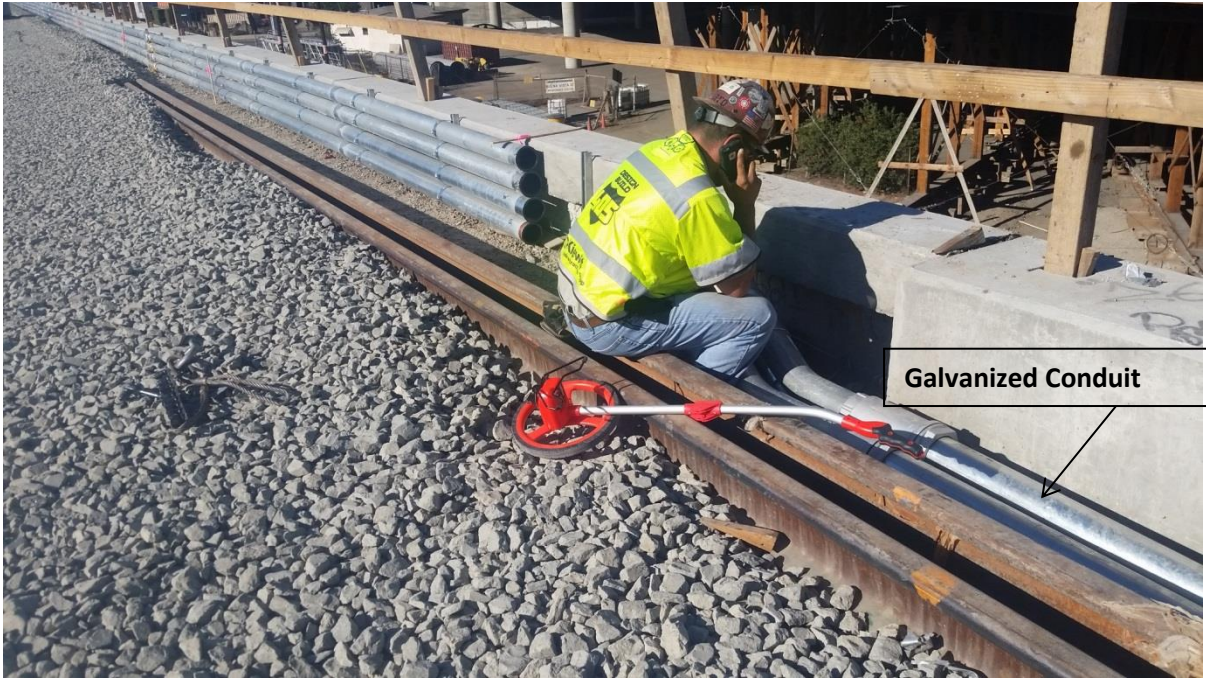
I-5 North HOV Project at Empire Avenue

**ATTACHMENT B – MSE Wall and Straps**





**ATTACHMENT C – Galvanized Conduit on top of MSE wall**



**ATTACHMENT D: MSE Wall (Back)**



**Board Report**

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**File #:** 2017-0137, **File Type:** Contract**Agenda Number:** 33

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**CONSTRUCTION COMMITTEE  
MAY 18, 2017****SUBJECT: METRO RED LINE (MRL) METRO ORANGE LINE (MOL) NORTH HOLLYWOOD  
STATION WEST ENTRANCE****ACTION: AUTHORIZATION FOR CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a final Modification to Contract C1013R, with Skanska USA Civil West California District Inc., for the **design and construction of the west entrance at the North Hollywood Station on the Metro Red Line**, in the amount \$1,261,770, adjusting the total current contract price from \$15,743,901.61 to \$17,005,671.61 within the life of project budget.

**ISSUE**

This action is necessary to execute a final Contract Modification with Skanska USA. This final Modification represents staff's efforts through negotiations to settle various unforeseen field conditions and construction changes encountered on the project that impacted both scope and schedule. This Contract Modification is required to close-out the Contract, and does not affect the Life of Project (LOP) budget. Through aggressive management and partnership with the contractor, staff delivered this project on-time and under the LOP budget.

**DISCUSSION****Findings**

Metro issued the Notice to Proceed (NTP) for Design-Build (DB) Contract No. C1013R for the Metro Red Line - Metro Orange Line North Hollywood West Entrance on February 11, 2014. The west entrance was opened to public on August 15, 2016.

During the course of construction, the Contractor requested numerous design and construction changes. Significant changes included design provisions and inclusion of a knock out panel for future escalator expansion, additional communications or SCADA system design and construction

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required to improve the safety functions of the existing North Hollywood system, increase in scope for procurement and installation of Metro Furnished Equipment, differing site conditions encountered during excavation, and time extension and related overhead due to compensable delays encountered.

### Considerations

Staff has evaluated the merit of the requested changes and has followed Metro processes and procedures to validate and negotiate the change requests. A list of executed (approved) and unexecuted (pending) modifications is included in Attachment B.

There is no change in the approved LOP amount of \$23,077,401.

### **DETERMINATION OF SAFETY IMPACT**

There is no safety impact associated with this action.

### **FINANCIAL IMPACT**

This action requires an additional \$1.26 million in FY17 for the Metro Orange Line to Metro Red Line Hollywood Pedestrian Underpass in project 204122 due to staff closing out the contract earlier than expected. Upon Board approval, staff will re-allocate funds from a project with fungible funding source underutilizing its FY17 budget. No increase to the Agency's FY17 budget is sought at this point. This increase in the yearly project cashflow does not impact the approved project LOP for 204122 of \$23,077,401.

#### Impact to Budget

Prop A 35% bond will be used to fund the Contract Modification. This source is appropriate, and is eligible for capital improvements to rail operations.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to authorize the increase in contract price. This alternative is not recommended, as staff would be unable to issue the final Contract Modification and close out the contract.

### **NEXT STEPS**

Upon obtaining Board approval, Metro will issue the final Contract Modification and proceed with Contract closeout.

### **ATTACHMENTS**

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

Prepared by:

Milind Joshi, Sr. Director, Project Engineering, (213) 922-7985

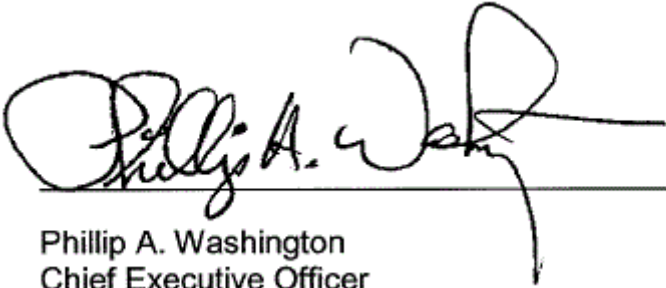
Brad Owen, Deputy Executive Officer, Construction Management, (213) 922-7384

Tim Lindholm, Executive Officer, Capital Projects (213) 922-7297

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Richard Clarke, Chief Program Management Officer, (213) 922-7557



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

MRL/MOL NORTH HOLLYWOOD STATION WEST ENTRANCE  
CONTRACT NO. C1013R

1.	<b>Contract Number:</b> C1013R		
2.	<b>Contractor:</b> Skanska USA Civil West California District Inc.		
3.	<b>Mod. Work Description:</b> Settlement of various Requests for Change, Change Notices, Change Orders, and Time Related Overhead, for close-out of Contract.		
4.	<b>Contract Work Description:</b> Provide the final design and construction of an approximately 150-foot underground pedestrian passage (under Lankershim Boulevard) from the west mezzanine level of the existing Metro Red Line North Hollywood subway station at Lankershim Boulevard to the platform of the existing Orange Line BRT station west of Lankershim Boulevard.		
5.	<b>The following data is current as of:</b> 3/2/17		
6.	<b>Contract Completion Status:</b>		
	<b>Bids/Proposals Opened:</b>	10/14/13	<b>% Completion \$s:</b> 99.68%
	<b>Contract Awarded:</b>	12/30/13	<b>% Completion time:</b> 100%
	<b>NTP:</b>	2/11/14	<b>Original Contract Days:</b> 730
	<b>Original Complete Date:</b>	2/11/16	<b>Change Order Days:</b> 243
	<b>Current Est. Complete Date:</b>	10/11/16	<b>Suspended Days:</b> 0
		<b>Total Revised Days:</b>	973
7.	<b>Financial Status:</b>		
	<b>Contract Award:</b>	\$14,825,000	
	<b>Total Contract Modifications Approved:</b>	\$918,901.61	
	<b>Current Contract Value:</b>	\$15,743,901.61	
	<b>Contract Administrator:</b> Diana Sogomonyan	<b>Telephone Number:</b> 213.922.7243	
8.	<b>Project Manager:</b> Milind Joshi	<b>Telephone Number:</b> 213.922.7985	

**A. Contract Action Summary**

This Board Action is to approve authorization for Metro Chief Executive Officer (CEO) to execute Modification No. 20 to Contract No. C1013R, for the settlement of various Requests for Change, Change Notices, Change Orders, and Time Related Overhead, for closing out the subject contract. This Contract Modification will be processed in accordance with Metro's Acquisition Policy. This is a firm fixed price Contract.

On September 22, 2011, the Board of Directors authorized the CEO to solicit and award design-build contracts for renovation, repair and construction at Metro rail facilities, pursuant to Public Utilities Code Section 130242. On December 12, 2013, Metro CEO authorized the award of firm fixed price Contract No. C1013R to

Skanska USA Civil West California District Inc., the lowest price, responsive and responsible bidder, for the period of performance of 730 calendar days after Notice to Proceed, in the total contract amount of \$14,825,000. Notice to Proceed was issued on February 11, 2014.

Seventeen Contract Modifications and three Contract Change Orders have been executed on the Contract to date. Modification No. 20, in the amount of \$1,261,770 will allow the settlement of various issues on the Contract and close-out the Contract. Refer to Attachment B for further details on modifications issued to date adding work, and the proposed Modification currently pending authorization.

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon a cost analysis, technical analysis, fact finding, and negotiations. This recommendation is a settlement agreement of various Requests for Change, Change Notices, Change Orders, and Time Related Overhead, for closing out the subject contract where no one item was greater than the audit threshold requirements of \$1,000,000 for construction changes.

<b>Item No.</b>	<b>Changes</b>	<b>Proposal amount</b>	<b>Metro ICE</b>	<b>Negotiated amount</b>
1	Mod No. 20	\$1,317,280	\$803,825	\$1,261,770

## CONTRACT MODIFICATION/CHANGE ORDER LOG

MRL/MOL NORTH HOLLYWOOD STATION WEST ENTRANCE  
CONTRACT NO. C1013R

Mod./CO No.	Description	Status (approved or pending)	Cost		
			Contract Value	Mods.	Board Approved CMA
N/A	Initial Contract Award	Approved	\$14,825,000		\$1,482,500
Mod 1	Removal of Lead Abatement	Approved	\$14,837,736	\$12,736	
Mod 2	Additional Excavation Decking	Approved	\$14,883,352	\$45,616	
Mod 3	Artwork Removal and Reinstallation	Approved	\$14,955,575	\$72,223	
Mod 4	Additional "Down" Escalator Design Options	Approved	\$15,129,961.61	\$174,386.61	
Mod 5	Design Directive Drawings for CSS	Approved	\$15,164,498.61	\$34,537	
Mod 6	Additional Spec Sections to be Added to the Contract	Approved	\$15,167,090.61	\$2,592	
Mod 7	Milestone Revision	Approved	\$15,198,590.61	\$31,500	
Mod 8	Revise DEOD Contract Compliance Manual (RC-FTA)	Canceled	\$15,198,590.61	\$0.00	
Mod 9	Additional Existing Coupler Testing Program at KOP	Approved	\$15,209,308.61	\$10,718	
Mod 10	Milestone Revision Due to Critical Days for Mods 2 and 4	Approved	\$15,222,808.61	\$13,500	
Mod 11	Reinstallation of Art Mural at New Location	Approved	\$15,258,493.61	\$35,685	
Mod 12	Milestone Revision Due to LADWP and DSC (CN #00016.1)	Approved	\$15,314,695.61	\$56,202	
Mod 13	Location of Condensing Unit 1	Approved	\$15,396,722.61	\$82,027	
Mod 14	Revised Metro Grand Pylon (Station Marker) to Metro Pin	Approved	\$15,429,949.61	\$33,227	
Mod 15	Additional Design Work for Support of Excavation due to Addnl. LABOE Comments	Approved	\$15,441,360.61	\$11,411	
Mod 16	Contract Mod to SP (Exhibit SA-1 and SA-2) and GC (Sections GC 33.4, 34.7.3, and 34.10)	Approved	\$15,441,360.61	\$0.00	
Mod 17	Differing Site Conditions Due to Location of KOP Formsavers and Conduit (CN #00022)	Approved	\$15,551,335.61	\$109,975	
Mod 18	Add Abrasive Striping on Nosings for Granite Stairs	Approved	\$15,562,001.61	\$10,666	
Mod 19	Haul Off Excess Soil Material	Canceled	\$15,622,001.61	\$0.00	
CO 3	Additional SCADA Point Connections	Approved	\$15,622,001.61	\$60,000	



CO 4	Additional Intersection Improvements	Approved	\$15,623,901.61	\$1,900	
CO 5	Added Scope - Contractor to Furnish/Install Equipment Identified as Metro Furnished Items	Approved	\$15,743,901.61	\$120,000	
Mod 20	Settlement of Various Issue Leading to Close Out	Pending	\$17,005,671.61	\$1,261,770	
Subtotal – Approved Modifications				\$918,901.61	
Subtotal – Pending Changes/Modifications				\$1,261,770	
<b>Subtotal Totals: Mods. + Pending Changes/Modifications</b>			<b>\$2,180,671.61</b>		
Subtotal – Pending Claims			\$0.00		
<b>Total: Mods + Pending Changes/Mods + Possible Claims</b>			<b>\$2,180,671.61</b>		
Previous Authorized CMA			\$1,482,500		
CMA Necessary to Execute Pending Changes/Mods + Possible Claims			\$698,172		
<b>Total CMA including this Action</b>			<b>\$2,180,672</b>		
<b>CMA Remaining for Future Changes/Mods after this Action</b>			<b>\$0.00</b>		

**DEOD SUMMARY**

**MRL/MOL NORTH HOLLYWOOD STATION WEST ENTRANCE / C1013R**

**A. Small Business Participation**

Skanska West made a 10.57% Disadvantaged Business Enterprise (DBE) commitment. The project is 92% complete. Skanska is exceeding their goal commitment with a current DBE participation of 11.78%.

<b>Small Business Commitment</b>	<b>10.57% DBE</b>	<b>Small Business Participation</b>	<b>11.78% DBE</b>
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	DBE Subcontractors	Ethnicity/Gender	% Committed	Current Participation <sup>1</sup>
1.	Anil Verma	Asian Subcontinent/Male	0.27%	0.27%
2.	LIN Consulting	Asian Pacific/Male	0.54%	0.47%
3.	Coast Surveying	Hispanic/Male	0.06%	0.16%
4.	Morgner Construction	Hispanic/Female	0.64%	0.74%
5.	The Solis Group (TSG)	Hispanic/Female	0.49%	0.45%
6.	MTGL, Inc.	Hispanic/Female	1.82%	2.82%
7.	Excelsior Elevator	Asian Pacific/Female	5.07%	4.70%
8.	Lucas Builders	Asian Subcontinent/Female	0.24%	0.59%
9.	CGO Construction	African American/Male	0.12%	0.10%
10.	Clean Up America	African American/Male	0.08%	0.19%
11.	ACE Fence Company	Asian Pacific/Female	0.11%	0.14%
12.	Hammer Down Transp.	African American/Male	0.30%	0.31%
13.	Pre-Con Products	Hispanic/Male	0.00%	0.02%
14.	Coleman Construction	African American/Female	0.60%	0.59%
15.	Force 1 & Associates	Hispanic/Male	0.23%	0.23%
	<b>Total</b>		<b>10.57%</b>	<b>11.78%</b>

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

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

PLA/CCP reporting shows the 40% Targeted Worker attainment at 57.79%, the 20% Apprentice Worker attainment at 24.28% and the 10% Disadvantaged Worker attainment at 15.78%.

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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 (LW/SCWRP) is not applicable to this Contract.



## Board Report

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**File #:** 2017-0138, **File Type:** Contract

**Agenda Number:** 28.

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**CONSTRUCTION COMMITTEE  
APRIL 20, 2017**

**SUBJECT: UNIVERSAL CITY PEDESTRIAN BRIDGE**

**ACTION: AUTHORIZATION FOR CONTRACT MODIFICATION**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a Modification to Contract No. C1043 with Griffith Company, for the **design and construction of the Universal City Pedestrian Bridge**, in the amount of \$450,000, increasing the total current contract value from \$24,264,752 to \$24,714,752 within the Life of Project budget.

**ISSUE**

This action represents staff's efforts through negotiations to settle all claims. Staff is requesting approval to execute this final Contract Modification because the current available CMA is not sufficient to take action within staff authority. This Contract Modification is required to close-out the contract, and does not affect the Life of Project (LOP) budget.

**DISCUSSION**

Findings

Metro issued the Notice to Proceed (NTP) for Design-Build (DB) Contract No. C1043 for the Universal City Pedestrian Bridge on January 9, 2014. The bridge had an aggressive schedule and was opened to the public on April 7, 2016.

During the course of construction, the contractor requested several design and construction changes. This Modification includes additional costs for escalators, increased elevator framing, and design modifications due to easement constraints.

Considerations

Staff has evaluated the merit of the requested changes and has followed Metro processes and

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procedures to validate and negotiate the change request. A list of executed (approved) and unexecuted (pending) modifications is included in Attachment B.

There is no change in the approved LOP amount of \$29,585,000.

### **DETERMINATION OF SAFETY IMPACT**

This recommended action has no impact on safety.

### **FINANCIAL IMPACT**

The FY17 adopted budget of \$2,078,000 for the Universal Pedestrian Bridge, project 809382, in Cost Center 8510 includes the \$450,000 required for this board action. With the approval of this action, staff will no longer need to budget for the construction contract in FY18.

#### **Impact to Budget**

The source of funds for this project is Prop A 35%. Prop A 35% funds are eligible for rail operations.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the Modification. This alternative is not recommended, as staff would be unable to close out the project.

### **ATTACHMENTS**

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

Prepared by:

Milind Joshi, Sr. Director, Project Engineering, (213) 922-7985

Brad Owen, Deputy Executive Officer, Construction Management, (213) 922-7384

Tim Lindholm, Executive Officer, Capital Projects (213) 922-7297

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

UNIVERSAL CITY PEDESTRIAN BRIDGE  
CONTRACT NO. C1043

1.	<b>Contract Number:</b> C1043		
2.	<b>Contractor:</b> Griffith Company		
3.	<b>Mod. Work Description:</b> Resolution of all claims and pending changes		
4.	<b>Contract Work Description:</b> Provide the final design and construction of a new pedestrian bridge, hardscape plazas and landscaping, and a right turn-lane.		
5.	<b>The following data is current as of:</b> 3/6/17		
6.	<b>Contract Completion Status:</b>		
	<b>Bids/Proposals Opened:</b>	7/25/13	<b>% Completion \$s:</b> 99.91%
	<b>Contract Awarded:</b>	10/28/13	<b>% Completion time:</b> 100%
	<b>NTP:</b>	1/9/14	<b>Original Contract Days:</b> 730
	<b>Original Complete Date:</b>	1/9/16	<b>Change Order Days:</b> 196
	<b>Current Est. Complete Date:</b>	7/25/16	<b>Suspended Days:</b> 0
	<b>Total Revised Days:</b>		926
7.	<b>Financial Status:</b>		
	<b>Contract Award:</b>	\$21,425,000	
	<b>Total Contract Modifications Approved:</b>	\$2,839,752	
	<b>Current Contract Value:</b>	\$24,264,752	
	<b>Contract Administrator:</b> Diana Sogomonyan	<b>Telephone Number:</b> 213.922.7243	
8.	<b>Project Manager:</b> Milind Joshi	<b>Telephone Number:</b> 213.922.7985	

**A. Contract Action Summary**

This Board Action is to approve authorization for Metro Chief Executive Officer (CEO) to execute Modification No. 30, for the resolution and settlement of all claims in order to close-out the subject contract. This Contract Modification will be processed in accordance with Metro's Acquisition Policies and Procedures. This is a firm fixed price Contract.

On October 28, 2013, Metro CEO authorized award of a firm fixed price contract, Contract No. C1043, to Griffith Company, a General Contractor located in Brea, California, for the period of performance of 730 calendar days after Notice to Proceed (NTP) date of January 9, 2014.

Twenty-seven Contract Modifications have been executed on the Contract to date. Excusable and compensable delay has extended the contract completion date to July 25, 2016 (added 196 calendar days from original completion date).

Contract Modification No. 30 in the amount of \$450,000 will allow the resolution and settlement of pending changes and claims on the Contract and to close-out the contract. Although this Modification amount is within the staff delegation of authority, the Contract Modification Authority amount currently remaining on the Contract is insufficient. Refer to Attachment B for further details on modifications issued to date adding work, and the proposed modification currently pending authorization.

**B. Cost/Price Analysis**

The recommended price for the resolution of all contract claims has been determined to be fair and reasonable based upon cost analysis, technical analysis, fact finding, and negotiations. Ultimately a business decision was made by both parties at the recommended dollar amount to resolve all claims. An audit request for Modification No. 30 was not required as the negotiated total dollar value is not greater than the audit threshold for construction changes of \$1,000,000.

<b>Item No.</b>	<b>Changes</b>	<b>Proposal amount</b>	<b>Metro ICE</b>	<b>Negotiated amount</b>
1	Mod No. 30	\$2,037,406	\$250,000	\$450,000



**ATTACHMENT B**

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**UNIVERSAL CITY PEDESTRIAN BRIDGE  
CONTRACT NO. C1043**

Mod./CO No.	Description	Status (approved or pending)	Cost		
			Contract Value	Mods.	Board Approved CMA
N/A	Initial Contract Award	Approved	\$21,425,000		\$2,142,500
N/A	CMA Increase	Approved	\$21,425,000		\$400,000
N/A	CMA Increase	Approved	\$21,425,000		\$577,000
Mod 1	Conversion to Metro CADD Standards	Approved	\$21,474,251	\$49,251	
Mod 2	Perforated Panel Design Change	Canceled	\$21,474,251	\$0.00	
Mod 3	Transformer Relocation - Design Change (Design Only)	Approved	\$21,512,771	\$38,520	
Mod 4	Revised DEOD SBE Contract Compliance Manual	Canceled	\$21,512,771	\$0.00	
Mod 5	Additional Traffic Control for NBC Universal	Approved	\$21,550,504	\$37,733	
Mod 6	Additional Plaza Lighting	Approved	\$21,642,285	\$91,781	
Mod 7	CIDH Pile Rebar Coupler Installation (RFC-5); Pile Splice Zone	Approved	\$21,688,368	\$46,083	
Mod 8	Transformer Relocation - Construction Change	Approved	\$22,008,368	\$320,000	
Mod 9	Perforated Panel Design Change (Design Phase Only)	Approved	\$22,055,005	\$46,637	
Mod 10	Bridge Mid Chord Connection (Design and Construction)	Approved	\$22,523,719	\$468,714	
Mod 11	Field Directed Labor and Martials - Museum Signage	Approved	\$22,526,376	\$2,657	
Mod 12	Additional Traffic Control for NBC Universal	Approved	\$22,548,366	\$21,990	
Mod 13	Add Specification Section 07 16 16	Approved	\$22,548,366	\$0.00	
Mod 14	Additional Curb Ramp Improvements	Approved	\$22,585,554	\$37,188	
Mod 15	Additional Work due to Painting Specification Change	Approved	\$22,591,814	\$6,260	
Mod 16	Mod to Special Provisions and General Conditions	Approved	\$22,591,814	\$0.00	
Mod 17	Procurement of Intrusion Detection System and Station Materials	Approved	\$22,636,002	\$44,188	

Mod 18	Addition of Silica Carbide for Hardscaping (	Approved	\$22,788,327	\$152,325	
Mod 19	Soil Handling at Station 2 and 3, Universal Property	Approved	\$22,856,005	\$67,678	
Mod 20	Perforated Metal Wall Panel Design and Construction	Approved	\$22,985,097	\$129,092	
Mod 21	Use Cast in Drilled Hole (CIDH) Pile Foundation and Grade Beams in Place of Spread Footings	Approved	\$23,337,810	\$352,713	
Mod 22	Delay Due to LABOE Pushover Analysis Review Time	Approved	\$23,387,641	\$49,831	
Mod 23	Additional HVAC Scope	Approved	\$23,663,823	\$276,182	
Mod 24	Adding Metro Rail Underground Design Directive Drawings for Customer Station Signage	Approved	\$23,829,464	\$165,641	
Mod 25	DSC During Drilling and Excavation Activities at Station 1, 2, and 3	Approved	\$23,892,871	\$63,407	
Mod 26	Station 3 Hardscape Remove and Replace	Approved	\$23,909,027	\$16,156	
Mod 27	Miscellaneous Work: Metro Support	Approved	\$23,929,008	\$19,981	
Mod 28	Station 1, 2, 3 Radius Curb Replacement at Elevator Towers	Approved	\$24,044,752	\$115,744	
Mod 29	Settlement of Various Issues Leading to Close-Out	Approved	\$24,264,752	\$220,000	
Mod 30	Settlement of Claims	Pending	\$24,714,752	\$450,000	
Subtotal – Approved Modifications				\$2,839,752	
Subtotal – Pending Changes/Modifications				\$450,000	
<b>Subtotal Totals: Mods. + Pending Changes/Modifications</b>			<b>\$3,289,752</b>		
Subtotal – Pending Claims			\$0.00		
<b>Total: Mods + Pending Changes/Mods + Possible Claims</b>			<b>\$3,289,752</b>		
Previous Authorized CMA			\$3,119,500		
CMA Necessary to Execute Pending Changes/Mods + Possible Claims			\$170,252		
<b>Total CMA including this Action</b>			<b>\$3,289,752</b>		
<b>CMA Remaining for Future Changes/Mods after this Action</b>			<b>\$0.00</b>		

DEOD SUMMARY

UNIVERSAL CITY PEDESTRIAN BRIDGE  
CONTRACT NO. C1043

**A. Small Business Participation**

Griffith Company made a 10% Small Business Enterprise (SBE) commitment for this solicitation. The project is 99% complete. Current SBE participation is 6.60%, a shortfall of 3.40%. The shortfall is a result of Griffith's SBE escalator subcontractor, Excelsior Elevator's non-compliant equipment, which represented 8.37% of their commitment. Metro's Project Manager confirmed that Excelsior's proposed escalator equipment was not used because Excelsior did not meet all the specifications required by Metro.

To date, Griffith Company has added five (5) SBE subcontractors to perform surveying, noise and vibration monitoring, construction career coordination, and community services, amounting to a 1.13% increase in their SBE participation. This increase is not enough to make up the current shortfall.

<b>Small Business Commitment</b>	<b>10.00% SBE</b>	<b>Small Business Participation</b>	<b>6.60% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Commitment</b>	<b>Current Participation<sup>1</sup></b>
1.	Excelsior Elevator	8.37%	3.83%
2.	Intueor Consulting	0.83%	0.78%
3.	Diaz Yourman	0.80%	0.70%
4.	Precision Engineering	Added	0.22%
5.	RT Engineering	Added	0.15%
6.	Langford & Carmichael	Added	0.06%
7.	Morgner Technology Management	Added	0.35%
8.	G&C Equipment Corporation	Added	0.51%
	<b>Total</b>	<b>10.00%</b>	<b>6.60%</b>

<sup>1</sup>Current Participation = Total Actual Amount Paid-to-Date to SBE firms ÷ Total Actual Amount Paid-to-date

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

The Contractor has committed to complying with PLA/CCP requirements for this project. This project is 98.25% complete (based on total construction labor hours expended, divided by the total estimated construction labor hours in the approved Employment Hiring Plan) and the contractor is not achieving the 40% Targeted Worker Goal at 38.13%, achieving the 20% Apprentice Worker Goal at 27.86%, and

achieving the Disadvantaged Worker Goal at 12.80%. Staff is currently performing close-out audits on the Targeted Worker non-compliance issue and will keep the Board updated on the outcome and any possible liquidated damages that will be assessed.

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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 Modification.



## Board Report

File #: 2017-0202, File Type: Oral Report / Presentation

Agenda Number: 29.

### CONSTRUCTION COMMITTEE APRIL 20, 2017

RECEIVE oral report by the Program Management Chief Officer.

#### DISCUSSION

- A. Update report covering the month of April 2017 by the Program Management Chief Officer; and
- B. At the January 2017 meeting, the Board authorized a one-year pilot program authorizing the CEO to negotiate and execute project-related agreements, including contract modification(s) up to the authorized Life of Project budget, to streamline project management of the four (4) major transit corridor projects (Crenshaw/LAX, Regional Connector, Westside Purple Line Extension Section 1 and 2 projects). In addition, staff was directed to provide monthly reports, that would include any pending project-related agreements, change orders/contract modifications and any significant changes to contingency.

Pursuant to the Board motion, staff has developed and begun reporting on cost contingency and contract change activity starting in the February 2017 Monthly Update to the Construction Committee. This new report includes a project cost contingency drawdown curve and allows the Board to see project-related and change activity. This report can be found in Attachment A.

At the conclusion of the one-year pilot program in January 2018, staff will report back to the Board on the time saved as result of this pilot program, and any lessons learned, and recommendations for the Board review and further direction.

#### ATTACHMENTS

Attachment A - Program Management Chief Officer's Report - April 2017

Prepared by:

- **Crenshaw/LAX** - Charles Beauvoir, Deputy Executive Officer, Project Mgmt., (213) 299-3095
- **Regional Connector** - Gary Baker, Deputy Executive Officer, Project Mgmt., (213) 893-7191
- **Westside Purple Line Ext 1** - James Cohen, DEO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297

- **Presentation** - Yohana Jonathan, Departmental System Analyst, (213) 922-7592

Reviewed by:  
Discussion

# Program Management Chief Officer's Report

## Project Status Report

Presented By

**Richard Clarke**

Chief Program Management Officer

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April 2017

Construction Committee

Los Angeles County Metropolitan Transportation Authority



# PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Due to heavy rains in January and February the contractor is forecasting a delay to the Project critical path. Delay mitigation strategy is being implemented by the project which will result in the schedule meeting contract Revenue Service Date (RSD) of October 30, 2019. The remaining cost contingency is below the 3% Project Reserve level.
Regional Connector			Board approved LOP budget increase. Schedule re-baselined.
Westside Purple Line Extension-Section 1			Overall construction progress is 16.7% complete.
Westside Purple Line Extension-Section 2			Contractor Notice to Award issued January 31, 2017. Notice to Proceed for the Design/Build contract is anticipated in April 2017.
Patsaouras Plaza			Schedule negotiations in progress to determine revised substantial completion date.

April 2017



On target



Possible problem



Major issue



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# CRENSHAW/LAX TRANSIT PROJECT

◇ BUDGET	Current	Forecast
TOTAL COST	\$2,058M	\$2,058M

◇ SCHEDULE	Current	Forecast
REVENUE OPERATION	Oct 2019	Nov 2019

- Overall project progress is 60% complete. However, heavy rains in January and February have impacted planned progress. Delay mitigation strategy is being implemented by the project which will result in the schedule meeting contract Revenue Service Date (RSD) of October 30, 2019.
- Mining of final section to Leimert Park Station is on schedule.
- All six underground structures on schedule.
- Street widening continues in Park Mesa Heights area.
- Southwestern Yard contractor continues site excavation, underground utilities, and main shop foundation concrete.



Completed wall sections of Tunnel near airport runways



TBM trailing gear being pulled thru MLK Jr. Station

April 2017



On target



Possible problem



Major issue

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# REGIONAL CONNECTOR TRANSIT CORRIDOR



## BUDGET

	Current	Forecast
TOTAL COST	\$1,810M	\$1,810M

\* Includes Board approved LOP plus Planning and Finance costs.



## SCHEDULE

	Current	Forecast
REVENUE	Dec 2021	Dec 2021
OPERATION		

- Overall Project Progress is 32%.
- TBM mining operations are underway; first pass under Japanese Village Plaza is complete.
- Continue utility hanging and excavation under 2<sup>nd</sup>/Spring.
- On schedule to receive TBM at Hope Station in late May.
- Flower Street work includes:
  - Deck beam and panel installation between 4<sup>th</sup> and 5<sup>th</sup> Streets;
  - Coordination of DWP power relocation at 6<sup>th</sup>/Flower; and
  - Preparing for 24" waterline cut-overs between 5<sup>th</sup> and 6<sup>th</sup> Streets.
- The TBM Recovery Shaft at 4<sup>th</sup>/Flower continues to be excavated and readied for arrival of the TBM in June.



Utility hanging under 2<sup>nd</sup> Street decking



HDPE placement at 2<sup>nd</sup>/Hope Station



Tunnel entrance at 1<sup>st</sup>/Central Station

April 2017



On target



Possible problem



Major issue

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Los Angeles County Metropolitan Transportation Authority



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# WESTSIDE PURPLE LINE EXTENSION – SECTION 1

## OK BUDGET

	Current	Forecast
<b>TOTAL COST*</b>	<b>\$3,154M</b>	<b>\$3,154M</b>

\* Includes Board approved LOP plus Planning and Finance costs.

## OK SCHEDULE

	Current	Forecast
<b>REVENUE OPERATION</b>	<b>Oct 2024 FFGA</b>	<b>Nov 2023</b>

- Overall Project Progress is 16.7 % complete.
- Excavation for the Wilshire/La Brea Station that commenced on October 12, 2016 continues beneath the deck panels, which includes the hanging/relocation of existing utilities, dewatering discharge and the placement of walers and struts.
- The Wilshire/Fairfax pile installation operation completed on February 8, 2017. Wilshire/Fairfax Station decking commenced on the weekend of February 11, 2017. There are 18 weekend closures planned for this operation.
- The installation of the sound wall and instrumentation is on-going at Wilshire/La Cienega Station. The Wilshire/La Cienega Station piling operation is scheduled to start in March 2017.
- The jet grouting operation along Wilshire Boulevard at the cross passages continues. This work along the tunnel section from Wilshire/La Brea to Wilshire/Western is scheduled to continue through July 2017.
- Tunnel Boring Machines (TBMs) are being fabricated for delivery at the end of 2017. Tunneling is planned to start in 2018.



Pipe Strut at Wilshire/La Brea Station



Placement of Deck Panel at Wilshire/Fairfax

April 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



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# WESTSIDE PURPLE LINE EXTENSION – SECTION 2

## BUDGET

	Current	Forecast
<b>TOTAL COST</b>	<b>\$2,530M</b>	<b>\$2,530M</b>

\* Includes Board approved LOP plus Planning and Finance costs.



## SCHEDULE

	Current	Forecast
<b>REVENUE OPERATION</b>	<b>Dec 2026</b>	<b>Aug 2025</b>
	<b>FFGA</b>	



- Notice to Proceed for the Design/Build contract is anticipated in April 2017.
- Construction of the telecom joint trench is proceeding at the Century City Constellation Station. Duct bank will complete in April 2017, cable pulling/splicing completion is anticipated in August 2017.
- Advanced utility relocations are anticipated to begin at the Wilshire/Rodeo Station in May 2017. Concurrence by the City of Beverly Hills on the utilities final design plans are underway.
- Negotiations for a Memorandum of Agreement(MOA) governing utility work began in March 2017.



Telecom Joint Trench Construction along Constellation Boulevard

April 2017



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

# PATSAOURAS PLAZA BUSWAY STATION

OK BUDGET		
	Current	Forecast
TOTAL COST	\$39.7M	\$39.7M

! SCHEDULE		
	Current	Forecast
SUBSTANTIAL COMPLETION	Dec 2017	Nov 2018

- Vignes On/Off ramp closed Jan 3, 2017 to allow for utility relocation and foundation work to start.
- Bridge overhead demolition, utility relocation, and foundation construction is ongoing.
- Ramirez St and Center St closures have been approved by City.
- Drilling subcontractor has been mobilized and drilling started March 16, 2017.
- Schedule negotiations in progress to determine revised substantial completion date due to delayed start



Aerial view of site



First pile drilling



Utility Relocation

April 2017

OK On target

◇ Possible problem

! Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



# Crenshaw/LAX Transit Project

## Change Activity

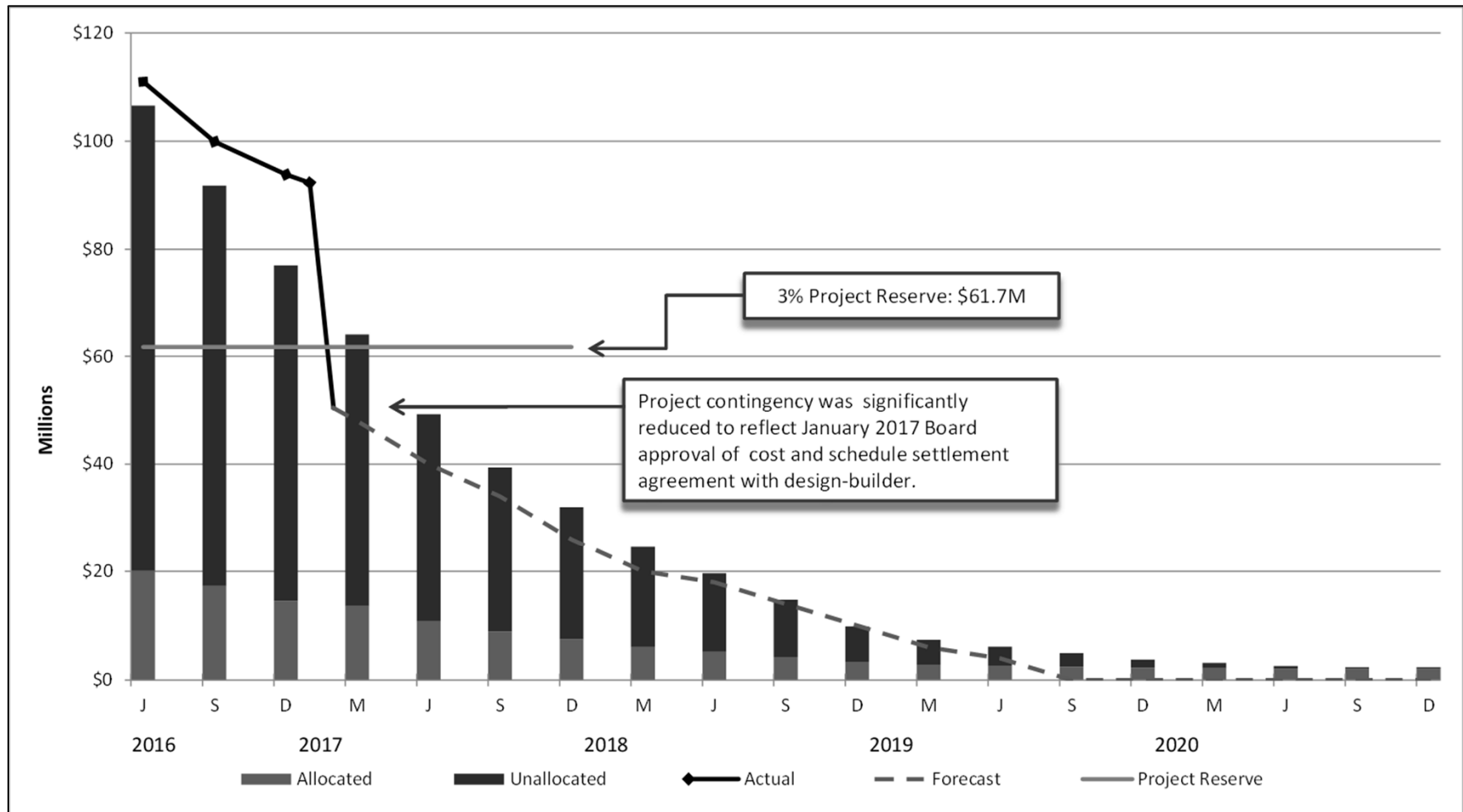
February 2017

Change Notice #	Description	Number of Mod/ Change Orders	Cost Value
<b>TOTAL VALUE OF EXECUTED CONTRACT MODIFICATIONS AND APPROVED CHANGE ORDERS</b>		261	\$ 35,997,217
<b>TOTAL PENDING MODIFICATIONS AND CHANGE ORDERS ROUGH ORDER OF MAGNITUDE COST</b>		23	\$ 34,794,182
<b>CONTRACT C0988</b>			
MOD 00202.1	Turnback and Speed Restrictions		Less than \$1 million
MOD 00226	Maint. ROW Adj. Properties La Colina		Less than \$1 million
MOD 00240	Construction- Tree Well Brick Pavers		Less than \$1 million
MOD 00245.1	Crenshaw Landscaped Median Rendering		Less than \$1 million
MOD 00250	Clarify Rail Welding Inspection Req.		Less than \$1 million
MOD 00255	Extended Track - Construction		Less than \$2 million
MOD 00256	Black Diamond Vault 5436 Crenshaw Bl		Less than \$1 million
MOD 00257	Ballast Wall Extension at Eucalyptus		Less than \$1 million
MOD 00258	Claims and Disputes Settlement Agmt		Less than \$30 million
MOD 00234	LADOT Fiber Optic Cable Betterment		Less than \$1 million
CO 00046.4	Undergrd Fire Rated Conduit & Cable		Less than \$1 million
CO 00129	Elimination Crosver Sta 56+57.50		Credit Less than \$1 million
CO 00136	Relocate Qwest Pullbox at Hindry Ave		Less than \$1 million
CO 00140	Disp Remove Contam. Soil STA 182+25		Less than \$1 million
CO 00152	Radio System - Additional Tunnel Amp		Less than \$1 million
CO 00153	Radio System - Additional Head-End		Less than \$1 million
CO 00154	Radio System- UG1 Hot Standby Amplif		Less than \$1 million
CN 00229	Unsuitable Soils for Subgrade RW192		Less than \$1 million
CN 00231	Trash Removal at MSE Wall 111		Less than \$1 million
CN 00241	Update Station Customer Signage Cons		Less than \$1 million
CN 00278	Additional Curb Ramps at Westmount		Less than \$1 million
CN 00326	Segment C Design Revisions per LADOT		Less than \$1 million
CN 00340	Const. Intrusion Det. Access Ctrl In		Less than \$1 million
<b>TOTAL MODIFICATIONS AND CHANGE ORDERS</b>		284	\$ 70,791,399

# Crenshaw/LAX Transit Project

## Project Cost Contingency Drawdown

February 2017



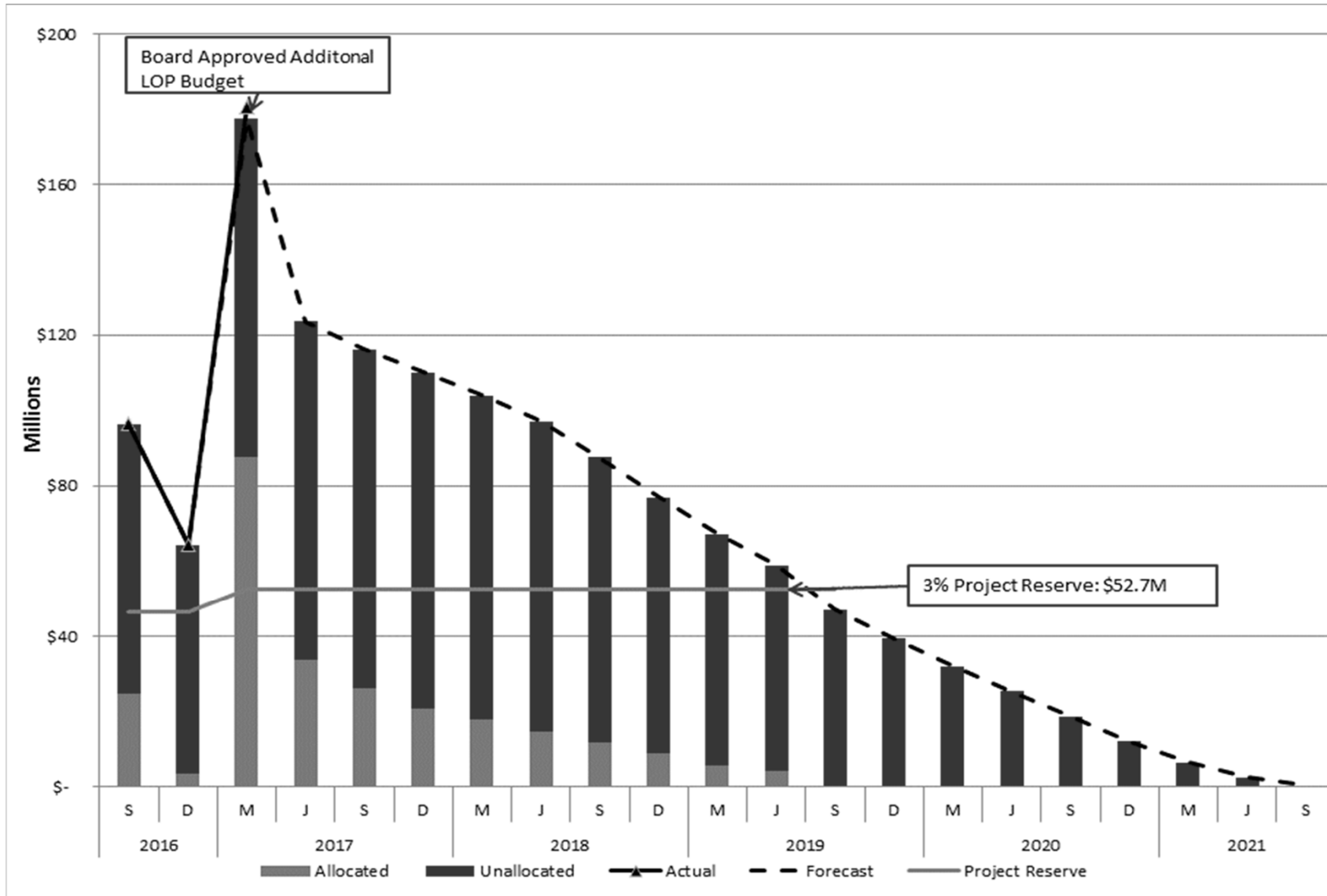
# Regional Connector Change Activity

February 2017

Change Notice #	Description	Number of Mod/ Change Orders	Cost Value
	<b>TOTAL VALUE OF ALL EXECUTED CONTRACT MODIFICATIONS AND CHANGE ORDERS:</b>	75	\$ 127,416,098
	<b>TOTAL PENDING MODIFICATIONS AND CHANGE ORDERS ROUGH ORDER OF MAGNITUDE COST:</b>	34	\$ 82,701,742
	1st/Alameda Bumpout (Construction)		Less Than \$1 Million
	Flower Street Modification: future 2-way Traffic /Bumpout/Ped Lighting (Construction Only)		Between \$1 and \$5 Million
	Revise Metro Rail Station Signage and Incorporate Metro Underground Station Signage (Construction)		Less Than \$1 Million
	Add Wye Junction Fan Plant - Construction		Between \$10 and \$15 Million
	Fully Coupled Dynamic Analysis for SEM Cavern		Less Than \$1 Million
50.0	Revisions to TPIS Requirements -Construction		Less Than \$1 Million
66.0	Commonwealth Agreement Provisions		Less Than \$1 Million
68.0	Flower Street Zanja Additional Potholing		Less Than \$1 Million
78.0	ATT Ductbank Relocation @ Hewitt		Less Than \$1 Million
79.0	Deputy Grading Inspector 2nd/Broadway Station SOE		Less Than \$1 Million
86.0	Flower Maintenance of Traffic (MOT) West Piles		Less Than \$1 Million
87.0	Support Veolia 24" Chilled Water Pipes at 2nd/Hope Station		Less Than \$1 Million
99.0	Option 3 Pedestrian Bridge Revisions / Broad Coordination (Construction)		Between \$1 and \$5 Million
103.0	1st/Central Station HMI Units for Escalator Controllers		Less Than \$1 Million
	Add One Add 'I VHF Radio Operational Channel - Construction		Less Than \$1 Million
105.0	Revise Flower SOE to Construct TBM Retrieval Pit (Construction)		Between \$1 and \$5 Million
106.0	Revisions to Metro Optical Network Switch		Less Than \$1 Million
	Revise Communication Radio System SOW (Construction)		Less Than \$1 Million
	Infrastructure for Insite Wireless in Tunnels		Less Than \$1 Million
	Add Perforated Metal Dropped Ceiling at 2nd/Hope Station Plaza - Construction		Less Than \$1 Million
107.0	Delays and schedule mitigation measures, electrical and water utility relocation costs, add'l fire life safety engineering and other design and construction changes		More than \$15 Million
108.0	Revision to Wye Junction Fan Plant Design		Less Than \$1 Million
109.0	Testing & Repair of insulation Joints (Waterline)		Less Than \$1 Million
111.0	Spray-on Acoustical Finishes Additional Quantities		Between \$1 and \$5 Million
113.0	Waterline Alignment Modifications on Flower		Less Than \$1 Million
114.0	DSC - Miscellaneous buried object in tie-back removal		Less Than \$1 Million
	Revised Emergency Walkways at Curves (30" to 35") - Construction		Less Than \$1 Million
115.0	Wayfind Signage @ 2nd/Hope Ped Bridge - Design Only		Less Than \$1 Million
	Utility Conflicts during Decking at 4th & Flower St.		Less Than \$1 Million
116.0	2nd St. Mid Block T.C. Revisions/Relocate Traffic Controller @ 2nd/Spring		Less Than \$1 Million
117.0	Broadway Power Utility Vault Steel Bases (Cradles)		Less Than \$1 Million
118.0	Extended Performance for Design		Between \$5 and \$10 Million
119.0	Metro Board Adopted Station Names		Less Than \$1 Million
	Elevator Hoistway Fascia Material Variance		Less Than \$1 Million
	<b>TOTAL MODIFICATIONS/CHANGE ORDERS</b>	109	\$ 210,117,840



# Regional Connector Project Cost Contingency Drawdown



# Westside Purple Line Extension – Section 1

## Change Activity

February 2017

Change Notice #	Description	Number of Mod/ Change Orders	Cost Value
<b>TOTAL VALUE OF ALL EXECUTED CONTRACT MODIFICATIONS AND CHANGE ORDERS:</b>		131	\$ 10,959,182
<b>TOTAL PENDING MODIFICATIONS AND CHANGE ORDERS ROUGH ORDER OF MAGNITUDE COST:</b>		19	\$ 2,989,401
<b>CONTRACT C1045</b>		16	
CN-25.2	Revisions to Transit Passenger Information System (TPIS) Requirements		Less Than \$1 Million
CN-26	Betterment: Median Reconstruction At San Vicente Blvd		Less Than \$1 Million
CN-31.1	Station Canopy Changes		Less Than \$1 Million
CN-32	Pin Station (Identifier) Changes		Less Than \$1 Million
CN-37.2	Rev Metro Furnished Fujitsu 9500 Equipment To Be Furnished By Contractor		Less Than \$1 Million
CN-39	Revisions To Metro Station Signage Standards		Less Than \$1 Million
CN-42.2	Radio Subsystem Redundancy (Failover)		Less Than \$1 Million
CN-43.1	Isolate Track Circuits At Western		Less Than \$1 Million
CN-46	Plaza Level Elevator Canopy Changes		Less Than \$1 Million
CN-48.1	Bike Enclosure Electrical Power & Communication Additions		Less Than \$1 Million
CN-53	Additional Material Testing - Deck Panels		Less Than \$1 Million
CN-54	Additional geotech monitoring		Less Than \$1 Million
CN-57	Additional Geotech Monitoring at La Cienega (Support of Deviation Request)		Less Than \$1 Million
CN-58	Civil - DU4 Tree Change, DU4 Bike Share Paving, All STA - Auth Pkg Sgns		Less Than \$1 Million
CN-59	La Cienega Permit Fees		Less Than \$1 Million
CN-60	Additional Vibration Monitoring		Less Than \$1 Million
<b>CONTRACT C1078</b>		3	
CN-8	Relocation Of 8-Inch Sanitary Sewer		Less Than \$1 Million
CN-11	Schedule Impacts Due To Third Party		Less Than \$1 Million
CN-12	Betterment: Motorized Sliding Gate		Less Than \$1 Million
<b>TOTAL MODIFICATIONS/CHANGE ORDERS:</b>		<b>150</b>	<b>\$ 13,948,583</b>

# Westside Purple Line Extension – Section 1

## Project Cost Contingency Drawdown

February 2017

