



## Board Report

File #: 2015-1716, File Type: Contract

Agenda Number: 24

**CONSTRUCTION COMMITTEE**  
**JUNE 16, 2016**

**SUBJECT: CRENSHAW/LAX TRANSIT PROJECT****ACTION: APPROVE CONTRACT MODIFICATIONS****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to issue a Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to begin **construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96<sup>th</sup> Street, Airport Metro Connector (AMC)**, in an amount not to exceed \$7,400,000 increasing the total contract value from \$1,294,476,149.38 to \$1,301,876,149.38; and
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$7,400,000 increasing the total CMA from \$134,699,993 to \$142,099,993.

**ISSUE**

WSCC has completed the design required for the Crenshaw/LAX Transit Project to construct the accommodations for the future AMC transit station at 96th Street. Board authorization is requested to provide funding to issue construction a Modification to allow construction of the accommodation's scope of work. Authorization in the form of construction Modification is required to start construction to prevent any additional schedule delay impact on the Crenshaw/LAX Transit Project. Metro and WSCC are continuing to negotiate a final value, including direct, indirect and delay impact costs, and will return to the Board once final costs have been negotiated.

**DISCUSSION**

On May 28, 2015, the Board approved Design Option 3 for the Crenshaw/LAX track alignment to accommodate and cure the ailment of no public transportation (rail) to LAX for the future AMC transit station at 96th Street. Subsequently, staff issued modifications to WSCC, Metro's Crenshaw/LAX Transit Project design-builder, for engineering design services to incorporate Option 3. The design modifications increased construction costs specifically tied to the required accommodations. Staff is requesting a Modification authorization in the amount of \$7,400,000 for the direct construction costs for FY17. Authorization is required now to commence construction to prevent any additional

schedule delay impact on the Crenshaw/LAX Transit Project.

At the May 2015 Board meeting, staff forecasted that design changes and subsequent construction changes to accommodate the future AMC Project could potentially impact the schedule. Metro is continuing to negotiate with WSCC on the total time the work will take to accommodate the AMC Project and how it is projected to impact the Crenshaw/LAX Transit Project.

Staff will return to the Board for Contract Modification authority when the direct costs and time impact negotiations are completed. In addition, WSCC will be issued a time extension to their substantial completion milestone which will impact the ability of the Project to complete the Crenshaw/LAX Transit Project as currently scheduled. A request to modify the current Revenue Service date may also be included as a recommendation in the next Board action. In addition to the design and construction costs, there will be administrative costs incurred for construction management, Metro staff and other costs associated with the schedule impact.

The Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was adopted by the Metro Board in September 2011 and a federal Record of Decision (ROD) received in December 2011, includes a tail track option located adjacent and north of the Aviation/Century station. An environmental analysis was conducted to determine the potential environmental impacts associated with the tail track relocation from north of the Aviation/Century station to south of Arbor Vitae. The new location is approximately 1,550 feet north of the Aviation/Century station. The analysis indicates that the proposed design changes would not introduce any impacts that would exceed a threshold of significance or any impacts beyond those or increase in the severity of impacts, previously disclosed in the approved FEIS/FEIR. As applicable, Metro would continue to implement the mitigation measures identified in the ROD for the overall project to ensure significant impacts are continually mitigated. The findings of the environmental analysis were supported by the FTA.

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards.

### **FINANCIAL IMPACT**

The funds, in an amount of \$7,400,000, to construct accommodations work under the first recommendation is included in the adopted FY17 budget for Project 460303, AMC Project, in Cost Center 8510, Program Management-Construction Procurement. Although WSCC is the design-build contractor for the Crenshaw/LAX Transit Project, this recommendation is funded by the AMC Project (460303). The Crenshaw/LAX Transit Project Life-of-Project budget is not impacted by this action.

Since this is a multi-year project the Executive Director, Program Management will be responsible for budgeting in future fiscal years.

### **Impact to Budget**

The source of funds is federal Congestion Mitigation and Air Quality (CMAQ) funds. This is in

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compliance with the November 2014 Board approval (Item 56). No other funding sources have been considered.

### **ALTERNATIVES CONSIDERED**

The Board may elect not to approve construction Modification to accommodate changes for the future AMC station. Staff does not recommend this alternative since the Board already approved Option 3 at the May 2015 board, which included the required design and construction changes to the Project. Additionally, these modifications need to be made now as once the Crenshaw/LAX line is operating, it will be more difficult to construct the accommodations.

### **NEXT STEPS**

Upon Board authorization, staff will proceed with a time-sensitive construction Modification to WSCC's contract, directing the design-builder to start construction of the accommodations scope of work for the future AMC station. Staff will complete negotiations with WSCC for all remaining costs and will return to the Board for final approval of a fully defined Contract Modification.

### **ATTACHMENTS**

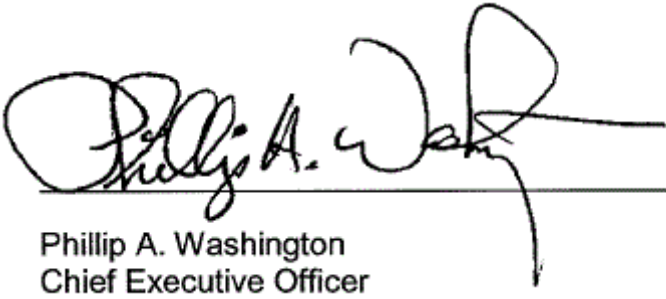
Attachment A - Procurement Summary  
Attachment B - Contract Modification/Change Order Log  
Attachment C - Design Option 3  
Attachment D - DEOD Summary  
Attachment E - November 2014 Board Report Item 56

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