

**Board Report**

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**File #:** 2015-0223, **File Type:** Contract

**Agenda Number:** 40.

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**REVISED**  
**CONSTRUCTION COMMITTEE**  
**JULY 16, 2015**

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION PROJECT**

**ACTION: AUTHORIZE THE AWARD OF CONTRACT C1078 MAINTENANCE OF WAY/NON-REVENUE VEHICLE MAINTENANCE BUILDING**

**RECOMMENDATION**

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION authorizing the Chief Executive Officer to award a 28 month firm fixed price contract, under Invitation for Bid No. C1078, with Clark Construction Group, the lowest responsive and responsible bidder for the **final design and construction of the Maintenance of Way/Non-Revenue Vehicle Maintenance Building** to be constructed as part of the Division 20 Yard and Shops expansion for a firm fixed price of \$52,830,310.

**ISSUE**

On September 19, 2013, the Board approved the use of the Design/Build delivery method for the Maintenance of Way/Non-Revenue Vehicle Maintenance Building, but did not approve the staff recommendation to authorize the CEO to award the contract after the receipt of bids. An Invitation For Bid (IFB) was advertised on September 19, 2014, under CPUC 130242 (a). Bids were received on February 6, 2015. Under CPUC 130242 (e) the contract shall be awarded to the lowest responsive and responsible bidder.

Board approval of the Recommendation is required to fulfill the scope related to the Division 20 Yard and Shops expansion and modifications as part of the requirements for the Westside Purple Line Extension Section 1 Project, as described in the Federal Transit Administration (FTA) Full Funding Grant Agreement (FFGA).

**BACKGROUND**

In April 2012, the Board of Directors certified the Final EIS/EIR for the Westside Purple Line Extension Project as a nine-mile, dual track heavy-rail transit subway project that will operate as an

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extension of the Metro Purple Line heavy rail transit subway system. The Project received the Full Funding Grant Agreement (FFGA) on May 21, 2014 for work on Section 1 (3.92 miles of twin-tunnels from Wilshire/Western to Wilshire/La Cienega, with three subway stations) that includes expansion and modifications to the Division 20 rail yard and shops facilities to support the extension of the Purple Line and the anticipated growth in service of both the Purple Line and Red Line.

In addition, the Maintenance of Way/NRV Maintenance Building is a replacement building for existing buildings that will be displaced in order to construct a turn-back facility within Division 20 beyond the existing terminus at Union Station. This area will also be required as a temporary laydown area for the C1045 Design/Build Contract (Tunnels, Stations, Trackwork, Systems and Systems Integration Testing) to allow the C1045 Contractor to stage and weld rail that will be fed into the 3.92 miles of the Westside Purple Line Extension Section 1 Project, via the existing tunnel portal located at Division 20.

Since the time of the certification of the Final EIS/EIR in 2012, staff has worked with stakeholders and the City of Los Angeles on requested changes to the Maintenance of Way/NRV Building. In 2012/13, these included accommodations for the City supported project to construct the Lucky Brand Jeans design/production facility on a portion of the identified yard expansion site and accommodations for the City's 6th Street Viaduct Replacement Project.

In 2014, residents and activists in the Arts District who had been working with the City of Los Angeles on the proposed new park and river access as part of the 6th Street Viaduct Replacement Project, raised concerns about the appropriateness of the Maintenance of Way/NRV (MOW/NRV) Building and its design adjacent to the proposed new park and river access. In response to these concerns, the Board approved Motion #83 on October 2, 2014, directing the CEO to work with the Arts District residents and other stakeholders to identify changes that could be made to the planned maintenance of way building to ensure that the building complements the proposed arts park and river walk.

Per the Board directive, Metro staff further engaged Arts District Representatives to explore their requests to develop design alternatives that would either relocate the building to an alternate site north of the 1st Street Bridge or provide design changes on the previously approved site adjacent to the future 6th Street Bridge. Attachment C provides a summary of these outreach efforts which included over 18 stakeholder meetings and more than 30 internal meetings to review and prepare the necessary analyses and responses to community requests. During this time, the stakeholders actively participated with their own proposals prepared by faculty at the Southern California Institute of Architecture and an outside architectural firm commissioned by the stakeholders to present alternative concepts and ideas.

Many of the above requests for changes and accommodations have been made and others can still be made during the Design/Build phase. However, it was determined that moving the building to a completely different site would have significant cost and schedule impacts to the Westside Purple Line Extension Project at this late stage in project development. Therefore, other alternatives were

explored during more recent meetings held between Metro and the Arts District Stakeholders to retain the MOW Building on the Metro owned site at 6th/Santa Fe. The revised site plan would maintain the current building footprint which includes rooftop parking and surface parking but reconfigures the site plan by increasing the distance to the 6th Street Bridge by moving the location of the building farther back on the current property that MTA has already acquired. Other concepts such as underground parking or a second level of rooftop parking were determined to be financially infeasible.

The revised plan will provide a building setback of at least 85 feet from the 6th Street property line and at least 50 feet from the Santa Fe Avenue property line. This will improve site lines and views of the new bridge from Santa Fe Avenue. We will also continue to explore the feasibility of pushing the building farther back from the bridge toward the northeastern property boundary if fire/life safety conditions mandated by the Los Angeles City Fire Department and operational requirements of our Division 20 Railyard Operations and Maintenance functions can be met..

We will continue to work with stakeholders and the City during the Final Design and Construction phase following the award of Contract C1078 to include possible additional elements requested by the stakeholders including landscaping, color & lighting treatments and an art component.

Metro Art staff normally work with the Project Team and Design Builder to explore how an art opportunity may be integrated. In this case, opportunities would be explored in exterior locations facing Santa Fe Avenue and the 6th Street Bridge. Opportunities may include enhanced architectural glass, grilles, panels or lighting. The Metro process convenes a Curatorial Advisory Committee of high profile Los Angeles area museum curators with a background in contemporary visual art to establish a Prequalified Artist Pool.

In the longer term, staff will work with the Los Angeles Bureau of Engineering as they develop designs for the Arts Park and River Gateway under the new 6th Street Bridge. One concept to be explored with the City would utilize some of the setback area that will be provided on the Metro owned MOW Building site to expand the Arts Plaza in return for City owned surplus properties that are expected to remain on the south side of the bridge following construction. These opportunities will be better understood when the City further develops their plans for the Arts Park and River Gateway immediately adjacent to the MOW Building site.

Board approval of the Recommendation at this time is required to maintain the overall schedule for the Westside Purple Line Extension Section 1 Project and reduce the potential of schedule delays and cost impacts.

## **DETERMINATION OF SAFETY IMPACT**

The recommended action has no impact on safety.

### **FINANCIAL IMPACT**

Funds are included in the FY16 budget for this action under Project 865518 - Westside Purple Line Extension Section 1 Project in Cost Center 8510 (Construction Project Management), and Account Number 53101 (Acquisition of Building and Structure). Since this is a multi-year project, the Executive Director of Engineering and Construction and the Project Manager will be responsible for budgeting costs in future years.

Board approval of the Recommendation at this time is required to maintain the overall schedule for the Westside Purple Line Extension Section 1 Project and reduce the potential of schedule delays and their resulting cost impacts. Staff will continue to work with Arts District Stakeholders following the award of the bid to address changes to the design on the 6<sup>th</sup>/Santa Fe approved site. As the recommended bid award amount is more than the budget line item for the Maintenance of Way/Non-Revenue Vehicle Maintenance Building included in the FTA Full Funding Grant Agreement, the additional costs related to the base scope will be funded by project contingency. In the event that further changes in the design result in new costs outside of the approved project budget, staff will return to the Board with a supplemental funding plan for approval.

### **Impact to Budget**

The sources of funds for the recommended action are Federal 5309 New Starts and Measure R 35% (Cash). The approved FY16 budget is designated for the Westside Purple Line Extension Section 1 Project and does not have an impact to operations funding sources. These funds were assumed in the LRTP for the Westside Purple Line Extension Section 1 Project. This Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the project. No other funds were considered.

### **ALTERNATIVES CONSIDERED**

The Board could decide to reject the staff Recommendation to award the C1078 Contract. However, this alternative is not recommended because there is no assurance of better prices and the Maintenance of Way/Non-Revenue Vehicle Repair Building is required to replace existing buildings that will need to be demolished on their current site to provide a site for a future turn-back facility that will be required to support increased service levels on the Red/Purple Lines and satisfy the required headways for passenger revenue service. The current building site will also be required for the C1045 (Tunnels, Stations, Trackwork, Systems and Systems Integration Testing) Design/Build Contract to provide a temporary laydown and welding area for the trackwork that will be installed in the new tunnels and stations for the Westside Purple Line Extension Project.

**NEXT STEPS**

Project staff will issue a Notice of Award, execute a contract with the recommended contractor and once bonds, insurance, and project labor agreement requirements are met, issue a Notice to Proceed.

**ATTACHMENT**

- A. Procurement Summary
- B. Motion No. 83 by Director Molina - October 2014
- C. Summary of Extended Outreach Efforts

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