

**Board Report**

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**CONSTRUCTION COMMITTEE  
JULY 16, 2015**

**SUBJECT: CRENSHAW/LAX TRANSIT PROJECT**

**ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A  
CONTRACT MODIFICATION**

**RECOMMENDATION**

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION authorizing the Chief Executive Officer (CEO) to execute Contract Modification No. 39 to Contract No. E0117 with Hatch Mott MacDonald (HMM), to **continue Phase III Design Services During Construction (DSDC) support**, in the amount of \$6,656,000, increasing the total contract value from \$54,414,652 to \$61,070,652.

**ISSUE**

The Crenshaw/LAX Transit Project continues with final design and construction and requires a two-year extension of the HMM contract to provide specialized engineering consultant services. In addition to Metro staff there continues to be a need for HMM to provide DSDC support for the mainline project as the design-builder (Wash Shea Corridor Constructors) continues with final design and has commenced construction activities. HMM is required to supplement Metro support in the review of contract submittals, requests for information and contract design changes as they are received from the Crenshaw/LAX Transit Project design-build contractor.

In addition to supporting the efforts for the Crenshaw/LAX Transit Project HMM will also provide experienced engineering support for the Southwestern Yard Project in the review of design submittals, requests for information and design changes for the newly awarded design-build contractor (Hensel Phelps/Herzog JV) who will commence final design this summer.

**DISCUSSION**

In December 2009, the Board selected the Light Rail alternative as the Locally Preferred Alternative and awarded Contract E0117 to HMM for Phase I Advanced Conceptual Engineering, and contract options for Phase II Preliminary Engineering, Construction Contract Development and Bid Period Services; Phase III DSDC; and Phase IV Light Rail Transit (LRT) System Activation.

Phases I and II have been completed. In April 2012 the CEO was authorized by the Board to exercise the Phase III Contract option for DSDC support in the amount of \$13,235,158. This action is to extend the support from HMM for another two years through June 2017.

The Phase III DSDC scope of work includes the review of the design-build contractor's final design submittals, shop drawings, construction contractor's requests for information, review of design change notices/change orders, and support for issues resolution. The scope also includes additional bid support for the main alignment and Southwestern Yard design-build contracts. In addition, HMM provides final design oversight, support technical meetings, provide engineering support to the Metro project team and support the community relations team.

HMM is providing experienced engineering support to supplement existing Metro staff in the final design oversight, review of design submittals, requests for information and design changes, and also provides support to the Metro community relations team for the Crenshaw/LAX Transit Project. They will also provide experienced engineering support for the Southwestern Yard Project. There are not enough existing Metro positions available to provide such DSDC support. Some of the staff from HMM are on an as-needed basis only and not on a full-time basis depending on the type of submittals or questions received from the design-build contractors.

Authorization to exercise the option for Phase IV, LRT System Activation, will be presented to the Board when the project is ready to implement this Phase.

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards for Metro's construction projects

### **FINANCIAL IMPACT**

The funds for this action are included in the FY16 budget under Project 865512 (Crenshaw/LAX Transit Corridor Project) and Project 860003 (Southwestern Yard Project), in Cost Center 8510 (Construction Project Management), and Account No. 50316 (Professional Services). Since this is a multi-year project, the Executive Director, Engineering and Construction will be responsible for budgeting in future years.

#### **Impact to Budget**

The sources of funds for this project are Federal STP, CMAQ, State Proposition 1B, Proposition A 35% and Measure R 35% as included in the adopted Long Range Transportation Plan and updated by Board action in June 2013. The FY16 budget does not include any Prop 35% funds which are eligible for rail operations and capital. The other funds are not eligible for bus and rail operating expenditures. No other funds were considered.

## **ALTERNATIVES CONSIDERED**

The Board could decide to not approve the recommended Contract Modification. This is not recommended because there continues to be major elements of final design by the design-builder that HMM is providing engineering support to review design submittals, requests for information and design changes. Not extending HMM would mean a loss of experienced staff that have been working on the Crenshaw/LAX Transit Project and would be a detriment to the completion of this project. There are not enough Metro positions available to provide DSDC support.

## **NEXT STEPS**

After Board approval and execution of the contract modification, staff will direct the consultant to continue providing design support services for the Crenshaw/LAX Transit and Southwestern Yard projects through FY17.

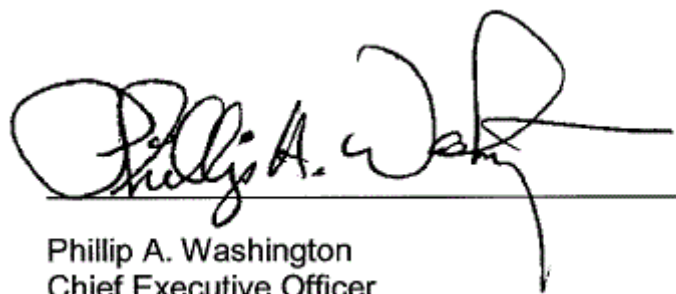
## **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - Contract Modification Authority (CMA) Change Order Log

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