



Board Report

File #: 2017-0070, **File Type:** Contract

Agenda Number: 36.

**CONSTRUCTION COMMITTEE
FEBRUARY 16, 2017**

SUBJECT: DIVISION 16: SOUTHWESTERN YARD PROJECT

**ACTION: APPROVE CONTRACT MODIFICATIONS FOR ACCOMMODATING POTENTIAL
LOS ANGELES WORLD AIRPORTS AUTOMATED PEOPLE MOVER**

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute Modification(s) to Contract No. C0991 with Hensel Phelps/Herzog JV, for the **column bent construction for the potential Los Angeles World Airports (LAWA) Automated People Mover accommodations** in an amount not-to-exceed \$3,220,000 increasing the total contract value from \$170,573,106 to \$173,793,106;
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0991 in the amount of \$3,220,000 increasing the total CMA from \$17,231,269 to \$20,451,269; and
- C. AUTHORIZING the CEO to enter into a funding agreement with Los Angeles World Airports.

ISSUE

A Notice-to-Proceed was issued to Hensel Phelps/Herzog JV on June 29, 2015 for the design and construction of the Division 16 Southwestern Yard maintenance facility. The design-builder has substantially completed final design for the Division 16 maintenance facility, has commenced construction of the maintenance building, and is in the process of constructing the track facility as part of the C0991 Contract. Los Angeles World Airports (LAWA) has requested Metro to construct an accommodation for the potential Automated People Mover (APM) foundations at one location between the Metro maintenance yard lead track and the main line tracks (see Attachments D and E).

DISCUSSION

Metro and LAWA have been coordinating the planning of the Airport Metro Connector (AMC) 96th

Street Transit Station Project to provide regional transit connectivity to the Los Angeles International Airport (LAX) and the LAWA Landside Access Modernization Program (LAMP) program. Subject to the outcome of LAWA's environmental clearance processes, various alternatives are under consideration.

LAWA completed an update to its Master Plan, General Plan and Specific Plan known as SPAS. While the SPAS has local approval on a programmatic basis, LAWA is currently in a project-level review for California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) as part of the LAMP program. The LAWA LAMP program contemplates connection of LAWA facilities with the LAX Central Terminal Area (CTA) via an Automated People Mover (APM) system. LAWA is currently in a procurement process for design and construction of the fixed facilities for the LAX APM.

Through the coordination of the Metro AMC project and the LAWA LAMP program, staff has coordinated a passenger interface at the future 96th St station, which will be located on the Crenshaw/LAX Line and adjacent to Metro's Division 16 maintenance facility. By having the interface at this location, the LAWA APM system is proposed to cross over the Crenshaw/LAX Line main line tracks and the south yard lead that will access the Metro Division 16 maintenance facility.

To minimize disruption to the operating Metro maintenance facility during construction of the potential APM, LAWA has requested Metro to construct a column bent that is located between the maintenance facility south yard lead and the main line tracks. It is critical that construction is authorized in March 2017 so as to not impact the ongoing construction associated with the Crenshaw/LAX main line and Division 16 Southwestern Yard maintenance facility contracts.

An environmental analysis was conducted to determine the potential environmental impacts associated with the construction of the bent column between the maintenance facility south yard lead and main line tracks. This analysis indicates that identified potential environmental impacts would have no adverse effects resulting from the action. Metro would continue to implement the mitigation measures identified in the Record of Decision for the overall project to ensure significant impacts are continually mitigated.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

This is a multi-year effort; the project manager and Chief Program Management Officer is responsible for budgeting for future year costs.

Impact to Budget

The funding for the accommodations will be provided by Los Angeles World Airports, as such there are no impacts to Metro's bus and rail operations eligible funding sources.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approving the accommodations to execute the Contract Modifications at this time. This is not recommended as construction of the LAWA APM in the future would either impact the construction of the Crenshaw/LAX Transit Project or increase the impacts to Metro Rail Operation of the Crenshaw /LAX line and access to the Division 16 maintenance facility. Metro's design-builder is on schedule and progressing the base construction work for the maintenance facility as required by its contract, and will commence track construction in June 2017. Once track construction progresses, subsequent construction contract modifications will significantly impact the design-builder's contract cost and completion schedule.

NEXT STEPS

Upon approval of the recommendations, staff will execute the Contract Modification.

ATTACHMENTS

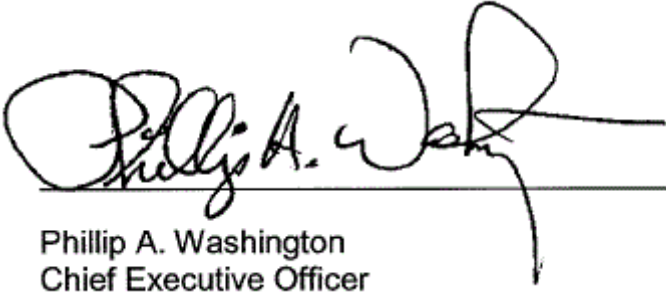
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Potential LAWA APM Plan View
Attachment E - Potential LAWA APM Cross Section

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