



## Board Report

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File #: 2015-1716, File Type: Contract

Agenda Number: 24

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**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

Prepared by:

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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## CRENSHAW/LAX TRANSIT PROJECT / C0988

1.	<b>Contract Number:</b> C0988 Crenshaw/LAX Transit Corridor Design-Build		
2.	<b>Contractor:</b> Walsh/Shea Corridor Constructors (WSCC)		
3.	<b>Description:</b> Construct accommodations so as not to preclude a future Light Rail Station (LRT) Station at 96th Street.		
4.	<b>The following data is current as of:</b> April 30, 2016		
5.	<b>Contract Completion Status:</b>		
	<b>Proposals Opened</b>	6/12/12	<b>% Completion \$'s</b> 44.4%
	<b>Contract Awarded</b>	6/27/13	<b>% Completion Time</b> 51.8%
	<b>Notice to Proceed (NTP)</b>	9/10/13	<b>Orig. Contract Days</b> 1824
	<b>Original Completion Date</b>	9/08/18	<b>Change Order Days</b> 35
	<b>Current Estimated Completion Date</b>	10/13/18	<b>Suspended Days</b> 0
	<b>Total Revised Days</b>		1859
6.	<b>Financial Status:</b>		
	<b>Contract Award :</b>	\$1,272,632,356.00	
	<b>Total of Mods/Changes Approved :</b>	\$21,843,793.38	
	<b>Current Contract Value :</b>	\$1,294,476,149.38	
7.	<b>Contract Administrator:</b> Frederick Origel Director, Contract Administration	<b>Telephone Number:</b> (213) 922-7331	
8.	<b>Project Director:</b> Charles Beauvoir, S.E. Deputy Executive Officer, Project Management	<b>Telephone Number:</b> (213) 922-3095	

**A. Procurement Background**

On June 27, 2013, Contract No. C0988 was awarded to Walsh/Shea Corridor Constructors (WSCC), the lowest responsive and responsible proposer, in the amount of \$1,272,632,356.

This Board Action is to authorize the CEO to issue a Change Order to start the construction of accommodations so as not to preclude a future Light Rail Transit (LRT) Station in the vicinity of 96<sup>th</sup> Street, while staff negotiate a total contract modification. Contract Modification(s) will be processed in accordance with Metro's Acquisition Policy.

Metro Staff is requesting approval of a not-to-exceed value to allow for the procurement of long lead items and construction of the change work to mitigate potential delays to project schedule.

Refer to Attachment B for modifications/change orders approved and pending as of April 30, 2016, to add and/or delete work and the proposed modifications pending authorization.

**B. Cost/Price Analysis**

The final price for this contract change will be reviewed and analyzed by Metro staff to determine a fair and reasonable price in accordance with Metro Procurement Policies and Procedures. The negotiation process will included, but is not limited to, fact finding, technical evaluation, cost analysis, and an independent cost estimate. The recommended price will be audited by MASD and subject to removal of any unallowable or unallocable costs.

Design for the necessary accommodations for the future 96<sup>th</sup> street station was Approved for Construction (AFC) on March 10, 2016 and two (2) Notice of Design Changes (NDC) have been approved, latest dated May 19, 2016. Contractor is reviewing the approved AFC and NDC design packages and after discussions with Metro will submit a revised cost proposal for Construction.

<b>MOD. No.</b>	<b>Modification Description</b>	<b>Proposed Amount</b>	<b>Metro ICE</b>	<b>NTE Amount</b>
TBD	Construct W. Alignment Shift for 96 <sup>th</sup> Street Station	TBD	TBD	\$7,400,000.00

**ATTACHMENT B**

**CONTRACT MODIFICATION / CHANGE ORDER LOG –  
CRENSHAW/LAX TRANSIT PROJECT**

<b>Mod. No.</b>	<b>Description</b>	<b>Status</b>	<b>Cost</b>
1	Administrative Change - Update Special Provision SP -05-Notice and Service and SP-06-Insurance Requirements	Approved	No Cost
2	Administrative Change - Technical Reports Part 6.3 PSR/PR	Approved	No Cost
3	CPUC Application	Approved	No Cost
4	Administrative Change - Revised Contractor's Mailing address	Approved	No Cost
5.3	Clarification of Schedule F Applicability	Approved	No Cost
6	Administrative Change – Update Metro Rail Directive Drawings	Canceled	Canceled
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400.00
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820.00
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458.00
10	Update Volume 1: Form of Contract, Volume 4: Metro Specifications and Volume 5: Metro Rail Design Criteria	Canceled	Canceled
11	Special Events Traffic Control Site Improvements	Approved	\$26,754.00
12	Design Fare Gates At-Grade Latching	Approved	\$239,000.00
13	Construction of Fare Gates At-Grade Latching	Approved	\$2,310,000.00
14	Hazardous Material Abatement Parcel	Approved	\$260,338.90
15	Hazardous Material Abatement Parcel Florence	Approved	\$481,555.20
16	Updated Volume 1, 4, and 7	Approved	No Cost
17	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$122,503.49
18	Construction -Protect for Future Transport. Corridor at 98 <sup>th</sup> St	Approved	\$240,434.34
19	Update MRDC Station Benches	Approved	No Cost
20	Waste Removal Bellanca & Arbor ROW	Approved	\$80,880.00
21	Design Underground Structure HDPE	Approved	No Cost
22	ADA Directional Tile	Approved	No Cost
23	Modify Property Turnover Dates	Approved	No Cost
24	Phone System For Field Office	Approved	\$44,019.07
25	Additional Property Demo, Parcel HS-2706	Approved	\$60,731.85
26	Rail Design Criteria Update – Full Height Platform End Gate	Approved	\$194,412.00
27	Rail Design Criteria Update – LED Lighting	Approved	\$407,242.00
28	Rail Design Criteria Update – Park and Ride Lot ETEL	Approved	\$407,552.00
29.1	Traffic Control Support for DWP Utility Work	Approved	\$113,232.00
29.2	Adjustment Traffic Control for DWP at MLK	Approved	\$112,216.00
30.3	Access for Construction of Temporary Roadway	Approved	No Cost
31	Security Guard – Crenshaw/LAX IPMO	Approved	\$102,757.54

32	ACM Removal Century-Aviation Bridge	Approved	\$55,012.20
33	Revised Steel Canopy Sections	Approved	(\$66,254.00)
34	Temporary Fencing at Avis Property	Approved	\$1,212.43
35	Hazardous Material Abatement Gourmet Food Bldg	Approved	\$341,074.00
36	Hazard Material Abatement-Bldgs /Properties	Approved	\$211,166.00
37	Dispute Review Board Procedures	Canceled	Canceled
38.2	Update Volume 1 Conformed Articles	Approved	No Cost
39.1	Update Vol 1 SP 6 Insurance Requirements	Approved	No Cost
40.1	ADA Tactile Guidance Pathways	Approved	\$565,376.00
40.2	ADA Tactile – Color Change	Approved	No Cost
41	Parking for Florence/West Park & Ride	Approved	\$99,500.00
42	SC Edison Design Engineering	Approved	\$55,606.11
43	HVAC Repair/Replacement LAX IPMO	Approved	\$119,630.00
44	Fencing at ROW Cedar/Eucalyptus	Approved	\$8,695.00
45	Construct HDPE Geo membrane Cushion	Approved	\$697,495.00
46	Striping and Traffic Loops	Approved	\$19,041.13
47	CHP Support for Century Crush	Approved	\$46,566.84
48.2	35 Day Delay – Milestone	Approved	No Cost
49	Hazardous Material Parcels	Approved	\$52,420.00
50	UST Removal – Parcels SW-0103	Approved	\$51,827.00
51	UST Remv-Parcels HS2201/2206 CR3701	Approved	\$176,376.00
52	Update Roll-Up Grilles & Pay Phone	Approved	\$136,597.00
53	Contaminated Soil/Slurry	Approved	\$240,218.00
54	COI Design Serv. Century Crush	Approved	\$14,543.00
55	Security Guard – 24 hour Shifts	Approved	\$82,947.12
56	Station Architectural Standards	Approved	\$69,162.00
57	Millstone Revision Exercise Option 2A & 2B	Approved	No Cost
58.2	Design Extended Track	Approved	\$274,876.55
59	SP 24 Incorporating BAFO Changes	Approved	No Cost
60	Design Accommodations for 96 <sup>th</sup> St Sept 1,2, Part A	Approved	\$641,378.28
61.1	TIFA Certification Requirements	Approved	No Cost
62	Design Centinela Crossing/Eucalyptus	Approved	\$251,158.00
63	Design Harbor Sub At Grade Lighting	Approved	\$216,080.00
64	Removal of Contaminated Seg A Imperial	Approved	\$1,824.07
65	Capri AC Unit Replacement	Approved	\$22,191.89
66	Unknown UG Obstruction at MLK Phase	Approved	\$30,234.68
67	3rd Party (Conad) Repair on Victoria	Approved	\$1,592.63
68	LADWP Gate and Laydown	Approved	\$1,767.14
69.1	Revised Radio System Frequencies	Approved	\$6,222.00
70	Clarification of Radiating Cable and Assembly Parts	Canceled	Canceled
71	Aviation/Century Temp Sidewalk	Approved	\$18,207.00
72	Hazardous Material Removal at Parcel SW-010CR 3304	Approved	\$33,212.00
73	Dollar Rent A Car Facility Hazardous Material Removal	Approved	\$204,924.00



74	Access to Covered Manholes	Approved	\$200,000.00
75	Design Updated Station Customer Signage Directive Drawings	Approved	\$55,665.00
76	Capri Electrical-Surveillance Camera	Approved	\$19,649.58
77	Relocate LAWA Water Service – Design	Approved	\$50,702.00
78	African Drum Project Tree Removal	Approved	\$2,512.76
79	Update Vol. 1 Indefinite Qty Equipment	Approved	No Cost
80	Contaminated Drilling Slurry Century	Canceled	Canceled
81	Reroute Northrop Bent 1A	Approved	\$20,988.00
82	96th Station West Option Analysis	Approved	\$17,333.52
83	Additional Recurring of Properties	Approved	\$8,331.44
84	MIC Control System	Approved	\$1,076,736
85	Delete HS-2001 & 0.1 FM SP 16/17	Approved	No Cost
86	Fence Adjustment at MLK	Approved	\$10,011.21
87	Claim Resolution-Electric Mtrg Switchgear	Approved	\$610,300.00
88	Design 10" & 8" Abandon Lines Crenshaw	Approved	\$18,180.00
89	At Grade Station Ticketing Zone	Approved	\$70,074.00
90	Utility Investigation for 96th Street	Approved	\$35,808.21
91	Additional Security " Taste of Soul"	Approved	\$15,912.55
92	Abandoned 8" and 10" Pipe at Vernon Station	Approved	\$222,752.00
93	Daily Stand By Construction Zone 2/2A	Approved	\$90,000.00
94	Storage Trailer at the Arlington Yard	Approved	\$8,695.00
95	Unknown Concrete Slab Encounter at FCBC Facility	Approved	\$11,032.00
96	Electrical Ductbank Revisions at Exposition Station	Approved	\$541,193.00
97	Continuous Deflection Monitoring Greenline Counterweight Removal	Approved	\$155,461.00
98	Intrusion Detection Access Control Interface	Approved	\$65,926.00
99	16" Gas Pipe ACM Abatement Expo	Approved	\$17,972.98
100	Additional Rebar at Deck Panel	Approved	\$282,386.56
101	Security Guard for Crenshaw/LAX – Year 2	Approved	\$171,919.90
102	Cable Transmission System Update	Approved	\$65,517.00
102.1	Cable Transmission System Update – Add Diagrams	Approved	No Cost
103	Obstructions at Green Line Bent 3 and 4	Approved	\$30,821.00
104	Contaminated Soil – Multiple Locations	Approved	\$387,257.46
105	Century/Aviation Bridge Camera	Approved	\$9,719.00
106	Asbestos Testing Monitoring at Avis	Approved	\$1,894.00
107	Haz Mat Investigation Removal – Car Wash UST	Approved	\$14,541.73
108	Reconfiguration of Traffic Control Plan – La Brea	Approved	\$55,053.00
109	Cedar Encroachment Removal	Approved	\$17,566.00
110.2	Transmit LACMTA Lease Agreement and SWY Turnover Dates	Approved	\$26,533.00
111.1	Crenshaw Blvd. Tree and Landscaping	Approved	\$399,308.00
112	HNTB Design Costs for 96 <sup>th</sup> Street W. Alignment	Approved	\$922,997.00
113	Centinela Crossing Tree Preservation	Approved	\$45,450.00
114	Claim Resolution – DWP Vault Relocation MLK	Approved	\$125,614.66

115	Deletion of Public Phone	Approved	(\$59,315.19)
116	Harbor Sub Encasement Verification – Non Highlighted Utilities	Approved	\$94,240.13
117	Harbor Sub Encasement Verification – Unknown Utilities	Approved	\$159,743.78
118	Harbor Sub Encasement Verification – Highlighted Utilities	Approved	\$208,350.12
119	Encasement Verification – City of LA	Approved	\$45,448.78
120	Contaminated Oil Removal – UG1 FOG Lines	Approved	\$41,193.00
121	Florence/West Station – Redondo Blvd. Temporary Parking	Approved	\$35,000.00
122	ATC System at Slauson Signals	Approved	\$42,943.00
123	Track Drainage CI Pipe in Lieu of PVC	Approved	\$130,217.00
124	City of Inglewood Water Line Relocation	Approved	\$697,526.00
125	LKC Design W. Alignment Shift for 96 <sup>th</sup> Street	Approved	\$217,638.00
126.1	Provisional Sum – Unknown Utility	Pending	\$3,000,000.00
127.1	Modifications for 24” FAA Fiber Optic Duckbank at UG1	Approved	\$134,735.00
128	Greenline Safety Walkway – Design	Approved	\$44,068.00
129	Support of Excavation 2.0 Safety Factor	Approved	\$504,769.00
130	Unique 65 Foot Mast Arm at Aviation Blvd. and Century Blvd.	Canceled	Canceled
131	Unknown Obstructions at 405 Bridge Bent 2	Approved	\$63,480.00
132	Claim Resolution – Traffic Control at LADOT’s	Approved	\$155,988.75
133	Design – Eliminate DWP Switchgear at MLK	Approved	\$51,410.00
134	Addition of LATS Time Synchronization	Approved	\$39,880.00
135	Updated Standard Wayside Rail Operation Signage	Approved	\$39,735.00
136	UG 1 Wayfinding – Design	Approved	\$68,548.00
137	LKC Design Accommodations 96 <sup>th</sup> Street, Step 2 part A	Approved	\$65,132.00
138	Claim Resolution – Install Video Detection Camera	Approved	\$27,216.00
139	Claim Resolution – ATSAC Fiber Optic Relocation at Expo	Approved	\$221,652.00
140	TPSS #10 Build-out, Power Drop and UG4 Fan Revision	Pending	\$259,244.53
141	Mitigation Reimbursement (Golf Carts)	Approved	\$14,853.90
142	Design- North Yard Lead Revisions	Approved	\$21,030.00
143	Line Removal at Florence and Isis in Conflict with Storm Drain Installation	Approved	\$4,483.00
144	Removal of Underground Storage Tanks at Florence Properties	Approved	\$69,486.57
145	Remove/Dispose/Burn Contaminated Soils from Expo	Approved	\$487,827.24
146	TPSS No. 2 Upgrade from 1.5 MW to 2.0 MW	Approved	\$46,802.00
147	Unknown Slab at 111 <sup>th</sup> and Aviation	Approved	\$6,746.00
148	Subsurface Investigation 317 E. Florence	Pending	\$30,087.60
149	Removal of Underground Storage Tank at Expo Yard Excavation	Approved	\$43,876.87
150	Gas Line in Pole Foundation at Arlington and MLK	Approved	\$2,489.41
151	Market Street Catch Basin Tie-in	Pending	\$14,010.00
152	Abandoned 8” and 10” Pipe Environmental Testing UG-4	Pending	\$417,000.00
153.1	Removal of the Track/Rail and Hump at Imperial and Aviation Blvd.	Pending	\$70,128.00
154	18in Sanitary Sewer Relocation at MSE Wall	Pending	\$614,133.00
155	Claim Resolution – TPSS #1 Relocation S. Imperial	Pending	\$91,252.00

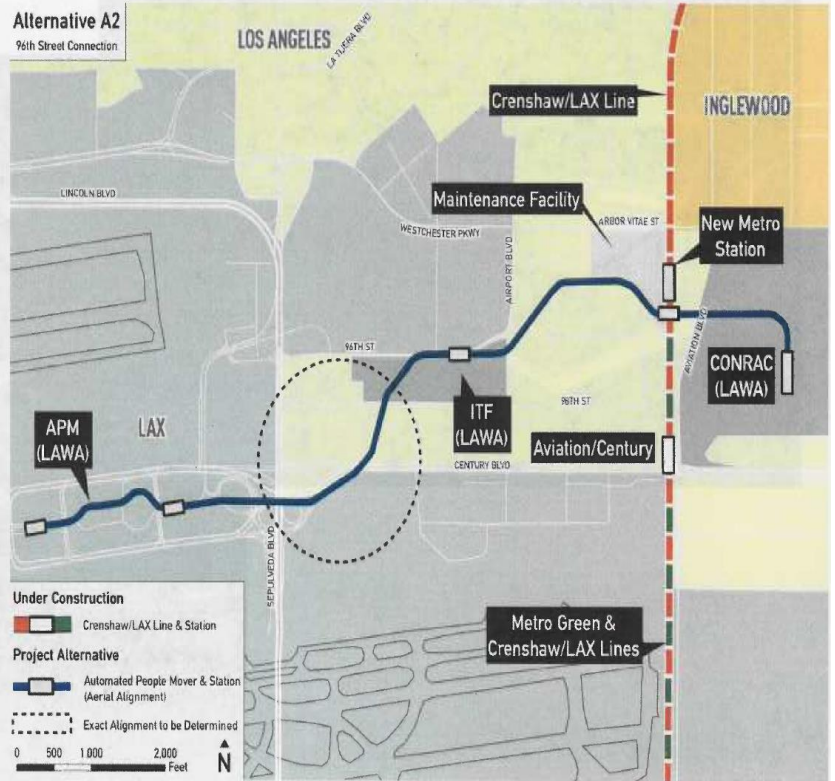
156	Qwest Line Relocation	Pending	\$436,312.00
157	Delay Cost at CP-4	Pending	\$115,000.00
158	Vernon ATSAC Relocation	Pending	\$270,555.00
159	Claim Resolution – FAA LAWA Navid Light	Pending	\$125,000.00
160	Pothole & Remove 216in Gas Line	Pending	\$52,000.00
161	UG 1 Ventilation Fans	Pending	\$390,429.00
162	Tunneling Requirements	Pending	(\$5,534.40)
163	Claim Resolution – 104 St. Deck Lid – Design	Pending	\$62,000.00
165	Claim Resolution – SWY Removal of Electric Service	Pending	\$25,000.00
166	Claim Resolution – Metro Directed Fencing	Pending	\$35,228.80
167	Claim Resolution – Metro Directed Potholing	Pending	\$6,919.87
173	Florence/ La Brea Bus Transfer Station	Pending	\$2,200,000.00
Change Orders			
CO 30	Board Approved Station Name Change	NTE	\$10,000.00
CO 37.2	Design Hold Out Signals Aviation/Century	NTE	\$50,000.00
CO 38	Abandoned 8” and 10” Pipe Environmental Test and Removal (UG3)	NTE	\$362,500.00
CO 40	Relocate LAWA Water Service to 111 <sup>th</sup>	NTE	110,000.00
CO 41	Design Deluge System at Expo Crossover	NTE	\$0
CO 46.2	Underground Fire Rated Conduit Cable	NTE	\$200,000.00
CO 50.1	Turnback and Speed Restrictions	NTE	\$100,000.00
CO 51	Shut Down at MLK Station	Pending	\$60,000.00
CO 52	Habor Sub Potholing Unknown Utilities Eucalyptus	NTE	\$20,000.00
CO 53	Signal House Monitors	NTE	\$15,000.00
CO 58	Encasement Verification City of LA Sewer at Arbor Vitae	NTE	\$8,000.00
CO 59	Park Mesa Heights Median Exhibit Study	Canceled	Canceled
CO 60.1	Revise Street Plans at Hindry Avenue	NTE	\$21,600.00
CO 61	Park Mesa Heights Resequencing	NTE	\$300,000.00
CO 62	Encase City of LA Sanitary Sewers	NTE	\$100,000.00
CO 63.1	Civil Revisions for CPUC Striping at West Street	NTE	\$30,000.00
CO 64	Crenshaw Landscaped Median Rendering	NTE	\$50,000.00
CO 65	Removal/Disposal of Asbestos Pipe 255+30	NTE	\$2,000.00
CO 66	Removal and Disposal of Unknown Concrete at Redondo	NTE	\$5,000.00
CO 67	Ballast Wall Extension at Eucalyptus	NTE	\$12,500.00
CO 68	TPSS No.1 New Power Transmission	NTE	\$260,000.00
CO 69	Unknown 18inch Storm Drain UG-1	NTE	\$12,000.00
CO 71	Credit Crenshaw Tree Permit	NTE	No Cost
CO 72	Removal of 24in Storm Drain at MLK Station	NTE	\$100,000.00
CO 73	Tree Species and Bike Racks	NTE	\$8,000.00
CO 74	Pedestrian Lights Slauson Station	NTE	\$16,000.00
CO 75	Unknown Storm Drain Utility West Century	NTE	\$2,000.00
CO 76	LADOT Parking Lots Improvements	NTE	\$20,000.00
TBD	W. Alignment Shift for 96 <sup>th</sup> Street Station Accommodations	Pending	\$7,400,000.00

Subtotal – Approved Modifications & Change Orders	<b>\$21,843,793.38</b>
Subtotal – Pending Changes/Modifications	<b>\$15,668,765.40</b>
<b>Total Mods and Pending Changes (including this change)</b>	<b>\$37,512,558.78</b>
Prior CMA Authorized by the Board (including base award and other modifications)	<b>\$134,699,993.00</b>
Increased CMA for this recommended action	<b>\$7,400,000.00</b>
<b>Total CMA including this action</b>	<b>\$142,099,993.00</b>
<b>Remaining CMA for Future Changes</b>	<b>\$104,587,434.22</b>

## ATTACHMENT C

# Alternative A2 – New LRT/APM Stations at 96<sup>th</sup> Street

- North of 96<sup>th</sup> Street APM route preferred by recent LAWA analysis
- Requires new at-grade Crenshaw/LAX/Green Line LRT station at 96<sup>th</sup> Street to connect to APM
- 2.1 miles with 5 stations
- Provides direct connection from Metro Rail to Intermodal Transportation Facility (ITF) and CTA



## DEOD SUMMARY

## CRENSHAW/LAX TRANSIT PROJECT

**A. (1) Small Business Participation – Design**

Walsh/Shea Corridor Constructors (WSCC) made a 20.59% Disadvantaged Anticipated Level of Participation (DALP) commitment for Design. DBE commitments were made to 10 DBE subcontractors at the time of award, and 10 additional DBE subcontractors have been added to-date. The current (DBE) participation is 25.61%.

<b>DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT</b>	DALP 20.59%	<b>DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION</b>	DALP 25.61%
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Item No.	Design DBE Subcontractors	% Commitment	Current <sup>1</sup> Participation	Ethnicity
1.	BA, Inc.	0.61%	0.95%	African American
2.	D'Leon Consulting Engineers	0.85%	1.48%	Hispanic American
3.	FPL and Associates, Inc.*	0.41%	0.36%	Asian Pacific American
4.	IDC Consulting Engineers, Inc.	0.94%	1.06%	Asian Pacific American
5.	Innovative Engineering Grp., Inc. *	0.23%	0.24%	Asian Pacific American
6.	Lynn Capouya	0.96%	1.09%	Non-Minority Women
7.	Martin & Libby	0.85%	0.92%	Non-Minority Women
8.	MGE Engineering	1.48%	2.12%	Asian Pacific American
9.	Mia Lehrer + Associates	0.51%	0.35%	Hispanic American

10.	NBA Engineering	0.72%	0.83%	Non-Minority Women
11.	Parikh Consultants	1.85%	2.89%	Asian Pacific American
12.	Sapphos Environmental *	0.02%	0.02%	Hispanic American
13.	Selbert Perkins Design Collaborative *	0.27%	0.32%	Non-Minority Women
14.	TEC Management *	0.41%	0.77%	African American
15.	Ted Tokio Tanaka Architects *	0.51%	0.54%	Asian Pacific American
16.	Togo Systems *	0.46%	0.78%	Asian Pacific American
17.	Universal Reprographics *	0.03%	0.14%	Non-Minority Women
18.	V&A, Inc.	9.25%	10.60%	Hispanic American
19.	YBI Management Services*	0.03%	0.02%	Hispanic American
20.	YEI Engineers *	0.20%	0.13%	Asian Pacific American
	<b>Total Commitment</b>	<b>20.59%</b>	<b>25.61%</b>	

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

\* DBEs added after contract award

## **A. (2) Small Business Participation – Construction**

Walsh Shea Corridor Constructors (WSCC) made a 20% Disadvantaged Anticipated Level of Participation (DALP) commitment for Construction at the time of contract award, and made 5 DBE subcontract commitments. After the start of Construction, 43 DBE subcontractors were added. WSCC is currently achieving 9.96% of their proposed 20% DBE subcontract commitment for Construction. It is expected that DBE commitments will continue to increase as Construction progresses.

Based on the total amount paid-to-date to WSCC and the total actual amount paid-to-date to DBE subcontractors, current participation is 25.62%. WSCC is expected

to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

<b>DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT</b>	DALP 20%	<b>DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION</b>	DALP 25.62%
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Item No.	Construction DBE Subcontractors	% Commitment	Current <sup>1</sup> Participation	Ethnicity
1.	Ace Fence Company*	0.03%	0.09%	Hispanic American
2.	Advantage Demolition & Grading*	0.01%	0.02%	African American
3.	Alameda Construction*	0.06%	0.16%	African American
4.	Analysis & Solution Consultants*	0.04%	0.08%	African American
5.	Anytime Dumping*	0.68%	1.17%	African American
6.	B&B Diversified Materials*	0.26%	0.76%	Asian Pacific American
7.	Bravo Pacific*	1.68%	1.04%	Hispanic American
8.	C Bass Dirtyworks*	0.03%	0.09%	African American
9.	Clean Up America*	0.04%	0.11%	African American
10.	Coast Surveying	0.25%	0.24%	Hispanic American
11.	Coleman Construction*	0.03%	0.10%	African American
12.	CPR Trucking	0.20%	0.06%	Hispanic American
13.	DC Engineering Group*	0.01%	0.20%	Sub-Continent Asian American



14.	Davis Blue Print Co., Inc.*	0.00%	0.01%	Hispanic American
15.	DCD Electric*	0.07%	0.46%	African American
16.	Deco Pave*	0.01%	0.07%	Asian Pacific American
17.	Deborah Dyson Electrical Contractor*	0.00%	0.01%	African American
18.	E-Nor Innovations*	0.06%	0.18%	African American
19.	EW Corporation*	0.01%	7.67%	Hispanic American
20.	Excelsior Elevator Corporation*	0.62%	0.27%	Asian Pacific American
21.	Fine Grade Equipment*	0.02%	0.01%	Native American
22.	Flores Construction*	0.00%	0.01%	Hispanic American
23.	G & C Equipment Corporation*	1.92%	6.36%	African American
24.	G.O. Rodriguez*	0.00%	0.01%	Hispanic American
25.	GW Civil Constructors, Inc.*	0.32%	0.80%	African American
26.	Integrity Rebar Placers*	2.54%	2.94%	Hispanic American
27.	Lowers Welding and Fabrication, Inc.*	0.02%	0.57%	Non-Minority Female
28.	Morgner Construction Management*	0.07%	0.12%	Hispanic American
29.	Nextline Protection Services *	0.03%	0.32%	African American
30.	Pacrim Engineering*	0.00%	0.00%	Asian Pacific American
31.	Padilla & Associates	0.15%	0.36%	Hispanic American
32.	Quality Engineering, Inc.	0.31%	0.32%	African American
33.	Robnett Electric, Inc.*	0.00%	0.01%	African American
34.	RJ Lalonde, Inc.*	0.00%	0.00%	Non-Minority Women

35.	RJ Safety Supply Co.*	0.00%	0.00%	Non-Minority Women
36.	Safeprobe*	0.02%	0.04%	Asian Pacific
37.	Sapphos Environmental	0.05%	0.08%	Hispanic American
38.	Soteria Company (Griego and Associates)	0.10%	0.13%	Hispanic American
39.	South Coast Sweeping*	0.12%	0.21%	Non-Minority Women
40.	The Jungle Nursery*	0.01%	0.00%	Hispanic American
41.	Thomas Land Clearing*	0.03%	0.16%	African American
42.	TEC Management Consulting*	0.02%	0.02%	African American
43.	Titan Disposal*	0.03%	0.00%	African American
44.	Treesmith Enterprises*	0.02%	0.06%	Hispanic American
45.	Universal Reprographics, Inc.*	0.00%	0.03%	Non-Minority Women
46.	V&A, Inc.*	0.07%	0.16%	Hispanic American
47.	VMA Communications	0.04%	0.10%	Hispanic American
48.	YBI Management Services*	0.00%	0.01%	Hispanic American
	<b>Total Commitment</b>	<b>9.96%</b>	<b>25.62%</b>	

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

\* DBEs added after contract award

## **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 53.92% complete which represents the number of construction labor hours worked to date divided by the total projected labor hours for the project. The contractor is achieving the 40% Targeted Worker Goal at 58.72% not achieving the 20% Apprentice Worker Goal at 18.27%, and achieving the Disadvantaged Worker Goal at 11.54%. Contractor provided an Employment Hiring Plan that the Apprentice Worker goal will be fully achieved by Mid-2017. Staff will continue to monitor and report the contractor's progress toward meeting the goals of the PLA/CCP.

**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**

Living wage is not applicable to this modification.


**Metro**

 Los Angeles County  
 Metropolitan Transportation Authority

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 Los Angeles, CA 90012-2952

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 metro.net

**REVISED**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**NOVEMBER 5, 2014**  
**CONSTRUCTION COMMITTEE**  
**NOVEMBER 6, 2014**

**SUBJECT: AIRPORT METRO CONNECTOR**
**ACTION: APPROVE PURSUING ACCELERATED FUNDING AND RENAMING PROJECT**
**RECOMMENDATION**
**A. Approve:**

1. Pursuing acceleration of up to \$33.2 million in federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure R Transit Sub-funds currently planned for the Airport Metro Connector (AMC) project in Fiscal Years (FY) 2024 and 2025 to cover the cost of accommodations implemented as part of the Crenshaw/LAX Transit Project (Crenshaw/LAX) and design of the new station; and
2. ~~Renaming the Airport Metro Connector project to "LAX Gateway Station";~~

**B. Receive and File:**

1. Preliminary project schedule, developed in coordination with Los Angeles World Airports (LAWA), for the environmental review phase only; and
2. Status report on the station design guidelines directed by the Board in June 2014.

**ISSUE**

On June 26, 2014, the Board approved a new Metro Rail station (LAX Station) on the Crenshaw/LAX transit corridor as the preferred alternative for the AMC Project. On the same date, the Board also approved a motion containing a set of design guidelines for staff to incorporate during the development of this new rail station. Attachment A includes the June 2014 Board motion. At the October 2, 2014 meeting, the Board directed, among other items, that staff report to the Board at the November 2014 meeting with a financial plan, in coordination with LAWA, to accelerate completion of the AMC project to complement the opening of the Crenshaw/LAX project in 2019. Attachment B includes the October 2, 2014 Board motion. This report responds, in part, to the October Board directive, ~~requests Board approval to change the project name~~ and provides a status report on the station design elements and environmental

clearance schedule. Staff will report to the Board in February 2015 with a financial plan and updated project schedule.

## **DISCUSSION**

At the July 2014 meeting, the Board approved increasing the total contract value for Contract No. C0988 with Walsh/Shea Corridor Constructors by \$3 million to design and construct accommodations so as not to preclude a future Metro Rail station, near Aviation Boulevard and 96<sup>th</sup> Street, being developed as part of the AMC project. The accommodations presented in July included relatively minor modifications to the alignment design and involved work within the current Metro-owned Right-of-Way (ROW).

Since July, AMC and Crenshaw/LAX staff have explored expanding the scope of the accommodations, beyond the current Metro-owned ROW, in an attempt to realize better efficiencies between current and future construction activities as well as reducing impacts to future Metro Rail service. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

The expanded scope for accommodations is part of a possible three-step phasing strategy intended to accelerate AMC project completion. As suggested in the September 2014 staff report, a phased implementation plan could include:

1. Not-to-preclude accommodations as part of Crenshaw/LAX
2. Construction of light rail platforms and bus plaza
3. Construction of fully-enclosed transit center building, in coordination with LAWA's construction of the APM station

All three phases are contingent upon the acceleration of AMC funding. Phase 3 may also require a financial contribution by LAWA and/or other parties. ~~Metro and LAWA~~ Staff will continue to explore cost and funding strategies as the building program is developed.

### **Project Funding Acceleration**

The proposed first phase of the AMC project is estimated to cost approximately \$33.2 million. This cost includes right of way acquisition, construction of the Crenshaw/LAX accommodations, and design of the full transit facility (excluding the APM station).

To finance and deliver the Crenshaw/LAX accommodations, Metro staff is proposing to accelerate the use of as much CMAQ funds as possible from the \$33.3 million currently planned for AMC in fiscal years 2024 and 2025. Subject to approval by the Federal Transit Administration (FTA), these funds would be made available to the Crenshaw/LAX project so that this work could be done as part of the construction. Some Measure R Transit Sub-fund revenues may be used to fulfill matching requirements or project needs that pre-date the availability of the CMAQ funds. The Crenshaw/LAX project budget includes federal Transportation Infrastructure Finance

and Innovation Act (TIFIA) funds and Metro staff anticipates that federal action to amend the current Crenshaw/LAX TIFIA agreement will need to occur. The balance of CMAQ funds along with available Measure R funds programmed to AMC will be used for architectural services for the transit center.

#### Crenshaw/LAX Accommodations

AMC and Crenshaw/LAX project staff continue to evaluate the accommodations which could be made to the Crenshaw/LAX project so as to protect for the future Metro station and minimize impacts to future Metro Rail operations. The accommodations identified to date involve the acquisition of right-of-way, utility relocation, redesign and construction of mainline tracks, relocation of special track work, and grade crossing modifications. Completion of these accommodations is contingent upon accelerated AMC funding and Board approval of Crenshaw/LAX contract modification.

#### Potential Impacts to Crenshaw/LAX Project

A Notice to Proceed was issued to the Crenshaw/LAX design-builder C0988 Walsh/Shea Corridor Constructors (WSCC), on September 10, 2013. WSCC is completing final design and has already begun construction work in several areas of the project alignment.

Crenshaw/LAX and AMC staff are currently validating the expanded scope of work for the accommodations, which includes executing a separate design process that will proceed in parallel with WSCC's base contract work. The expanded scope of accommodations, that is proposed to be implemented as part of the Crenshaw/LAX project, requires supplemental environmental approval (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]) and property acquisition prior to construction. The supplemental environmental approval would need to be completed by Spring 2015 and the property acquisition would need to be completed by Summer 2015 in order to avoid delays to the Crenshaw/LAX project. The full impacts to the Crenshaw/LAX construction schedule, if any, will not be known until the environmental and property acquisition processes are initiated and progressed. Crenshaw/LAX and Metro Real Estate staff are in the process of initiating the environmental and property acquisition processes, respectively.

Another potential impact to the Crenshaw/LAX project is the timing of the future AMC construction. Currently, construction of the LAX Station cannot begin until after the environmental clearance process is completed and funding for Phase 2 (light rail platforms and bus plaza) is accelerated. Should the AMC construction phase begin as early as 2017, this would create a condition where two contractors from different projects would be working in the same area which could result in delay claims by one or both contractors. In addition, the AMC construction activities could potentially impact local area systems installation and testing as well as pre-revenue testing for the Crenshaw/LAX project, which could delay completing the project on schedule.

### AMC Project Schedule

Over the last several months, Metro and LAWA have worked to better define the respective projects, including the development of initial studies which are intended to streamline the environmental review phase.

As currently planned, both Metro and LAWA will initiate preparation of separate, yet coordinated, CEQA Environmental Impact Reports (EIR) in January/February 2015. The CEQA environmental review process will precede the federal process. Metro and LAWA are currently coordinating with the ~~Federal Transit Administration (FTA)~~ and the Federal Aviation Administration (FAA), respectively, to keep both federal partners apprised of the projects and to explore strategies for streamlining the federal environmental review phase in accordance with the NEPA. Attachment C contains the preliminary schedule, developed in coordination with LAWA, for the environmental review phase, including CEQA and NEPA clearance. The procurement for architectural services is still scheduled to begin in January 2015 with the project design phase estimated to begin in July/August 2015.

The acceleration of the Metro construction phase is contingent upon three factors:

- Metro Board approval to accelerate project funding;
- LAWA commitment to deliver the APM; and
- Ability to integrate AMC and Crenshaw/LAX construction activities.

Staff will continue to coordinate with LAWA and the Crenshaw/LAX project to identify opportunities as well as risk associated with delivering Phase 2 of the AMC project in conjunction with the opening of the Crenshaw/LAX line. Staff will also coordinate with LAWA to ensure bus service to the LAX terminals remains in operation with the Crenshaw/LAX opening and the implementation of AMC, as appropriate.

### Initial Design Phase

Metro staff has worked closely with internal and external stakeholders over the last several months to better define the various transit operations planned for the new LAX station and how those operations influence the design of the new intermodal transit facility. Following initial meetings with Metro Rail and Bus Operations, staff held a design workshop with local municipal bus operators to gather input on the design and operation of the planned bus terminal. Design elements such as bus access/egress, quantity and design of bus bays, layover spaces, passenger and operator restrooms, real-time bus information, passenger wayfinding, and connectivity to rail platforms were discussed during this workshop. On October 13<sup>th</sup>, staff held a second workshop with various Metro Departments to gather initial input on the services, amenities and ancillary spaces needed on the planned station site and within the enclosed building. With a preliminary list of requirements, staff then met with LAWA on October 20<sup>th</sup> to begin identifying airport-specific functions and amenities that would share space in the new LAX station. The information gathered during these workshops will be used to prepare the Statement of Work (SOW) for the architectural design contract anticipated to be released in January 2015. Workshop information will also be used to better define

the project in the Notice of Preparation for the start of the CEQA environmental review process.

Below is a listing of the 16 transit station design elements (A through P), approved by the Board in June 2014, broken down by agency(s) responsible for implementation:

<u>Metro</u>	<u>Metro/LAWA</u>	<u>LAWA</u>
<ul style="list-style-type: none"> <li>• Metro Bike Hub</li> </ul>	<ul style="list-style-type: none"> <li>• Enclosed facility</li> <li>• Integrated LRT/APM Station</li> <li>• Concourse area</li> <li>• Station restrooms</li> <li>• Free public WiFi</li> <li>• Device charging areas</li> <li>• Private vehicle drop-off</li> <li>• Pedestrian plaza</li> <li>• Retail</li> <li>• Connectivity to surrounding areas</li> <li>• LEED Classification</li> <li>• Public art</li> <li>• Passenger safety</li> </ul>	<ul style="list-style-type: none"> <li>• LAX airline check-in</li> <li>• Flight information boards</li> <li>• LAX information</li> <li>• Misc. airport traveler amenities</li> </ul>

**DETERMINATION OF SAFETY IMPACT**

There is no impact to the safety of our customers and employees.

**FINANCIAL IMPACT**

Metro’s Countywide Financial Forecast currently identifies the \$33.3 million of CMAQ funds for the AMC project in fiscal years 2024 and 2025 as part of the total revenues planned for the project in that same period of time. While accelerating the use of the \$33.2 million in CMAQ funds and any necessary matching funds from Measure R is not anticipated to have any negative financial impact on any other Metro projects or projects sponsored by local agencies in Los Angeles County, accelerating the entire AMC Measure R funding now programmed in FY25 through FY28 is expected to involve such trade-offs.

While the initial project activities are underway, staff will be updating the Countywide Financial Forecast to determine the financial trade-offs that we will recommend to the Board to accomplish the entire AMC project in the context of that update. By necessity, these recommendations will involve a strategy for accelerating the funds necessary into the first decade of the Long Range Transportation Plan (LRTP), from where they are now forecasted in the second decade. In addition, staff will need to identify



contributions that will be needed from ~~LAWA~~ and/or other parties to accomplish the project.

Impact to Budget

The sources of funds for the AMC project are capital funds assumed in the LRTP. The recommended acceleration of these funds does not have an impact to Metro operations funding sources. Future budget amendments related to the Crenshaw/LAX accommodations funding and delivery strategies will be brought back for Board consideration and will be subject to federal approval.

**ALTERNATIVES CONSIDERED**

The Board could direct staff not to pursue accelerating AMC funding to cover the costs of the not-to-preclude accommodations to be implemented as part of the Crenshaw/LAX project. This is not recommended as it goes against prior Board direction to explore funding alternatives that could accelerate completion of the AMC project.

~~With regard to renaming the project, the Board could instead retain the current AMC name or approve a name other than LAX Gateway Station. Retaining the current name is not recommended as the LAX Gateway Station more appropriately describes the project as defined by the Board.~~

**NEXT STEPS**

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Concurrent to the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete an initial study intended to streamline the AMC project's environmental process. Parallel with the initial study, staff will prepare the SOW to procure architectural design services for the new station. Options for project delivery, including an updated project schedule and financial plan, will be presented at the February 2015 meeting for the Board's consideration. Staff will continue to coordinate closely with LAWA staff.

**ATTACHMENTS**


- A. June 26, 2014 Board Motion
- B. October 2, 2014 Board Motion
- C. Preliminary Environmental Schedule

Prepared by: Cory Zelmer, Project Manager (213) 922-1079  
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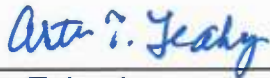
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Martha Welborne, FAIA  
Chief Planning Officer



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Bryan Pennington  
Executive Director  
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**REVISED**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**NOVEMBER 5, 2014**  
**CONSTRUCTION COMMITTEE**  
**NOVEMBER 6, 2014**

**SUBJECT: AIRPORT METRO CONNECTOR**

**ACTION: APPROVE PURSUING ACCELERATED FUNDING AND RENAMING PROJECT**

**RECOMMENDATION**

A. Approve:

1. Pursuing acceleration of up to \$33.2 million in federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure R Transit Sub-funds currently planned for the Airport Metro Connector (AMC) project in Fiscal Years (FY) 2024 and 2025 to cover the cost of accommodations implemented as part of the Crenshaw/LAX Transit Project (Crenshaw/LAX) and design of the new station; and
2. ~~Renaming the Airport Metro Connector project to "LAX Gateway Station";~~

B. Receive and File:

1. Preliminary project schedule, developed in coordination with Los Angeles World Airports (LAWA), for the environmental review phase only; and
2. Status report on the station design guidelines directed by the Board in June 2014.

**ISSUE**

On June 26, 2014, the Board approved a new Metro Rail station (LAX Station) on the Crenshaw/LAX transit corridor as the preferred alternative for the AMC Project. On the same date, the Board also approved a motion containing a set of design guidelines for staff to incorporate during the development of this new rail station. Attachment A includes the June 2014 Board motion. At the October 2, 2014 meeting, the Board directed, among other items, that staff report to the Board at the November 2014 meeting with a financial plan, in coordination with LAWA, to accelerate completion of the AMC project to complement the opening of the Crenshaw/LAX project in 2019. Attachment B includes the October 2, 2014 Board motion. This report responds, in part, to the October Board directive, ~~requests Board approval to change the project name~~ and provides a status report on the station design elements and environmental

clearance schedule. Staff will report to the Board in February 2015 with a financial plan and updated project schedule.

## **DISCUSSION**

At the July 2014 meeting, the Board approved increasing the total contract value for Contract No. C0988 with Walsh/Shea Corridor Constructors by \$3 million to design and construct accommodations so as not to preclude a future Metro Rail station, near Aviation Boulevard and 96<sup>th</sup> Street, being developed as part of the AMC project. The accommodations presented in July included relatively minor modifications to the alignment design and involved work within the current Metro-owned Right-of-Way (ROW).

Since July, AMC and Crenshaw/LAX staff have explored expanding the scope of the accommodations, beyond the current Metro-owned ROW, in an attempt to realize better efficiencies between current and future construction activities as well as reducing impacts to future Metro Rail service. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

The expanded scope for accommodations is part of a possible three-step phasing strategy intended to accelerate AMC project completion. As suggested in the September 2014 staff report, a phased implementation plan could include:

1. Not-to-preclude accommodations as part of Crenshaw/LAX
2. Construction of light rail platforms and bus plaza
3. Construction of fully-enclosed transit center building, in coordination with LAWA's construction of the APM station

All three phases are contingent upon the acceleration of AMC funding. Phase 3 may also require a financial contribution by LAWA and/or other parties. ~~Metro and LAWA~~ Staff will continue to explore cost and funding strategies as the building program is developed.

### **Project Funding Acceleration**

The proposed first phase of the AMC project is estimated to cost approximately \$33.2 million. This cost includes right of way acquisition, construction of the Crenshaw/LAX accommodations, and design of the full transit facility (excluding the APM station).

To finance and deliver the Crenshaw/LAX accommodations, Metro staff is proposing to accelerate the use of as much CMAQ funds as possible from the \$33.3 million currently planned for AMC in fiscal years 2024 and 2025. Subject to approval by the Federal Transit Administration (FTA), these funds would be made available to the Crenshaw/LAX project so that this work could be done as part of the construction. Some Measure R Transit Sub-fund revenues may be used to fulfill matching requirements or project needs that pre-date the availability of the CMAQ funds. The Crenshaw/LAX project budget includes federal Transportation Infrastructure Finance

and Innovation Act (TIFIA) funds and Metro staff anticipates that federal action to amend the current Crenshaw/LAX TIFIA agreement will need to occur. The balance of CMAQ funds along with available Measure R funds programmed to AMC will be used for architectural services for the transit center.

#### Crenshaw/LAX Accommodations

AMC and Crenshaw/LAX project staff continue to evaluate the accommodations which could be made to the Crenshaw/LAX project so as to protect for the future Metro station and minimize impacts to future Metro Rail operations. The accommodations identified to date involve the acquisition of right-of-way, utility relocation, redesign and construction of mainline tracks, relocation of special track work, and grade crossing modifications. Completion of these accommodations is contingent upon accelerated AMC funding and Board approval of Crenshaw/LAX contract modification.

#### Potential Impacts to Crenshaw/LAX Project

A Notice to Proceed was issued to the Crenshaw/LAX design-builder C0988 Walsh/Shea Corridor Constructors (WSCC), on September 10, 2013. WSCC is completing final design and has already begun construction work in several areas of the project alignment.

Crenshaw/LAX and AMC staff are currently validating the expanded scope of work for the accommodations, which includes executing a separate design process that will proceed in parallel with WSCC's base contract work. The expanded scope of accommodations, that is proposed to be implemented as part of the Crenshaw/LAX project, requires supplemental environmental approval (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]) and property acquisition prior to construction. The supplemental environmental approval would need to be completed by Spring 2015 and the property acquisition would need to be completed by Summer 2015 in order to avoid delays to the Crenshaw/LAX project. The full impacts to the Crenshaw/LAX construction schedule, if any, will not be known until the environmental and property acquisition processes are initiated and progressed. Crenshaw/LAX and Metro Real Estate staff are in the process of initiating the environmental and property acquisition processes, respectively.

Another potential impact to the Crenshaw/LAX project is the timing of the future AMC construction. Currently, construction of the LAX Station cannot begin until after the environmental clearance process is completed and funding for Phase 2 (light rail platforms and bus plaza) is accelerated. Should the AMC construction phase begin as early as 2017, this would create a condition where two contractors from different projects would be working in the same area which could result in delay claims by one or both contractors. In addition, the AMC construction activities could potentially impact local area systems installation and testing as well as pre-revenue testing for the Crenshaw/LAX project, which could delay completing the project on schedule.

### AMC Project Schedule

Over the last several months, Metro and LAWA have worked to better define the respective projects, including the development of initial studies which are intended to streamline the environmental review phase.

As currently planned, both Metro and LAWA will initiate preparation of separate, yet coordinated, CEQA Environmental Impact Reports (EIR) in January/February 2015. The CEQA environmental review process will precede the federal process. Metro and LAWA are currently coordinating with the ~~Federal Transit Administration (FTA)~~ and the Federal Aviation Administration (FAA), respectively, to keep both federal partners apprised of the projects and to explore strategies for streamlining the federal environmental review phase in accordance with the NEPA. Attachment C contains the preliminary schedule, developed in coordination with LAWA, for the environmental review phase, including CEQA and NEPA clearance. The procurement for architectural services is still scheduled to begin in January 2015 with the project design phase estimated to begin in July/August 2015.

The acceleration of the Metro construction phase is contingent upon three factors:

- Metro Board approval to accelerate project funding;
- LAWA commitment to deliver the APM; and
- Ability to integrate AMC and Crenshaw/LAX construction activities.

Staff will continue to coordinate with LAWA and the Crenshaw/LAX project to identify opportunities as well as risk associated with delivering Phase 2 of the AMC project in conjunction with the opening of the Crenshaw/LAX line. Staff will also coordinate with LAWA to ensure bus service to the LAX terminals remains in operation with the Crenshaw/LAX opening and the implementation of AMC, as appropriate.

### Initial Design Phase

Metro staff has worked closely with internal and external stakeholders over the last several months to better define the various transit operations planned for the new LAX station and how those operations influence the design of the new intermodal transit facility. Following initial meetings with Metro Rail and Bus Operations, staff held a design workshop with local municipal bus operators to gather input on the design and operation of the planned bus terminal. Design elements such as bus access/egress, quantity and design of bus bays, layover spaces, passenger and operator restrooms, real-time bus information, passenger wayfinding, and connectivity to rail platforms were discussed during this workshop. On October 13<sup>th</sup>, staff held a second workshop with various Metro Departments to gather initial input on the services, amenities and ancillary spaces needed on the planned station site and within the enclosed building. With a preliminary list of requirements, staff then met with LAWA on October 20<sup>th</sup> to begin identifying airport-specific functions and amenities that would share space in the new LAX station. The information gathered during these workshops will be used to prepare the Statement of Work (SOW) for the architectural design contract anticipated to be released in January 2015. Workshop information will also be used to better define

the project in the Notice of Preparation for the start of the CEQA environmental review process.

Below is a listing of the 16 transit station design elements (A through P), approved by the Board in June 2014, broken down by agency(s) responsible for implementation:

<u>Metro</u>	<u>Metro/LAWA</u>	<u>LAWA</u>
<ul style="list-style-type: none"> <li>• Metro Bike Hub</li> </ul>	<ul style="list-style-type: none"> <li>• Enclosed facility</li> <li>• Integrated LRT/APM Station</li> <li>• Concourse area</li> <li>• Station restrooms</li> <li>• Free public WiFi</li> <li>• Device charging areas</li> <li>• Private vehicle drop-off</li> <li>• Pedestrian plaza</li> <li>• Retail</li> <li>• Connectivity to surrounding areas</li> <li>• LEED Classification</li> <li>• Public art</li> <li>• Passenger safety</li> </ul>	<ul style="list-style-type: none"> <li>• LAX airline check-in</li> <li>• Flight information boards</li> <li>• LAX information</li> <li>• Misc. airport traveler amenities</li> </ul>

**DETERMINATION OF SAFETY IMPACT**

There is no impact to the safety of our customers and employees.

**FINANCIAL IMPACT**

Metro’s Countywide Financial Forecast currently identifies the \$33.3 million of CMAQ funds for the AMC project in fiscal years 2024 and 2025 as part of the total revenues planned for the project in that same period of time. While accelerating the use of the \$33.2 million in CMAQ funds and any necessary matching funds from Measure R is not anticipated to have any negative financial impact on any other Metro projects or projects sponsored by local agencies in Los Angeles County, accelerating the entire AMC Measure R funding now programmed in FY25 through FY28 is expected to involve such trade-offs.

While the initial project activities are underway, staff will be updating the Countywide Financial Forecast to determine the financial trade-offs that we will recommend to the Board to accomplish the entire AMC project in the context of that update. By necessity, these recommendations will involve a strategy for accelerating the funds necessary into the first decade of the Long Range Transportation Plan (LRTP), from where they are now forecasted in the second decade. In addition, staff will need to identify

contributions that will be needed from ~~LAWA~~ and/or other parties to accomplish the project.

Impact to Budget

The sources of funds for the AMC project are capital funds assumed in the LRTP. The recommended acceleration of these funds does not have an impact to Metro operations funding sources. Future budget amendments related to the Crenshaw/LAX accommodations funding and delivery strategies will be brought back for Board consideration and will be subject to federal approval.

**ALTERNATIVES CONSIDERED**

The Board could direct staff not to pursue accelerating AMC funding to cover the costs of the not-to-preclude accommodations to be implemented as part of the Crenshaw/LAX project. This is not recommended as it goes against prior Board direction to explore funding alternatives that could accelerate completion of the AMC project.

~~With regard to renaming the project, the Board could instead retain the current AMC name or approve a name other than LAX Gateway Station. Retaining the current name is not recommended as the LAX Gateway Station more appropriately describes the project as defined by the Board.~~

**NEXT STEPS**

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Concurrent to the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete an initial study intended to streamline the AMC project's environmental process. Parallel with the initial study, staff will prepare the SOW to procure architectural design services for the new station. Options for project delivery, including an updated project schedule and financial plan, will be presented at the February 2015 meeting for the Board's consideration. Staff will continue to coordinate closely with LAWA staff.

**ATTACHMENTS**

- A. June 26, 2014 Board Motion
- B. October 2, 2014 Board Motion
- C. Preliminary Environmental Schedule


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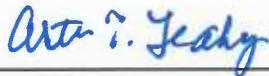
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Martha Welborne, FAIA  
Chief Planning Officer



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Bryan Pennington  
Executive Director  
Engineering and Construction



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Arthur T. Leahy  
Chief Executive Officer

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.

October 2, 2014 Board Motion

**MTA Board Meeting  
October 2, 2014**

**Relating to Item 26 and 30**

**MOTION BY  
DIRECTORS KNABE, GARCETTI, RIDLEY-THOMAS, AND BONIN  
THE REGIONAL IMPORTANCE OF ACCELERATING THE AIRPORT METRO  
CONNECTOR/GREEN LINE EXTENSION TO LAX**

Connecting Los Angeles International Airport (LAX) directly to the Metro Rail System is among our highest priorities. Completing an accelerated transit connection to LAX by 2019, concurrent with the planned opening of the Crenshaw/LAX Line, would show our prospective Federal funding partners and regulatory agencies that we are serious about working with them to build a transit system that makes sense and that we value a regional rail system directly connected to LAX.

Metro and Los Angeles World Airports (LAWA) have made significant progress towards improving regional rail access to LAX; however, lost in the discussion is the importance that the Airport Metro Connector project and associated Automated People Mover (APM)/LAWA transit connection will have throughout the region and the need to formally recognize the “regional significance” of this project.

Metro’s promise to the voters in 2008 in Measure R included expenditure plan details that subsequently informed the Board’s adoption of the 2009 Long Range Transportation Plan (LRTP) update; at that time, the regional rail connection to LAX (funds availability date starting 2010-2012; completion during 2015-2028) was acknowledged as a major transportation system priority and an important missing link in the countywide transportation system.


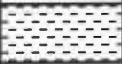

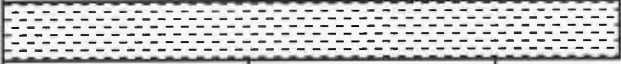
Metro staff is currently hard at work with the sub-regions to develop Mobility Matrices and the next LRTP update. However, at present, the transportation issues and financial implications relating to connecting the countywide rail system to LAX are being examined through a geographically-limited focus on the South Bay sub-region; left out of this important examination are regional entities, such as LAX/LAWA, and the value of the Airport Metro Connector to the regional transportation system, to ensure that connecting LAX to our rail system remains a significant Measure R priority that benefits travelers throughout Los Angeles County.


WE, THEREFORE, MOVE that the MTA Board instruct the CEO to:

1. Report back at the November 2014 Board meeting with an updated financial plan, in coordination with LAWA, for Board consideration to accelerate the Airport Metro Connector Project which will complement the completion of the Crenshaw/LAX Light Rail Project in 2019;
2. As part of the Mobility Matrix studies, create a regional category, separate from the individual sub-regional mobility matrix studies, which would include projects and programs countywide, cross-county entities such as LAX/LAWA, the Ports, etc;
3. Report back with recommendations as to how regional projects will not impact sub-regional funding allocations should a new sales tax ballot measure be approved.

**ATTACHMENT C**

Preliminary Environmental Schedule

Calendar Year	2014		2015				2016				2017				2018			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Definition & Initial Studies for NOP																		
Environmental																		
																		

Metro	
LAWA APM	