

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA*



Agenda - Final

Thursday, June 21, 2018

10:15 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Construction Committee

James Butts, Chair

Jacquelyn Dupont-Walker, Vice Chair

Robert Garcia

Janice Hahn

Sheila Kuehl

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar Item: 47**

Consent Calendar item are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR**47. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3
PROJECT**[2018-0285](#)**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the CEO to execute Modification No. 2 to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), with Steve Bubalo Construction Company for supply and installation of equipment for a traffic Video Detection System (VDS) required by Los Angeles Department of Transportation (LADOT), in the amount of \$567,554, increasing the total contract value from \$11,439,000 to \$12,006,554; and
- B. APPROVING an increase in Contract Modification Authority (CMA) to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), increasing the current CMA from \$1,143,900 to \$2,287,800.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Order Log .pdf](#)
[Attachment C - DEOD Summary.pdf](#)

NON-CONSENT**44. SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS
REPORT**[2018-0340](#)**RECOMMENDATION**

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Attachments: [Presentation](#)

45. **SUBJECT: WESTSIDE PURPLE LINE EXTENSION
PROJECT ENVIRONMENTAL IMPACT REPORT
ADDENDUM**

[2018-0222](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING project definition changes, and Environmental Impact Report (EIR) Addendum (Attachment A) for the Westside Purple Line Extension Project (the Project); and
- B. AUTHORIZING the Chief Executive Officer to file a Notice of Determination (Attachment B) on the Addendum pursuant to the California Environmental Quality Act (CEQA) for the Project.

Attachments: [Attachment A - Final CEQA Addendum](#)

[Attachment B - Notice of Determination](#)

46. **SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3
PROJECT**

[2018-0152](#)

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life-of-Project (LOP) Budget of \$1,374,826,466 for the Tunnels portion of the Westside Purple Line Extension Section 3 Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) to award a 49-month firm fixed price Contract No. C1151, subject to the Federal Transit Administration (FTA) approval of a Letter of No Prejudice (LONP), to Frontier-Kemper/Tutor Perini JV, the technically acceptable lowest evaluated price, responsive and responsible Proposer for the final design and construction of the Westside Purple Line Extension Section 3 Project (Project) Tunnels in the amount of \$410,002,000, subject to resolution of protest(s), if any; and
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment D to use up to \$300 million of Measure R funds from the Westside Purple Line Extension line in the Measure R Expenditure Plan and other funds to meet the new total project cost and revenue assumptions in the Long Range Transportation Plan Financial Forecast.

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0379](#)

Receive GENERAL PUBLIC COMMENT

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0285, **File Type:** Contract

Agenda Number: 47.

**CONSTRUCTION COMMITTEE
JUNE 21, 2018**

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3
PROJECT**

**ACTION: APPROVE CONTRACT MODIFICATION AND INCREASE CONTRACT
MODIFICATION AUTHORITY**

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the CEO to execute Modification No. 2 to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), with Steve Bubalo Construction Company for supply and installation of equipment for a traffic Video Detection System (VDS) required by Los Angeles Department of Transportation (LADOT), in the amount of \$567,554, increasing the total contract value from \$11,439,000 to \$12,006,554; and

- B. APPROVING an increase in Contract Modification Authority (CMA) to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), increasing the current CMA from \$1,143,900 to \$2,287,800.

ISSUE

Contract C1153 is a firm fixed price contract to re-locate underground LADWP Power and Water utilities in advance of the Westside Purple Line Extension Section 3 Project (Project) Design/Build Contracts C1151 Tunnels and C1152 Stations, Trackwork, Systems and Testing.

A VDS is required by LADOT to be installed to facilitate traffic management while work on this Contract is performed on heavily traveled streets in the Westwood/UCLA area.

The approval of additional CMA will allow staff to continue to process contract modifications to Contract C1153 in a timely manner and avoid costly construction delays to the Design/Builders for the Project, which is dependent on the timely completion of the advanced utility relocation work.

BACKGROUND

The Project consists of approximately 2.59 miles of twin-bored tunnels and two underground stations located at Westwood/UCLA and Westwood/VA Hospital.

Contract C1153 provides for advanced utility relocations where existing water and power utilities are in conflict with the construction of the future Westwood/UCLA Station. The future station is to be constructed utilizing the cut and cover construction method, with the station structural box decked over for maintaining traffic during construction. The VDS must be operational prior the installation of piles and traffic decking during station construction because it will replace the loop detectors embedded in the existing pavement for controlling traffic signals.

During the preparation of Contract C1153 bid documents, it was anticipated that LADOT would require a VDS to be supplied and installed by the C1151 Tunnel Contractor ahead of the Westwood/UCLA Station end-wall piling work, rather than ahead of the advanced utility relocation work currently being performed under Contract C1153. LADOT requested this change to the requirement after Contract C1153 had been awarded because of the number of loop detectors that would be impacted by trenching for the utility work. The VDS will be used, not only during the duration of Contract C1153, but also for the next eight years during construction of the Project. Therefore, this action is to move the installation earlier, enabling the benefits of the system to be in place at an earlier time.

Contract C1153 was awarded to Steve Bubalo Construction Company on October 25, 2017 at a value of \$11,439,000. The standard CMA of 10% was applied to the award value. Staff is requesting an increase to the CMA of an additional 10% of the contract award value, in the amount of \$1,143,900 to cover potential contract modifications likely to occur resulting from differing underground site conditions related to work on existing underground utilities and possible changes requested by utility companies. CMA will be utilized until such time that a Life-of-Project (LOP) Budget is established by the Board, at which point the CEO will have authority to negotiate and execute contract modifications up to the LOP Budget, in accordance with authority delegated by the Board in January 2018 for all transit and regional rail capital projects program-wide.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funds required in fiscal year 2018 and fiscal year 2019 for the Board actions are included in Project 865523 Westside Purple Line Extension Section 3 Project, in Cost Center 8510 (Construction Project Management), and Account Number 53101 (Acquisition Building and Structure).

Since this is a multi-year Project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future years.

Impact to Budget

The sources of funds for the recommended actions are Measure R 35% and Measure M 35%. The approved FY18 and FY19 budget is designated for the Westside Purple Line Extension Project and does not have an impact to operations funding sources. These funds were assumed in the Long Range Transportation Plan for the Westside Purple Line Extension Section 3 Project. The 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 may decline to approve the recommended actions. This is not recommended as it may prevent and delay the completion of the advanced utility relocations required for the timely execution of the Project.

NEXT STEPS

After the recommended Board actions are approved, Contract Modification No. 2 will be executed with the Steve Bubalo Construction Company.

ATTACHMENTS

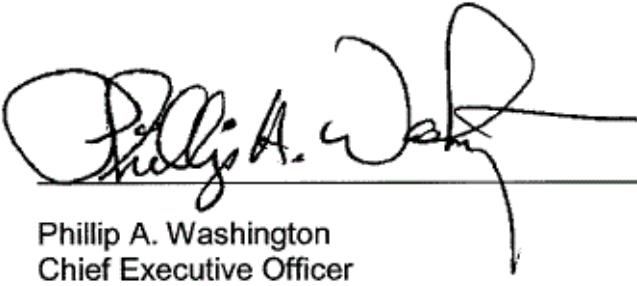
- Attachment A - Procurement Summary
- Attachment B - Contract Modification Authority (CMA) Summary
- Attachment C - DEOD Summary

Prepared by:

Michael McKenna, Executive Officer, Project Management (213) 312-3132
Rick Wilson, Executive Officer, Program Control (213) 312-3108
Matthew Crow, Deputy Executive Officer, Project Management (213) 312-3144
John Tor, Principal Contract Administrator, Vendor/Contract Management
(213) 922-1032

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051
Richard Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

WESTSIDE PURPLE LINE EXTENSION SECTION 3 (WPLE3)
ADVANCED UTILITY RELOCATION (AUR) / C1153

1.	Contract Number: C42807C1153		
2.	Contractor: Steve Bubalo Construction Company		
3.	Mod. Work Description: Board approval for Contract Modification to install Video Detection System (VDS) per LADOT.		
4.	Contract Work Description: Advanced Utility Relocations		
5.	The following data is current as of May 10, 2018		
6.	Contract Completion Status:		
	Bids/Proposals Opened:	7/17/17	% Completion \$s: 0%
	Contract Awarded:	10/2/17	% Completion time: 26%
	NTP:	1/2/18	Original Contract Days: 490
	Original Complete Date:	5/7/19	Change Order Days: 0
	Current Est. Complete Date:	5/7/19	Suspended Days: 0
	Total Revised Days:		
7.	Financial Status:		
	Contract Award:	\$11,439,000	
	Total Contract Modifications Approved:	\$0	
	Current Contract Value:	\$11,439,000	
	Contract Administrator: John Tor	Telephone Number: (213) 922-1031	
8.	Project Manager: Michael McKenna	Telephone Number: (213) 312-3132	

A. Contract Action Summary

This Board action is to authorize the CEO to execute Contract Modification No. 2 with Steve Bubalo Construction Company (SBCC) for supply and installation of equipment for a traffic Video Detection System (VDS), and approve an increase in Contract Modification Authority (CMA).

The pending Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price performing to supply and install equipment for a Video Detection System (VDS) required by Los Angeles Department of Transportation.

Metro Chief Executive Officer approved the recommendation for award to Steve Bubalo Construction Company (SBCC), a General Engineering Contractor located in Monrovia, California, on October 2, 2017, in accordance with Public Utilities Code

(PUC) §130051.9c. SBCC was determined to be the lowest priced responsive responsible bidder and was awarded the DBB Contract on October 2, 2017. SBCC's price of \$11,439,000 was determined to be fair and reasonable, based on adequate price competition. The CMA of \$1,143,900 was established per Metro policy and procedures at ten percent of the awarded Contract Price.

Notice to Proceed was issued to Steve Bubalo Construction Company on Jan 2, 2018, with a Period of Performance of 490 Calendar Days.

Refer to Attachment B for modifications issued to date to add/delete work, and the proposed modification currently pending authorization.

B. Cost/Price Analysis

The recommended pricing for the pending changes has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations, in accordance with Metro policy and procedures. SBCC's proposed amount does not exceed the Metro independent cost estimate more than 5% and pursuant to Metro Administrative Code, Chapter 4-15, Section 4-15-030 D, the price proposed by the contractor shall be recommended to the Board of Directors.

Item No.	Changes	Proposal amount	Metro ICE	Recommended amount
Mod 2	VDS & TCP	\$567,554	\$538,532	\$567,554

CONTRACT MODIFICATION/CHANGE ORDER LOG

**WESTSIDE PURPLE LINE SECTION 3 (WPLE3)
ADVANCED UTILITY RELOCATION (AUR)
CONTRACT NO. C1153**

Mod. no.	Description	Status (approved or pending)	Cost		
			Contract Value	Mods.	Board Approved CMA
N/A	Initial Award		\$11,439,000		\$1,143,900
1	Administrative- Typo Correction	Approved		\$0	
2	Video Detection Software and Hardware Installation and Traffic Control Plan	Pending		\$567,554	
Subtotal – Approved Modifications				\$0	\$
Subtotal – Pending Changes/Modifications				\$567,554	\$
Subtotal Totals: Mods. + Pending Changes/Modifications				\$567,554	\$
Subtotal – Pending Claims				\$0	\$
Total: Mods + Pending Changes/Mods + Possible Claims				\$567,554	\$
Previous Authorized CMA					\$1,143,900
CMA Necessary to Execute Pending Changes/Mods + Possible Claims					\$1,143,900
Total CMA including this Action					\$2,287,800
CMA Remaining for Future Changes/Mods after this Action					\$2,287,800

DEOD SUMMARY

**WESTSIDE PURPLE LINE EXTENSION SECTION 3 (WPLE3)
ADVANCED UTILITY RELOCATION (AUR) / C1153**

A. Small Business Participation

Steve Bubalo Construction Co. made an 18.48% Disadvantaged Business Enterprise (DBE) commitment. The project is 1% complete and the current DBE participation is 0%. The Notice to Proceed for this project was issued January 2, 2018, and subcontractors began working on the project in May of 2018. The Prime has committed to meeting or exceeding their DBE commitment.

Small Business Commitment	DBE 18.48%	Small Business Participation	DBE 0%
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	DBE Subcontractors	Ethnicity		% Committed	Current Participation¹
1.	Blackgold Development, Inc.(DBA AC Paving Company)	Hispanic American		3.93%	0%
2.	California Testing & Inspections, Inc.	Hispanic American Female		1.31%	0%
3.	G & C Equipment Corporation	African American		2.62%	0%
4.	Infra-Structure Aggregates, Inc.	Caucasian Female		0.88%	0%
5.	KLP Commercial, LLC	Native American Female		2.62%	0%
6.	Michael Bonsangue Jr. Trucking	Hispanic American		2.19%	0%
7.	Morgner Construction Management	Hispanic American Female		3.50%	0%
8.	Precision Engineering Surveyors, Inc.	Hispanic American		1.43%	0%
	Total			18.48%	0%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Modification.

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. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars: This Contract falls under the United States Department of Transportation's (U.S. DOT) Local Hire Pilot Program.

Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**Board Report**

File #: 2018-0340, **File Type:** Oral Report / Presentation

Agenda Number: 44.

**CONSTRUCTION COMMITTEE
JUNE 21, 2018**

**SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS
REPORT**

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

DISCUSSION

- A. Update report covering the month of June 2018 by the Chief Program Management Officer; and
- B. At the January 26, 2018 Board meeting, the Board approved the continuation and expansion of the authority delegation within Life of Project (LOP) budget management on all Transit and Regional Rail Capital Projects program-wide. Staff is directed to provide quarterly reports on change orders and modifications that are above \$500,000. The next quarterly report is scheduled for July 19, 2018.

Prepared by:

- **Master Schedule** - Julie Owen, DEO, Project Mgmt., (213) 922-7313
- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Gary Baker, EO Project Mgmt., (213) 893-7191
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Willowbrook/Rosa Park Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **The New Blue** - Androush Danielians, EO Project Engr., (213) 922-7598
- **Presentation** - Yohana Jonathan, Departmental System Analyst, (213) 922-7592


Program Management Major Project Status Report

Presented By

Richard Clarke

Chief Program Management Officer

PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Project is 81% complete. Contractor is at least 56 days behind schedule. Metro and contractor are working together to implement mitigation strategies to maintain planned revenue service in October 2019.
Regional Connector			Project is 50% complete and proceeding on schedule; and within budget.
Westside Purple Line Extension-Section 1			Project is 35% complete with no significant issues.
Westside Purple Line Extension-Section 2			Project is 7% complete with no significant issues.
Westside Purple Line Extension-Section 3			<ul style="list-style-type: none"> FTA approval for Entry into Engineering is expected in Summer 2018. FTA approval for Letter of No Prejudice (LONP) is expected in Summer 2018. Award of Contract C1151 Tunnel will occur after LONP approval.
Patsaouras Plaza			Project is 63% complete with approved substantial completion date of December 2018. Contractor is reporting further delays with forecast of March 2019.
Willowbrook/Rosa Parks Station			Design activities are complete. Early Start Phase (Package E) contract awarded, second contract (Package A and C) in award process.
Metro Blue Line Projects			Pedestrian Swing Gate project 98% complete. All gates are operational. MBL Signal Rehab project AFC design work is in progress. MBL System and Track Refurbishment bids received April 13, 2018.

June 2018



On target



Possible problem



Major issue

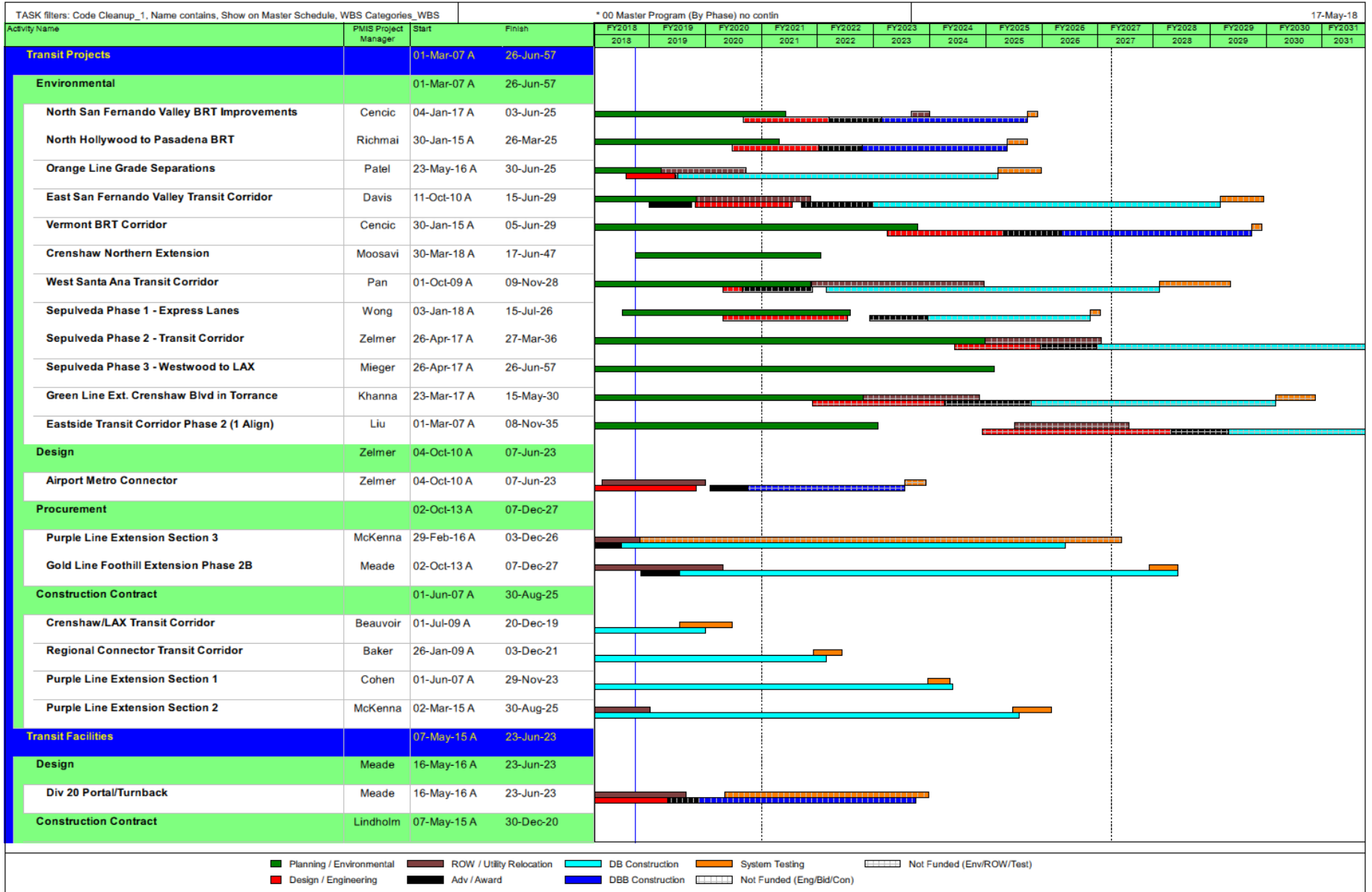


Metro 2

Construction Committee

Los Angeles County Metropolitan Transportation Authority

TRANSIT MASTER SCHEDULE (Page 1 of 2)



TRANSIT MASTER SCHEDULE (Page 2 of 2)

TASK filters: Code Cleanup_1, Name contains, Show on Master Schedule, WBS Categories, WBS				* 00 Master Program (By Phase) no contin												17-May-18	
Activity Name	PMIS Project Manager	Start	Finish	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Willowbrooks/Rosa Parks Station Improvement	Lindholm	07-May-15 A	30-Dec-20														
Regional Rail Projects	Owens	02-Sep-13 A	03-Feb-28														
Environmental	Owens	01-Dec-14 A	03-Feb-28														
Link Union Station	Owens	01-Dec-14 A	03-Feb-28														
Design	Owens	01-Apr-15 A	01-Nov-24														
Brighton to Roxford Double Track	Owens	01-Sep-15 A	26-May-22														
Lone Hill to CP White	Owens	03-May-16 A	27-Sep-22														
Rosecrans & Marquardt Grade Separation	Owens	01-Apr-15 A	01-Nov-24														
Construction Contract	Owens	02-Sep-13 A	01-Jun-18														
Bob Hope Airport Station	Owens	02-Sep-13 A	01-Jun-18														
Bus Facilities Projects	Gurrola	31-Mar-14 A	14-Feb-19														
Construction Contract	Gurrola	31-Mar-14 A	14-Feb-19														
Patsouras Plaza	Gurrola	31-Mar-14 A	14-Feb-19														
State of Good Repair/Improvements		01-Jul-13 A	06-Jul-20														
Design		21-Sep-15 A	06-Jul-20														
210 Freeway Barrier Rail	Danielans	13-Jun-16 A	28-Jun-19														
MBL Resignaling	Wei	21-Sep-15 A	06-Jul-20														
Construction Contract		01-Jul-13 A	29-Jun-18														
Pershing Sq. Esc. Replace & New Canopy Project	Patel	11-May-15 A	31-Aug-17 A														
MBL Ped Safety Enhancement At-Grade Crossing	Chong	01-Jul-13 A	29-Jun-18														
Small Capital	Joshi	14-Jul-15 A	01-Jun-21														
Design	Joshi	01-Mar-16 A	01-Jun-21														
Eastside Access Improvement Project	Joshi	01-Mar-16 A	01-Jun-21														
Procurement	Joshi	14-Jul-15 A	28-Feb-20														
Rail to Rail	Joshi	14-Jul-15 A	28-Feb-20														

■ Planning / Environmental
 ■ ROW / Utility Relocation
 ■ DB Construction
 ■ System Testing
 Not Funded (Env/ROW/Test)

■ Design / Engineering
 ■ Adv / Award
 ■ DBB Construction
 Not Funded (Eng/Bid/Con)

CRENSHAW/LAX TRANSIT PROJECT

BUDGET

	Current	Forecast
TOTAL COST	\$2,058M	\$2,058M

SCHEDULE

	Current	Forecast
REVENUE OPERATION	Oct 2019	Oct 2019

- Overall Project Progress is 81.2% complete; contractor needs to mitigate at least a 56 day schedule delay
- Contractor continues critical track work and systems installations
- Contractor continues roof placements for three underground stations along Crenshaw Boulevard
- Contractor preparing for removal of street decking and street restoration along Crenshaw Blvd area
- The Southwestern Yard Maintenance Facility is progressing on schedule



At the Green Line Tie In junction



Expo Station; platform area at track level

June 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 7

REGIONAL CONNECTOR TRANSIT PROJECT

BUDGET

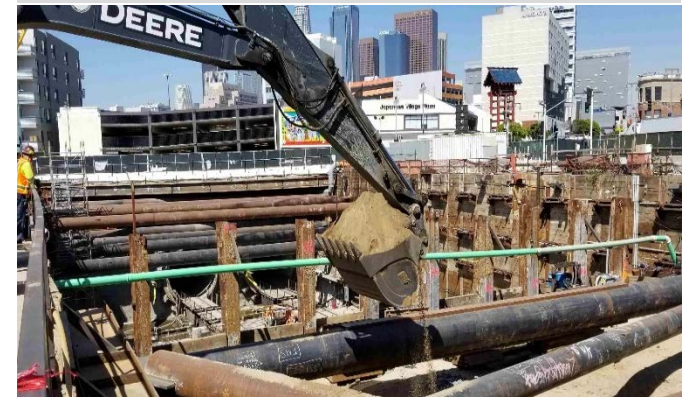
	Current	Forecast
TOTAL COST	\$1,810M	\$1,810M

* Includes Board approved LOP budget plus finance costs.

SCHEDULE

	Current	Forecast
	Dec 2021	Dec 2021
REVENUE		
OPERATION		

- Overall Project Progress is 50% - Halfway event held May 19th
- Underground:** Sequential Excavation Method (SEM) excavation is now underway for the crossover cavern east of Historic Broadway Station; cross passages, tunnel invert, and walkway installation are ongoing
- Little Tokyo/Arts District Station:** Excavation and related support of excavation at station and Wye continues
- Historic Broadway Station:** Underpinning of LA Times Building and station box excavation continues; bored tunnel segment breakthrough completed
- Grand Av Arts/Bunker Hill Station:** Permanent structural concrete construction continues
- Flower Street:** Utility protection/relocations, support of excavation, decking and excavation continues



Station excavation resumed at 1st/Central



Sequential Excavation Method (SEM) underway at Historic Broadway Station

June 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 8

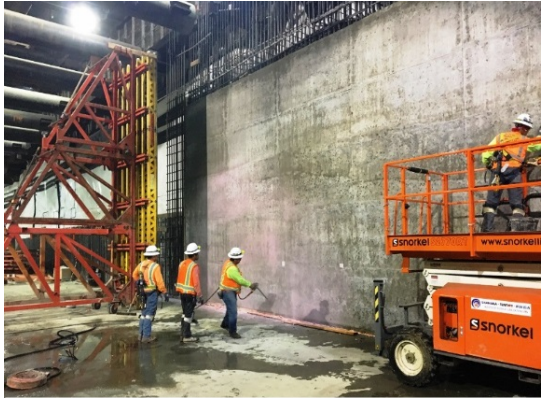
WESTSIDE PURPLE LINE EXTENSION – SECTION 1

OK BUDGET		
	Current	Forecast
TOTAL COST*	\$3,154M	\$3,154M

* Includes Board approved LOP budget plus finance costs.

OK SCHEDULE		
	Current	Forecast
REVENUE OPERATION	Oct 2024 (FFGA)	Nov 2023

- Overall Project Progress is 35% complete.
- At the Wilshire/Western Retrieval Shaft, utility relocation, installation of the water treatment system and dewatering wells, instrumentation installation and the temporary ventilation system is on-going. Retrieval shaft excavation and bracing are currently underway.
- Concrete wall placement at Wilshire/La Brea Station commenced on May 2, 2018. Invert slab pours continue along with vertical conveyor construction, installation of rebar, embeds, plumbing/drains and electrical conduits.
- At the Wilshire/Fairfax Station, station excavation and the installation of walers and struts continues. Excavation is now clear of the Paleo zone (Elevation 105'). Normal excavation has resumed.
- Station excavation under the concrete deck at Wilshire/La Cienega Station continues. Work on the ventilation system, the hanging of utilities and the permanent power duct bank continues to move forward.
- Tunnel Boring Machines (TBMs) were delivered to Los Angeles in December 2017. TBM assembly at Wilshire/La Brea Station is scheduled for July 2018. Tunneling is planned to start in September 2018.



Wilshire/La Brea Station



Wilshire/Western Retrieval Shaft

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

BUDGET

	Current	Forecast
TOTAL COST*	\$2,530M	\$2,530M

* Includes Board approved LOP budget plus finance costs.

SCHEDULE

	Current	Forecast
REVENUE OPERATION	Dec 2026 (FFGA)	Aug 2025

- Overall project progress is 7% complete.
- Final design progress is 64% complete.
- Century City Constellation: AT&T and LADWP (Power) utility relocations are ongoing and civil work for both is anticipated to complete in Summer 2018. Cable pulling and splicing for both utilities to follow with an anticipated completion in 2019.
- Wilshire/Rodeo: Southern California Gas (SCG) and AT&T utility relocations are ongoing and anticipated to complete in August 2018.
- Demolition of 1940 and 1950 Century Park East, geotechnical fault line investigation borings, and removal of oil lines in Century City started in late May/early June 2018.
- Negotiations with the City of Beverly Hills (COBH) for a Memorandum of Agreement (MOA) for the C1120 Contract began in August 2017 and are anticipated to complete in Summer 2018.



AT&T utility work in Century City



SCG utility work in Beverly Hills

June 2018



On target



Possible problem



Major issue



Metro 10

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

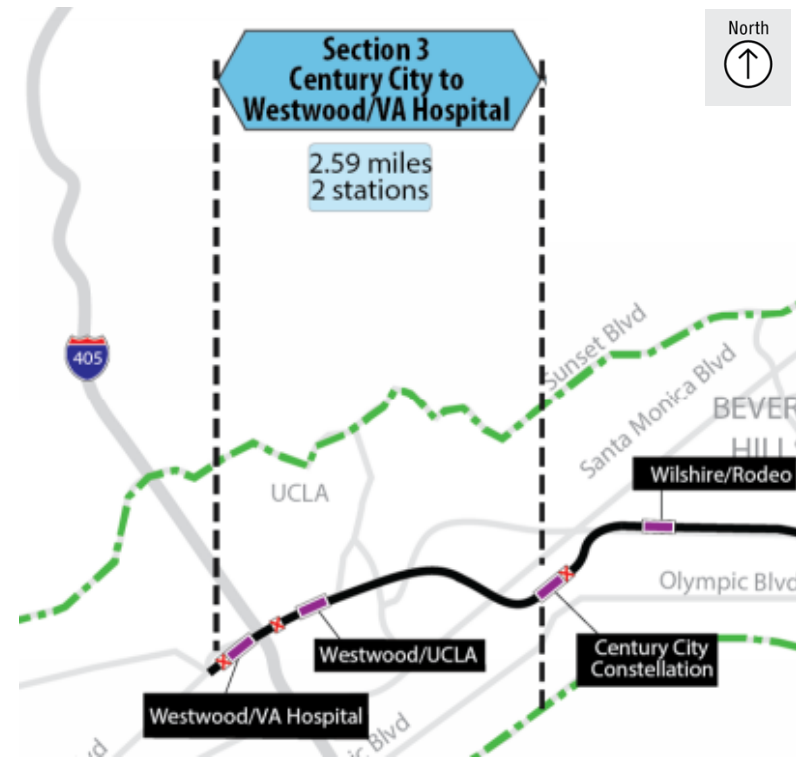
BUDGET

	Current	Forecast
TOTAL COST	N/A	\$3,664M

SCHEDULE

	Current	Forecast
REVENUE OPERATION	TBD	2026

- FTA approval for Entry into Engineering is expected in Summer 2018.
- FTA approval for Letter of No Prejudice (LONP) for the Tunnel Contract is expected in Summer 2018.
- C1151 Tunnel Contract – Technical proposals were received on November 13, 2017. Price proposals were received on April 6, 2018. Bid evaluation has been completed.
- C1152 Stations, Trackwork and Systems Contract – Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued on September 15, 2017. Proposals are due on August 22, 2018.
- C1153 Advanced Utility Relocations (AUR) Contract – Construction began at the intersection of Wilshire and Westwood Boulevards. The first DWP vault was installed on May 12, 2018.



June 2018



On target



Possible problem



Major issue



Metro 11

Construction Committee

Los Angeles County Metropolitan Transportation Authority

PATSAOURAS PLAZA BUSWAY STATION

BUDGET

	Current	Forecast
TOTAL COST	\$39.7M	\$39.7M

SCHEDULE

	Current	Forecast
SUBSTANTIAL COMPLETION	Dec 2018	Mar 2019

- Overall project progress is 63% complete
- All concrete deck pours completed, all falsework removed
- Archaeological resources continue to be discovered, Native American monitor and Caltrans/SHPO involved, all ground level work stopped as of May 17, 2018 pending further approvals from SHPO
- Traffic switch to outside lanes and station construction started May 21, 2018
- Reviewed Project Status concerns with contractor, contractor has been responsive with submittals. Contractor forecasting delayed completion of March 2019



Elevator Footing Forming/Rebar





Concrete Finish Work



Joint Seal Assembly Install

June 2018

 On target

 Possible problem

 Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WILLOWBROOK/ROSA PARKS STATION

OK BUDGET

	Current	Forecast
TOTAL COST	\$109.3M	\$109.3M

OK SCHEDULE

	Current	Forecast
SUBSTANTIAL COMPLETION	July 2020	July 2020

- Early Start Phase (Package E) Construction mobilization has begun.
- Package A and C at 100% design completion. The award process of this contract is underway. Package includes provisions for the closure of the Blue Line (the New Blue).
- Pedestrian grade crossing documents submitted to Union Pacific and Public Utilities Commission.
- Life of Project Budget approved at May 2018 Board meeting.



South Platform Improvements



Central Plaza & Bus Bays



Main Plaza

June 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 13

THE NEW BLUE

Project Name

Budget	Percent Completed	Forecast Completion	Status
--------	-------------------	---------------------	--------

- **Pedestrian Gates**
- **City of Long Beach Fare Gates Design**
- **Blue Line Signal Rehabilitation** (OCS, Signals, Div. 11)
- **Blue Line Track and System Refurbishment**
(Track, Turnouts, OCS and includes 2 Stations Fare Gates Phase I)

\$31.4M	98%	Jun 2018	
\$6M*	100%(Design)	Mar 2018	
\$119M	16%	Aug 2019	
\$90.8M	N/A	Aug 2019	

Total: \$247.2M


Project Status

- **Pedestrian Gates**
 - All Gates except the ones in 41st Street and Vernon are complete and operational
- **City of Long Beach Fare Gates Design**
 - Design completed on 5th and Wardlow Stations
- **MBL Signal Rehab 85% Design in Progress**
- **MBL Track and System Refurb**
 - Received bids on April 13, 2018



*Budget Estimate

June 2018

 On target

Possible problem



Major issue

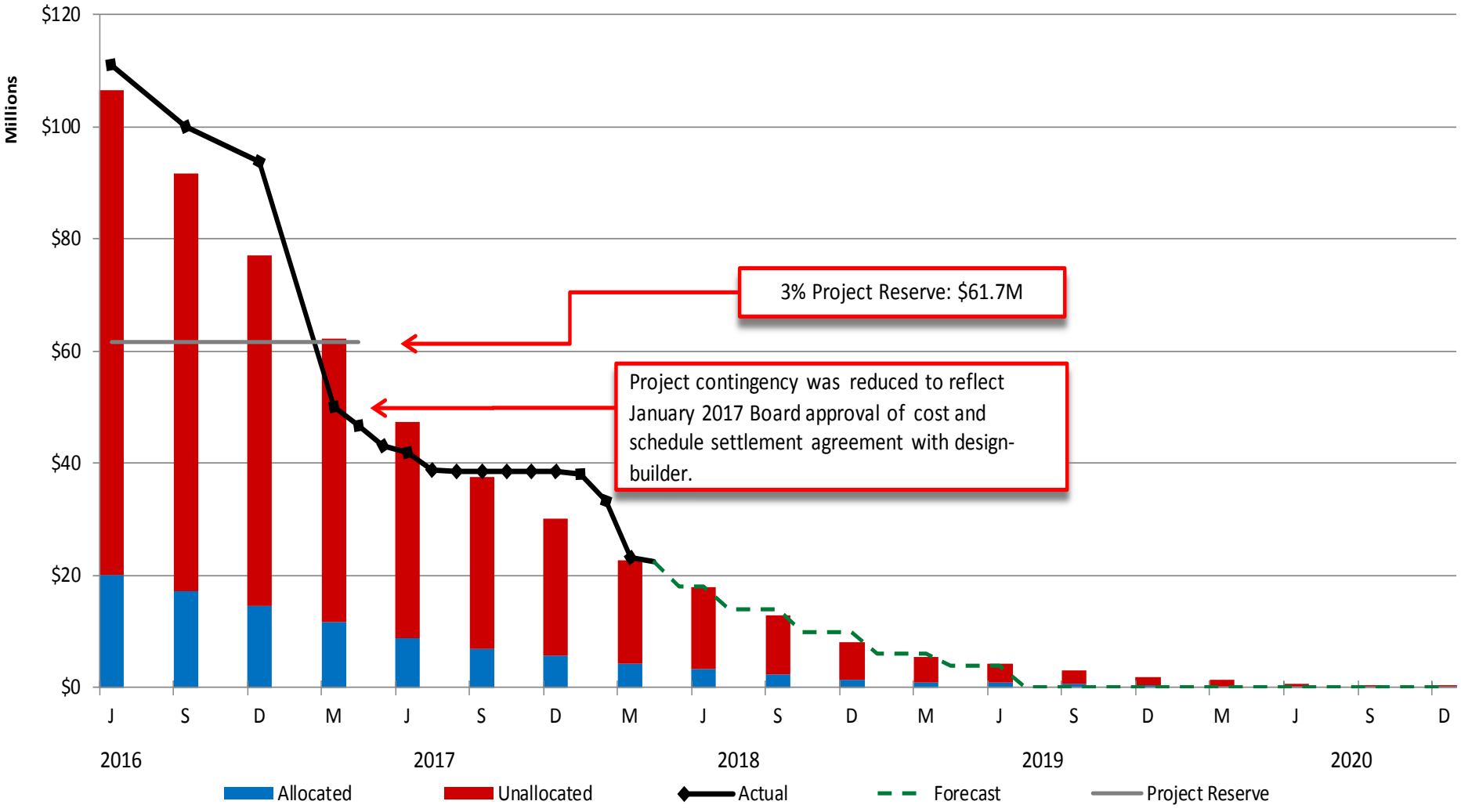


Metro

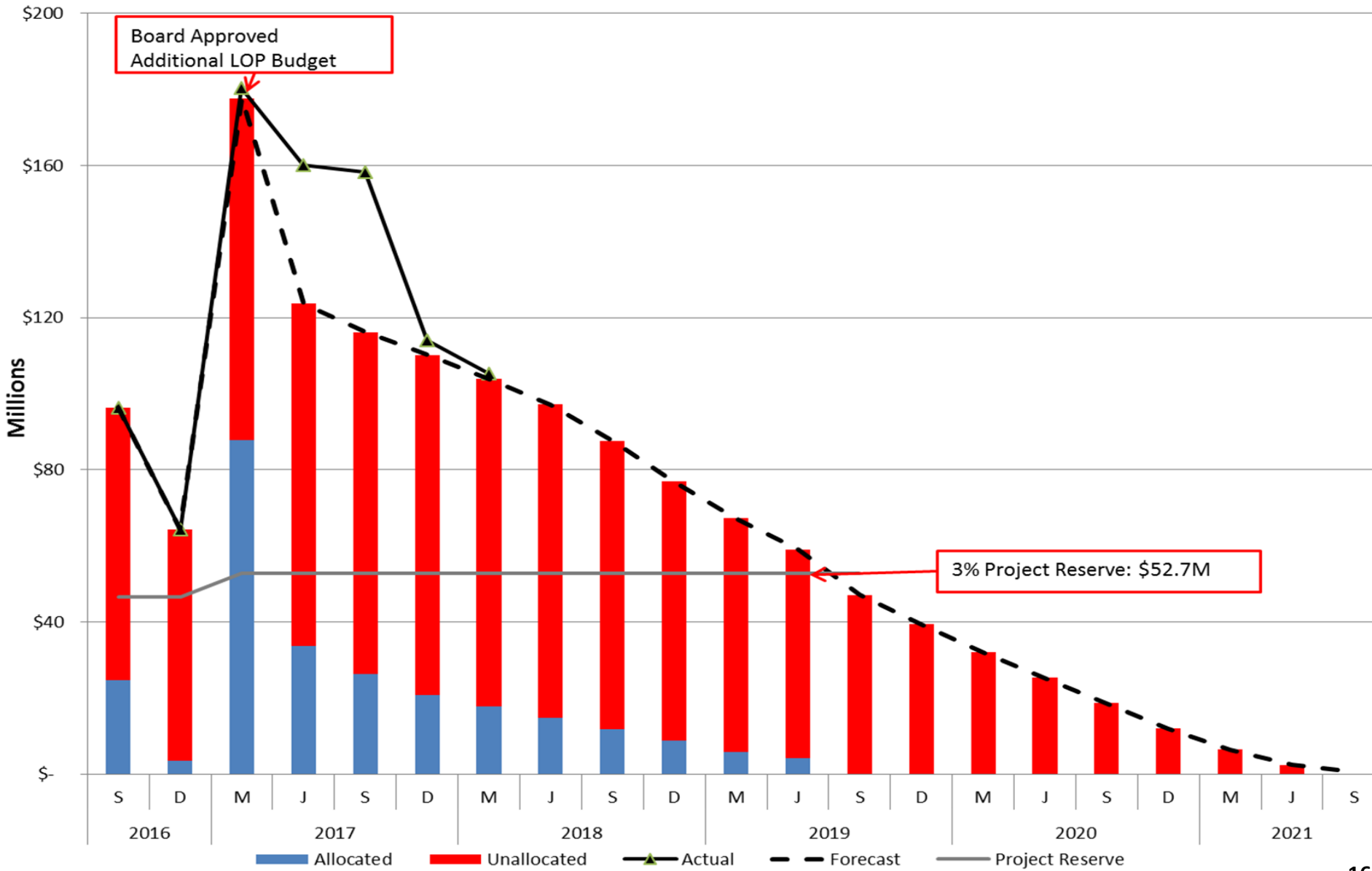
Construction Committee

Los Angeles County Metropolitan Transportation Authority

Crenshaw/LAX Transit Project Project Cost Contingency Drawdown

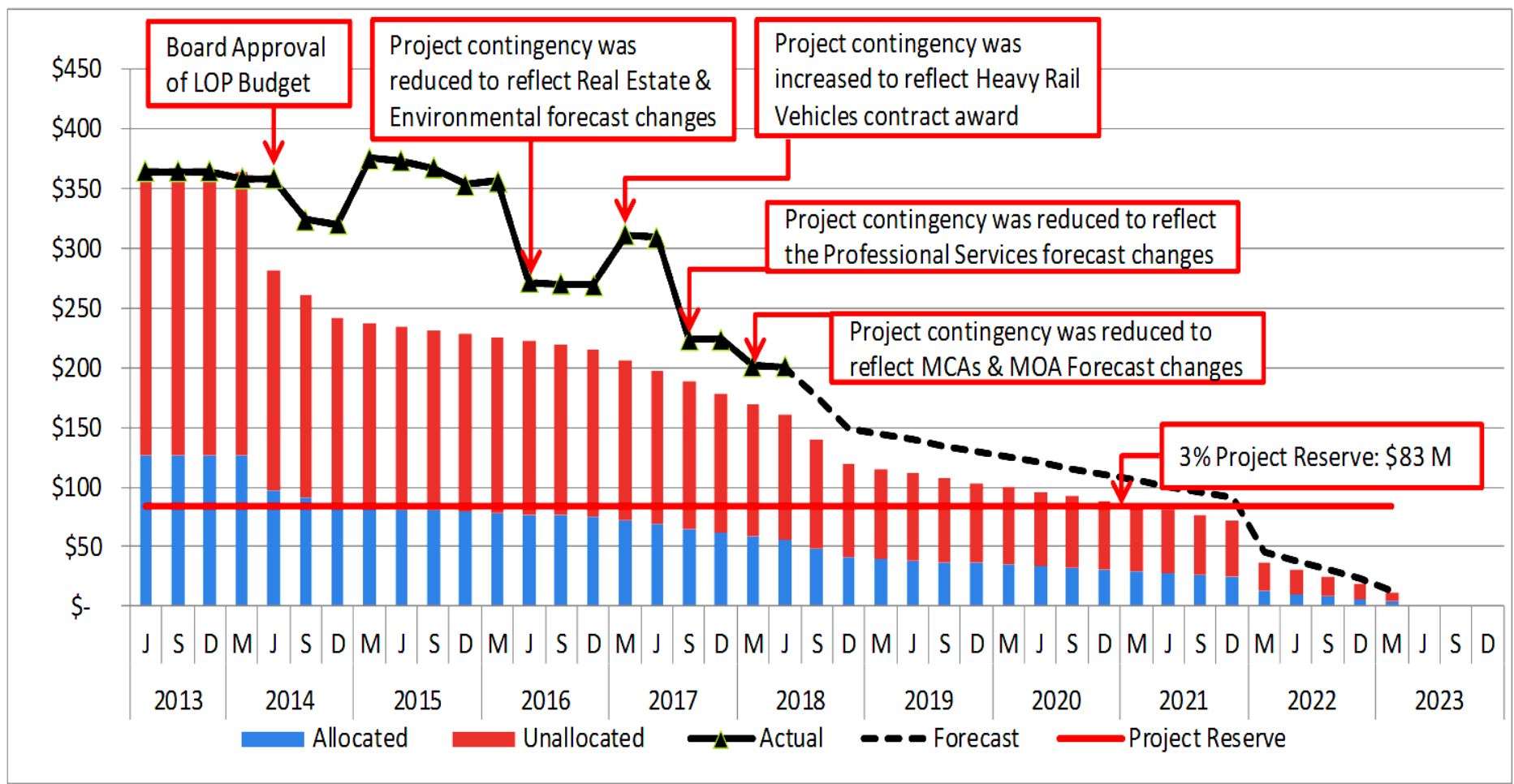


Regional Connector Project Cost Contingency Drawdown



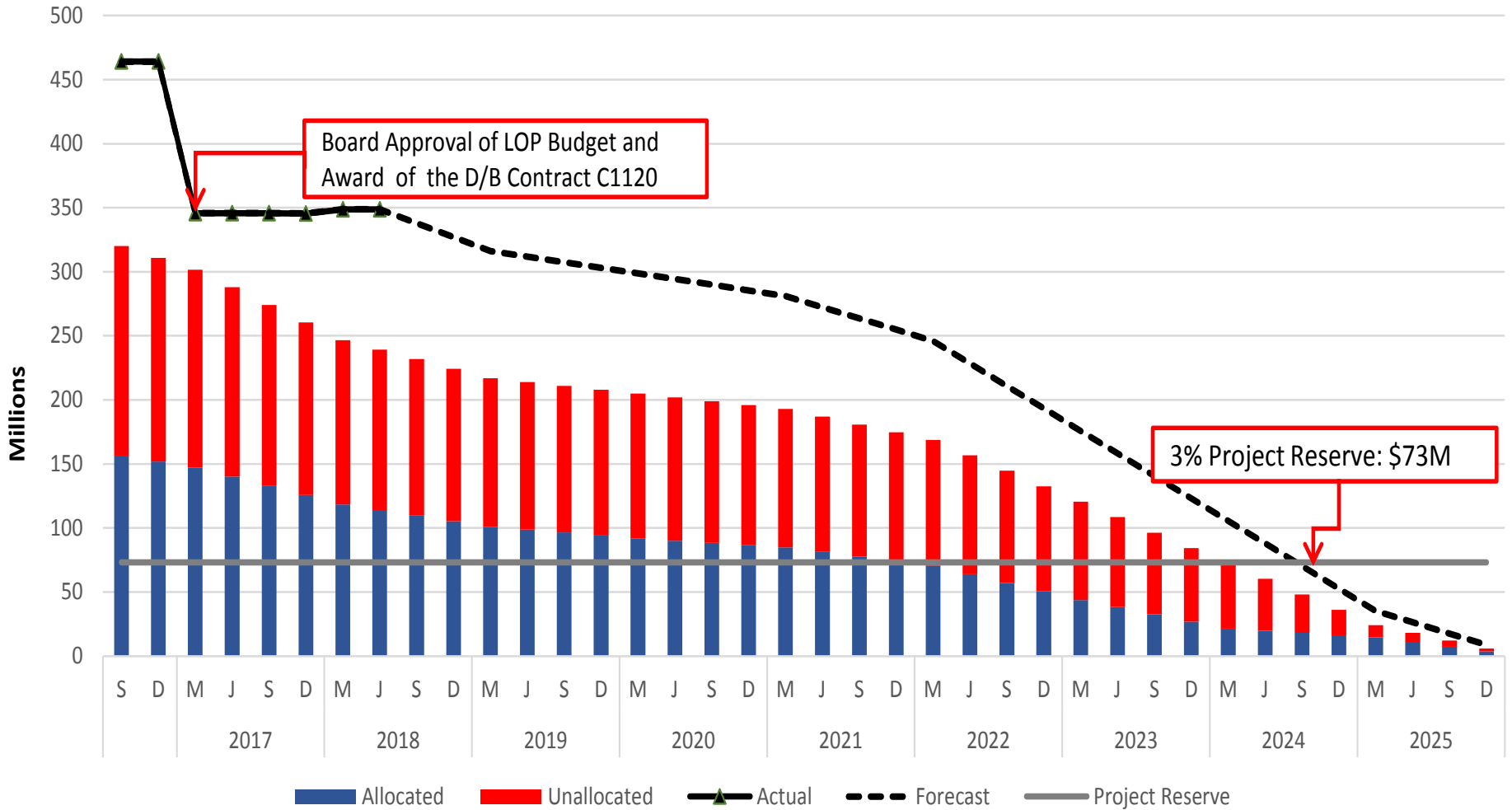
Westside Purple Line Extension – Section 1

Project Cost Contingency Drawdown



Westside Purple Line Extension – Section 2

Project Cost Contingency Drawdown





Board Report

File #: 2018-0222, File Type: Project

Agenda Number: 45.

CONSTRUCTION COMMITTEE JUNE 21, 2018

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION
PROJECT ENVIRONMENTAL IMPACT REPORT
ADDENDUM**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING project definition changes, and Environmental Impact Report (EIR) Addendum (Attachment A) for the Westside Purple Line Extension Project (the Project); and
- B. AUTHORIZING the Chief Executive Officer to file a Notice of Determination (Attachment B) on the Addendum pursuant to the California Environmental Quality Act (CEQA) for the Project.

ISSUE

On May 24, 2012, the Metro Board certified the joint Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) (State Clearinghouse No. 2009031083) for the Project and approved the Project Definition, Findings of Fact and a Statement of Overriding Considerations under CEQA. Since then, Metro has completed Advanced Preliminary Engineering for the Project and conducted additional stakeholder outreach and coordination for the portion of the Project that extends from Century City to the Westwood/Veterans Affairs (VA) Campus (referred to as Section 3 of the Project). These efforts have introduced a limited number of refinements to project features and construction methods that improve long-term operational efficiency and minimize previously identified impacts.

Pursuant to CEQA Guidelines Section 15164, Metro has analyzed potential environmental impacts of the refinements and concluded that an Addendum is appropriate. The Addendum finds that none of the changes associated with the refinements represent substantial changes to the Project, generate new significant impacts, or result in previously identified significant effects becoming substantially more severe than shown in the FEIS/FEIR. This includes consideration of potential long-term (operational), short-term (construction), and cumulative impacts.

DISCUSSION

The principal project definition changes to the Project since completion of the 2012 FEIS/FEIR include the following:

- **VA/Army Reserve Construction Staging Areas**

Construction staging areas identified on or in proximity to the Veterans Affairs West Los Angeles (VA WLA) Campus have been refined since the issuance of the FEIS/FEIR. The FEIS/FEIR considered two options for the location of the construction staging area for the Westwood/VA Hospital Station: 1) within the parking lot south of Wilshire Boulevard and east of Bonsall (Lot 42) and 2) a staging area partially on the U.S. Army Reserve site and partially on the western side of the VA WLA Campus (referred to as the U.S Army Reserve site). As explained in the FEIS/FEIR, the U.S. Army Reserve site would be used if Lot 42 is unavailable at the time of project construction.

As of April 30, 2018, locating a portion of the construction staging area on the U.S Army Reserve is no longer a viable option to support tunneling operations. Therefore, Metro, in coordination with VA WLA staff, proposes a construction staging area on the western portion of VA WLA Campus for tunneling operations (the staging area in Lot 42 would still be required to support construction of the station box). The staging area would largely be in the same location as what was identified on the western side of the VA WLA Campus in the FEIS/FEIR. The size of the staging area on the VA WLA Campus would increase from 1.7 acres as identified in the FEIS/FEIR to approximately 3.3 acres (an increase of 1.6 acres) because the portion of the staging area on the U.S. Army Reserve site would be eliminated. Compared to the FEIS/FEIR, the construction staging area can accommodate the major construction activities. This construction staging area also enables the contractor to place construction equipment in locations that minimize noise at nearby sensitive receivers and minimize truck queuing, thereby reducing impacts to the VA Hospital and its patrons.

- **Alignment and Crossover Tracks**

The location and alignment of the subway station and tunnels have been shifted south within the VA Hospital Parking Lot 42 south of Wilshire Boulevard by approximately 150 feet. The shift in the station box required refinements to the station entrance and pedestrian circulation features. This refinement of the alignment will accommodate a crossover track directly east of the Westwood/VA Hospital Station. This location is operationally preferable compared to the previous location at the West LA Federal Building, separated from the station, on the east side of the I-405 Freeway. The GSA crossover will be eliminated and construction staging on the surface of the West LA Federal Building property will no longer be necessary. In addition, the Caltrans staging area necessary for grout injection to support utilities beneath Sepulveda Boulevard has been reduced by 0.78 acres (from 1.72 to 0.94 acres) because these construction activities can be accommodated with a smaller staging area than what was required for the crossover. The benefits are less disruption, noise and vibration, haul route activity, and traffic in front of the West LA Federal Building.

- **Westwood/VA Hospital Station Access**

A formal passenger drop-off area is proposed on the south side of Wilshire Boulevard within the existing VA Hospital parking lot just east of the proposed station plaza and entrance (Lot 42). The

passenger drop-off area would have approximately 40 spaces for short-term parking (15-30 minutes) and include lighting and traffic islands. The provision of a dedicated passenger drop-off /pick-up area would benefit the VA West LA Campus and the veteran community as it is designed to discourage Metro passengers that are not associated with the VA from being dropped off or picked up in other parts of the VA West LA Campus. As part of this refinement, a bus layover for future bus service would be provided on the westbound on-ramp from Bonsall Avenue to Wilshire Boulevard.

- **Construction Method for Westwood/VA Hospital Station West Crossover**

The refined alignment includes a longer crossover section west of Bonsall Avenue under the lawn area, approximately 250 feet long. With the refined alignment, the tunnels are excavated in advance of the crossover. Geotechnical investigations completed since the FEIS/FEIR for the refined alignment confirmed sands and clay of the younger and older alluvium are present. These “soft ground” soils are less favorable for the sequential excavation mining method identified in the FEIS/FEIR and would increase construction risks, including schedule impacts and worker safety. As such, Metro proposes constructing the crossover via a cut-and-cover method, similar to the rest of the station structure.

- **Bonsall Avenue Underpass Murals**

Studies conducted since the completion of the FEIS/FEIR indicate that the removal of one of the art murals along the Wilshire Boulevard off-ramp to Bonsall Avenue would be required for construction of the station pedestrian circulation elements. Once stairs and escalators are constructed, there would not be sufficient space to accommodate the mural wall in its present location. The current murals are starting to fade due to the type of paint that was used; therefore, Metro has developed a plan to replicate this mural in a reduced-scale version using a more durable medium of mosaic tile. The mosaic would be located across from the current location of the northeast mural wall in an embankment and retaining wall. Reconfiguration of the mural into a mosaic is subject to the approval of the LA County Arts Commission and the LA County Board of Supervisors and an agreement is required by Los Angeles County to maintain the mosaic in perpetuity. Metro has been coordinating the proposal with the VA, veterans groups, and other stakeholders.

- **Westwood/UCLA Station Entrance**

The project definition that was approved in the FEIS/FEIR included a station entrance on the northwest corner of Wilshire and Westwood Boulevards that required the construction of mined tunnels beneath the existing Westwood Medical Building with an entrance inside a parking garage to the north of that building. This would impact basement levels of the Westwood Medical Building and require transit patrons to use narrow sidewalks along Westwood Boulevard to access the station entrance. In the course of further design, Metro worked with the City of Los Angeles and the property owner to integrate a larger station entrance into an existing one-story bank building in a way that would preserve the historic integrity of the building and utilize an existing pedestrian plaza to provide significantly improved pedestrian access to the station.

- **Subway Tunnel Diameter**

The size of the bored subway tunnels for Section 3 has been increased from an outside diameter of 20 feet 10 inches to 22 feet 6 inches to accommodate portions of the crossover at the Westwood/VA Station and thereby reduce the size of the cut-and-cover excavation. The distance between the tunnels has been reduced to keep the tunnels within the subsurface easement areas identified in the FEIS/FEIR. The larger tunnels would reduce the length of the station box cut-and-cover excavation by approximately 50 feet at each crossover. As a result, the station would not extend into the I-405 off-ramp near the east end of the station and the easement area required by the WLA VA Historic District on the west end of the station box would be reduced.

- **Grouting in Century City**

Geotechnical studies completed in support of the advancement of the design indicate that ground improvement (grouting) may be required in Century City beneath the Westfield Mall to minimize tunneling ground settlement and insure ground stability near the intersection of Century Park West and Constellation Boulevard. Necessary grouting would occur using shafts located within Century Park West and/or Constellation Boulevard. Ground improvement is also proposed at Sepulveda Boulevard from below the level of existing utilities to below the bottom of the tunnels to protect the utilities as the tunnels pass beneath them. Several major utilities are in this location, some of which are very deep. Grouting at this location would be provided from a shaft located within Caltrans right-of-way and street closures would not be required.

- **Underground Conduits**

Metro is coordinating with Southern California Edison (SCE) to install a new power line for construction activities, including the power required for station construction and operation of the Tunnel Boring Machines, from the Sawtelle substation to the WLA VA Campus construction site, a distance of approximately 0.76 miles, then a further distance of 0.3 miles to the new station. This new power line, which would be within the public right-of-way, is still being designed and is expected to use existing SCE overhead infrastructure for a small portion of the route, as well as new underground conduits constructed by Metro. A secondary (emergency) power source would be provided from the existing SCE Colorado substation, as Metro requires two independent sources for reliability. The majority of the line will use existing overhead SCE infrastructure and will require a similar length of underground conduits as the primary power route.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The changes described in the Addendum will not increase the cost of the Project.

NEXT STEPS

Staff will file the Notice of Determination with the Los Angeles County Registrar-Recorder/County Clerk for the Westside Purple Line Extension Project.

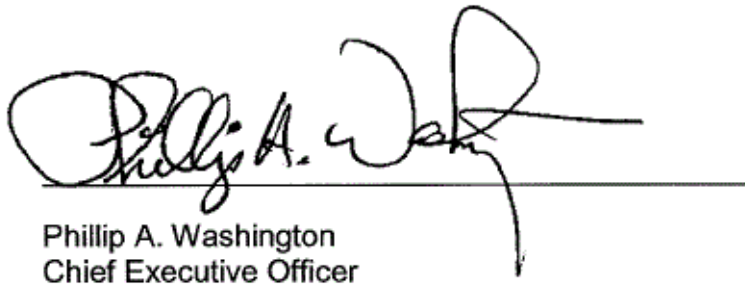
ATTACHMENTS

Attachment A - Addendum to the Final Environmental Impact Report for the Westside Subway Extension Project

Attachment B - Notice of Determination

Prepared by: Michael McKenna, Executive Officer, Project Management (213) 312-3132
David Mieger, Executive Officer, Countywide Planning and Programming (213) 922-3040
Manjeet Ranu, Senior Executive Officer, (213) 418-3157

Reviewed by: Therese McMillan, Chief Planning Officer (213) 922-7077
Richard Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/Board%20Report%20Links/Final%20CEQA%20Addendum%202018-06-01.pdf

ATTACHMENT B

Notice of Determination

Appendix D

To:
[] Office of Planning and Research
U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

[] County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway Norwalk, CA 90650

From:
Public Agency: LACMTA
Address: One Gateway Plaza Los Angeles, CA 90012
Contact: Roger Martin
Phone: 213-922-3069

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2009031083

Project Title: Westside Subway Extension Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location (include county): Los Angeles

Project Description:

The Project is an approximately 9-mile heavy rail transit subway that will operate as an extension of the Purple Line. In April 2012, the Metro Board certified the Final EIS/EIR. In May 2012, the Metro Board approved the Final EIS/EIR for Phase 2 and 3 of the Project. Metro has since advanced the design of Section 3 of the Project resulting in refinements to this section. Refinements are to the construction staging areas; alignment at the VA Medical Center; entrances to the Westwood/UCLA and Westwood/VA Hospital Stations; access to the Westwood/VA Hospital Station; murals near the VA; construction method for the Westwood/VA Hospital Station crossover; tunnel size; grouting, and underground conduits. An Addendum was prepared pursuant to CEQA Guidelines Section 15164 and found that none of the changes described in the Addendum represent substantial changes to the Project, result in new significant impacts, or result in previously identified significant effects becoming substantially more severe than shown in the Final EIS/EIR.

This is to advise that the Los Angeles County Metropolitan Transportation Authority has approved the above [] Responsible Agency or [] Lead Agency

described project on (date) and has made the following determinations regarding the above described project.

- 1. The project [] will [] will not have a significant effect on the environment.
2. [] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. [] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [] were [] were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [] was [] was not adopted for this project.
5. A statement of Overriding Considerations [] was [] was not adopted for this project.
6. Findings [] were [] were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012

Signature (Public Agency): Title:

Date: Date Received for filing at OPR:



Board Report

File #: 2018-0152, **File Type:** Contract

Agenda Number: 46.

**REVISED
CONSTRUCTION COMMITTEE
JUNE 21, 2018**

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3
PROJECT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life-of-Project (LOP) Budget of \$1,374,826,466 for the Tunnels portion of the Westside Purple Line Extension Section 3 Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) to award a 49-month firm fixed price Contract No. C1151, subject to the Federal Transit Administration (FTA) approval of a Letter of No Prejudice (LONP), to Frontier-Kemper/Tutor Perini JV, the technically acceptable lowest evaluated price, responsive and responsible Proposer for the final design and construction of the Westside Purple Line Extension Section 3 Project (Project) Tunnels in the amount of \$410,002,000, subject to resolution of protest(s), if any; and
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment D to use up to \$300 million of Measure R funds from the Westside Purple Line Extension line in the Measure R Expenditure Plan and other funds to meet the new total project cost and revenue assumptions in the Long Range Transportation Plan Financial Forecast.

ISSUE

In February 2016, the Board authorized staff to begin the necessary steps to advance the project delivery of the Westside Purple Line Extension Section 3 Project as part of the Shovel Ready Program of Projects, which included the advancement of other Measure R Projects. In January 2017, the Board approved the Project contracting delivery approach.

In consideration of advancing the Project, three procurement packages were established to meet the desired project delivery schedule. The first was the Advanced Utility Relocations contract which was awarded in October 2017 under the FTA pre-award authority. The major project work was separated

into two discrete design/build procurements: 1) Tunnels and 2) Stations, Trackwork, Systems and Testing.

The action to award the Tunnels Contract is subject to receiving an LONP from the FTA. An LONP would permit Metro to award the contract and retain eligibility for future federal funding. Metro requested the LONP in September 2017 in order to advance the tunnel work prior to receiving a Full Funding Grant Agreement (FFGA) for the entire project scope. Staff has been working closely with the FTA for the issuance of both the entry into the Engineering phase of the New Starts program and the LONP.

The establishment of the LOP Budget for the Tunnels portion of the Project at the time of contract award is consistent with the recommendations in the Office of the Inspector General (OIG) Construction Management Best Practices Study Report and lessons learned regarding establishing final budgets, when adequate information (such as the recommended price) is available.

BACKGROUND

The Westside Purple Line Extension Section 3 Project consists of approximately 2.59 miles of twin-bored tunnels and two underground stations located at Westwood/UCLA and Westwood/VA Hospital. Advanced utility relocation work has begun under pre-award authority that was granted by the FTA in 2012 upon approval of the Record of Decision. The major design and construction work will be performed under two contracts; C1151 for the twin bore tunnels and C1152 for the stations, trackwork, systems and testing.

The recommended actions to approve an LOP Budget for the first phase of the Project and to award Contract C1151 are consistent with the approval actions taken by the Board in February 2016 and January 2017. The LOP Budget also includes \$11,730,870 of concurrent non-federally eligible project activities. These concurrent activities include the planning/environmental phase of the Project, real estate loss of business goodwill, additional insurance coverage and certain community relations expenses. The funding plan is outlined in Attachment C.

On January 19, 2017, the Board authorized staff to use a design/build contracting delivery approach to complete the final design and construction of the Project and to solicit two contracts for the 2.59 mile dual track heavy rail extension and two new underground stations. The Board authorized the procurement under Public Utilities Code (PUC) Section 130242(a) and Public Contract Code Sections 22160 - 22169 to reduce project costs, expedite project completion and allow for an award to the lowest responsive and responsible bidder, or the negotiation and award of a design/build contract to a responsible proposer whose proposal is determined to be the best value to Metro.

On April 19, 2017, a Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued, using a competitive negotiated procurement process to select a contractor for the design build delivery for Contract No. C1151, Westside Purple Line Extension Section 3 Tunnels Project - Design/Build. The evaluation consisted of a three requisite process: Statement of Qualifications,

Technical Proposals, and Administrative/Price Proposals, which resulted in five firms meeting the requirements of qualification and technical acceptability and subsequently invited to submit administrative/price proposals. Additional details for the procurement process, including the evaluation results, are in Attachment A.

DISCUSSION

The recommended action to award the Contract to Frontier-Kemper/Tutor Perini JV is based on a Proposal determined to have met all the requirements set forth in the RFP with a technically acceptable, "Lowest Evaluated Price" selection process. Pursuant to PUC Section 130242(a), the RFP established an evaluation process of technical proposals that met the requirement of technical acceptability, excluding cost/price factors, and the Lowest Evaluated Price.

After a thorough and extensive competitive procurement process, staff recommends Frontier-Kemper/Tutor Perini JV as the contracting team for the final design and construction of the Tunnels.

New Total Project Cost

The \$300 million cost increase for all phases of the project including the tunnels is due to two factors: (1) \$109.1 million of the cost increase is the result of an updated Metro project cost estimate and (2) \$190.9 million is due to the results of the recent FTA Risk Review. The primary cause of the \$109.1 million increase in the Metro cost estimate is the current real estate market conditions for property acquisitions which is \$98.5 million higher than the original estimate. Scope changes reflect a \$50 million increase to improve operation efficiency with two crossovers at the terminal station. In addition, an update to the vehicle procurement cost estimate of \$2 million places the total cost increase at \$150.5 million.

To offset the cost increase, staff evaluated all mitigation measures and identified savings from construction means and methods by eliminating the Sequential Excavation Method (SEM) and replacing it with the open cut excavation method, and securing a commitment from Southern California Edison to provide permanent power for tunneling operations instead of the contractor having to use temporary power. Both of these measures, plus other minor savings from the cost estimate refinement attribute a total cost decrease of \$52.2 million.

With the offset from the mitigation measures, the net cost increase is \$98.3 million. An 11% contingency for unforeseen risk places the total cost increase to the Metro cost estimate at \$109.1 million.

The \$190.9 million additional cost increase for all phases of the project including the tunnels is based upon the results of the recent FTA Risk Review that was conducted by the FTA's Project Management Oversight Contractor. The review was an independent and objective evaluation of the Project and was required by a recent change as part of the FTA's entry to Engineering review process. The current administration has placed more scrutiny and more requirements on transit

agencies seeking New Starts funding under the Capital Investment Grant (CIG) Program that had not been seen on past Metro New Starts Projects. Metro requested approval to enter in Engineering in April 2017.

At this time, it is prudent for Metro staff to move forward with FTA's proposed recommendation since an additional financial capacity assessment review will be conducted by FTA's Financial Management Oversight Contractor prior to receiving approval to enter the Engineering phase. An approval to enter Engineering is a prerequisite to receiving an LONP.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Cumulative funds required through fiscal year 2019, in the amount of \$268,275,191, are included in Project 865523 Westside Purple Line Extension Section 3 Project, in Cost Center 8510 (Construction Project Management), and Account Number 53101 (Acquisition Building and Structure).

Since this is a multi-year Project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are Measure R 35% and Measure M 35%. The approved FY18 and FY19 budgets are designated for the Westside Purple Line Extension Project and do not have an impact to operations funding sources. The Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment C. The project cost, prior to the proposed cost increase, was included and funded in the 2017 Long Range Transportation Plan Financial Forecast. With respect to the \$300 million increase, Attachment D shows the Measure R Cost Management Process and Policy analysis and funding strategy required for cost increases to Measure R Projects. To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including value engineering, shorter segment, and reductions to other

projects in the corridor and subregion, and has determined these are not feasible, and that additional Measure R funds required for this Project are available from the projected remaining Measure R 35% Transit funds committed to the Westside Purple Line Extension Sections 1, 2, and 3 collectively. The Measure R ordinance allocates up to \$4 billion for the Westside Subway Extension, and this amount, including allocated interest expense, has not been fully allocated to Westside Purple Line Extension Sections 1, 2, and 3. The allocation of funding for the cost increase may result in the accelerated use of Measure R funds, and the issuance of additional debt, which will require additional interest expense. In addition to Measure R 35%, local agency contributions, and state and federal formula grant funding are projected to be available in the Long Range Transportation Plan Financial Forecast for a portion of the \$300 million cost increase.

ALTERNATIVES CONSIDERED

The Board may choose to not move forward with the contract award and adopting an LOP Budget for the first Project phase. This is not recommended as this is an adopted project within the Long Range Transportation Plan, and not moving forward with the recommendations will delay the schedule, increase the cost of the Project, and jeopardize \$1.3 billion in New Starts funding from the FTA, as well as jeopardize completion of the Westside Purple Line Extension Section 3 Project by 2026.

NEXT STEPS

Upon approval by the Board and the receipt of an LONP, Metro will issue a Notice-of-Award, execute a contract with the recommended Design/Build Contractor and once bonds, insurance, and project labor agreement requirements are met; issue a Contract Notice-to-Proceed.

ATTACHMENTS

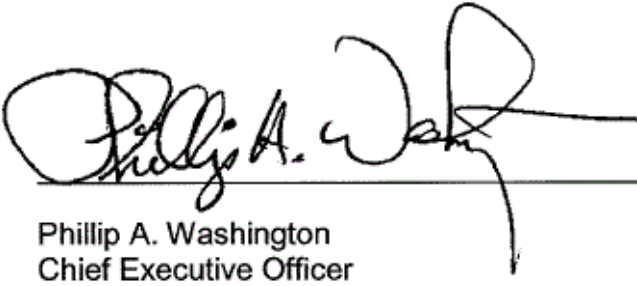
- Attachment A - Procurement Summary
- Attachment B - DEOD Summary - REVISED
- Attachment C - Funding/Expenditure Plan
- Attachment D - Measure R Cost Management Process and Policy Analysis

Prepared by:

Michael McKenna, Executive Officer, Project Management (213) 312-3132
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Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development (213) 418-3251
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Reviewed by:

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Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT –
DESIGN/BUILD CONTRACT / C1151

1.	Contract Number: C40403C1151	
2.	Recommended Vendor: Frontier-Kemper/Tutor Perini JV	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 4-19-2017	
	B. Advertised/Publicized: 4-19-2017	
	C. Pre-Proposal Conference: 4-25-2017	
	D. Proposals Due: 04-06-2018	
	E. Pre-Qualification Completed: 4-23-2018	
	F. Conflict of Interest Form Submitted to Ethics: 4-6-2018	
	G. Protest Period End Date: 6-27-2018	
5.	Solicitations Picked up: 52	Bids/Proposals Received: 4
6.	Contract Administrator: Albert Soliz	Telephone Number: 213-418-3110
7.	Project Manager: Michael McKenna	Telephone Number: 213-312-3132

A. Procurement Background

This Board Action is to approve the award of a contract for the design-build entity which offered a proposal determined to have met all the requirements set forth in the Request for Qualifications (RFQ)/Request for Proposals (RFP), with the Lowest Evaluated Price, for the Westside Purple Line Extension Section 3 Tunnels Project (Project), Contract No. C40403C1151. This Contract will extend the twin bored tunnels for the heavy rail subway Purple Line Extension approximately 2.59 miles from the future Century City Constellation Station. The Project alignment travels westerly beneath the City of Los Angeles, Caltrans I-405, Los Angeles County, and the Veterans Administration Hospital. Board approval of the Contract award is subject to resolution of any properly submitted protest(s) and the Federal Transit Administration (FTA) approval of a Letter of No Prejudice (LONP).

The Work under this Contract includes, but is not limited to, furnishing all management, coordination, professional services, labor, equipment, materials and other services to perform the final design and construction of twin bored tunnels for the Project. The contract type is a firm fixed price.

The RFQ/RFP was issued on April 19, 2017, followed by a pre-proposal conference that was held on April 25, 2017, in the Board Room with representatives of approximately 260 firms in attendance. A networking event followed the conference for the subcontracting community and joint venture firms.

The RFQ/RFP implemented a three-requisite negotiated procurement pursuant to

California Public Utilities Code Section 130242(a) and the Metro's Acquisition Policy to select the entity for a design-build delivery consisting of Statement of Qualifications, Technical Proposals, and Administrative/Price Proposals.

A firm fixed price contract would be awarded to the responsive and responsible proposer offering a Proposal determined by LACMTA to have met all the requirements set forth in the RFP, with the Lowest Evaluated Price.

The Statement of Qualifications (SOQ) from interested entities were due by May 26, 2017. Entities determined to have meet the requirements of pre-qualification were eligible to submit a Technical Proposal.

The Technical Proposals were due by November 13, 2017, and were evaluated on the basis of meeting or exceeding the acceptability standards for non-cost factors set forth in the solicitation documents and determined to be technically acceptable. Technical discussions were conducted from December 4, 2017 through December 15, 2017, with each entity presenting their Technical Proposal and responding to questions prepared by the Proposal Evaluation Team (PET). Entities determined to be technically acceptable were asked to submit an Administrative/Price Proposal.

Administrative/Price Proposals were due by April 6, 2017, and evaluated for responsiveness for the administrative aspects, price reasonableness and realism for the Price Proposal.

During the course of the procurement, entities submitted approximately 260 technical and commercial questions, which were recorded, reviewed and answered by Metro staff. Formal written responses were issued to the pre-qualified entities and 52 other plan holders.

Twelve amendments were issued during the solicitation and evaluation process:

- Amendment No. 1, issued on May 8, 2017, clarified the due date for questions concerning the RFQ;
- Amendment No. 2, issued on July 25, 2017, announced, for the benefit of the subcontracting community, the five firms pre-qualified to submit technical proposals;
- Amendment No. 3, issued on August 17, 2017, clarified technical submittal requirements, provided additional and revised Project Definition Documents;
- Amendment No. 4, issued on September 5, 2017, provided clarification on technical submittal requirements;
- Amendment No. 5, issued on September 28, 2017, revised the due date for Technical Proposals, work completion schedule, and right-of-way, and provided additional and revised Project Definition Documents;
- Amendment No. 6, issued on October 10, 2017, provided electronic schedule template files;
- Amendment No. 7, issued on October 18, 2017, revised the Schedule of Quantities and Pricing Form, provided additional and revised Project Definition Documents;
- Amendment No. 8, issued on December 6, 2017, extended the Administrative/Price Proposal due date to February 28, 2018;
- Amendment No. 9, issued on January 8, 2018, revised the work completion schedule, right-of-way, Schedule of Quantities and Pricing Form, and provided

- additional and revised Project Definition Documents;
- Amendment No. 10, issued on January 31, 2018, revised the Administrative/Price Proposal due date to March 28, 2018;
 - Amendment No. 11, issued on March 2, 2018, provided a bid bond form, clarified insurance requirements and revised the Schedule of Quantities and Prices Form;
 - Amendment No. 12, issued on March 8, 2018, revised the Administrative/Price Proposal due date to April 6, 2018.

B. Evaluation of Statements of Qualification

Statements of Qualification were received by the May 26, 2017, due date from the five Respondents identified below:

- Barnard Obayashi SELI JV; a joint venture between Barnard Construction Company, Inc., SELI USA, Inc. and Obayashi Corporation.
- Frontier-Kemper/Tutor Perini JV; a joint venture between Frontier-Kemper Constructors, Inc. and Tutor Perini Corporation.
- Healy Dragados PL3T JV; a joint venture between S.A. Healy Company and Dragados USA, Inc.
- Shea Traylor JV; a joint venture between J. F. Shea Construction, Inc. and Traylor Bros., Inc.
- Walsh+STRABAG JV; a joint venture between Walsh Construction Company II, LLC and STRABAG Corp

Each SOQ was reviewed and evaluated in accordance with the criteria specified in the RFQ to determine which Respondents were qualified in accordance with the criteria set forth in the RFQ. The evaluation of SOQs did not rank the Respondents, but established firms/teams meeting the minimum qualifications to provide a proposal.

Each of the five Respondents was determined to have met the minimum qualifications and were invited to submit a Technical Proposal.

C. Evaluation of Technical Proposals

Four Technical Proposals were received by the November 13, 2017, due date from the following Proposers:

- Barnard Obayashi SELI JV
- Frontier-Kemper/Tutor Perini JV
- Healy Dragados PL3T JV
- Shea Traylor JV

A Proposal Evaluation Team (PET) consisting of a Metro tunnel engineer, a Metro geotechnical engineer and a Metropolitan Water District tunnel engineer conducted a comprehensive evaluation of the proposals submitted. The team was supported by four subject matter experts (SME) who reviewed selected portions of each proposal and prepared written reports to the PET according to their respective area of expertise. The PET considered the SMEs' input as part of their evaluation of each proposal.

Each of the proposals were evaluated for responsiveness and on the non-cost/price technical information submitted to determine whether the proposal met the requirements of being technically acceptable based on the following major evaluation criteria:

- Proposer's Skill and Experience

- Management Approach
- Organizational Structure
- Project Implementation Plan
- Design Approach
- Construction Approach
- Project Schedule
- Safety Record
- Quality Assurance/Quality Control
- Technical Approach

Each proposer was provided the opportunity to engage in oral presentations of their Technical Proposals to highlight their written proposal, enhance the PET’s understanding of the Proposal and facilitate the evaluation process.

Each of the four proposals were determined to be technically acceptable and invited to submit an Administrative/Price Proposal.

D. Cost/Price Analysis

Four Administrative/Price Proposals were received by the March 23, 2018, due date from each of the firms whose Technical Proposals were determined to be technically acceptable.

The Administrative portions were evaluated for responsiveness and responsibility, including past performance, financial resources, Disadvantaged Business Enterprise (DBE) contract goals, record of integrity and business ethics, and fitness and capacity to perform the proposed work in a satisfactory manner.

A pricing evaluation was conducted by Contract Administration staff for price realism and reasonableness as provided in the RFP.

The price of the recommended award is determined to be fair and reasonable based on adequate price competition and comparison to the Independent Cost Estimate (ICE) which was submitted concurrently with the Administrative/Price Proposals.

Proposer Name	Total Price Proposal¹	Total Independent Cost Estimate²	Award Amount³	ICE Award Amount
Barnard Obayashi SELI JV	\$698,125,600	\$588,860,671	\$ 654,353,000	\$539,821,207
Frontier-Kemper/Tutor Perini JV	\$440,692,000		\$ 410,002,000	
Healy Dragados PL3T JV	\$549,900,000		\$ 518,509,500	
Shea Traylor JV	\$614,609,500		\$ 562,487,500	
Note 1: The Total Price Proposal includes the Base Work, Provisional Sums, Unit Prices, Delay Compensation, and Life Cycle Costs. Note 2: The Independent Cost Estimate (ICE) amounts are submitted before the due date and opened concurrently with the other Proposals. Note 3: The Award Price includes Base Work and Provisional Sums only.				

E. Background of Recommended Contractor

Frontier-Kemper/Tutor Perini, JV is a fully integrated joint venture between Frontier-Kemper Constructors, Inc. (Frontier-Kemper), the Managing Partner, and Tutor Perini Corporation (Tutor Perini).

Tutor Perini is advertised as one of the nation's largest public works contractors, headquartered in Los Angeles and ranked 9th on the Engineering News-Record's (ENR) Top 400 Contractors list for 2017, and is ranked 2nd among companies with a headquarters in California for general construction, transportation, construction, and heavy construction. Tutor Perini has performed work on very large projects in the City of Los Angeles, throughout California, and the United States, including projects for LACMTA's underground system. Tutor Perini's experience includes the BART Extension to San Francisco International Airport line and track; the AirTrain at JFK International Airport, and Metro's Red Line.

Frontier-Kemper Constructors, Inc. was acquired by Tutor Perini in June 2011 as a wholly-owned subsidiary. Frontier-Kemper's recent experience in driving bored tunnels includes work in New York, Washington State and LACMTA's Gold Line Eastside Extension tunnels.

STV Incorporated (STV) is the lead engineering firm for the joint venture and currently ranked 8th in ENR's Top 25 in Mass Transit and Rail category. STV has worked with Tutor Perini on D-B transportation projects around the nation since 1997.

DEOD SUMMARY

WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT DESIGN BUILD /
C1151**A. (1) Small Business Participation - Design**

The Diversity and Economic Opportunity Department (DEOD) established an 11% Disadvantaged Business Enterprise (DBE) goal for Design. Frontier-Kemper/Tutor Perini Joint Venture (JV) exceeded the goal by making an 11.19% DBE commitment.

Small Business Goal	11% DBE	Small Business Commitment	11.19% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Coast Surveying	Hispanic American	0.33%
2.	GC Tech Lin Consulting	African American -Asian Pacific American	8.60%
3.	V&A Inc.	Hispanic American	2.26%
Total Commitment			11.19%

A. (2) Small Business Participation - Construction

DEOD established a 17% DBE goal for Construction. Frontier-Kemper/Tutor Perini JV exceeded the goal by making a 17.10% DBE commitment. To be responsive to DBE requirements, Frontier-Kemper/Tutor Perini JV was required to identify all known DBE subcontractors at the time of proposal. Frontier-Kemper/Tutor Perini JV identified seven (7) known DBE firms as noted below, with commitments totaling 13.27%. ~~In addition, Frontier-Kemper/Tutor Perini JV is required to submit a DBE Contracting Plan within sixty (60) days after Notice to Proceed (NTP), identifying construction opportunities to meet its DBE commitment of 17.10%. Frontier-Kemper/Tutor Perini JV must update the Contracting Plan monthly as contract work is bid and awarded to DBE firms.~~

Frontier-Kemper/Tutor Perini JV made a 9.45% commitment to G&C Equipment Corporation (G&C), a DBE supplier. On June 19, 2018, the CUCP notified DEOD that G&C no longer meets the eligibility standard to be certified as a DBE. Pursuant to 49 Code of Federal Regulations Part 26.87(j)(1), G&C's participation cannot be counted toward the DBE contract commitment. Frontier-Kemper/Tutor Perini JV is still expected to meet its 17.10% DBE commitment for Construction, and is required to identify DBE firm(s) to replace the value of work originally committed to G&C by July 20, 2018.

After Notice to Proceed (NTP), additional DBE subcontracting opportunities must be updated monthly as contract work is bid and awarded.

Small Business Goal	17% DBE	Small Business Commitment	17.10% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Analysis & Solutions Consultations	African American	1.70%
2.	Arellano Associates	Hispanic American	0.01%
3.	G & C Equipment Corporation	African American	9.45%
4.	Lucas Builders, Inc.	Subcontinent Asian American	0.75%
5.	Modern Times, Inc.	Hispanic American	0.05%
6.	Pre-Con Products	Hispanic American	0.13%
7.	Valverde Construction, Inc.	Hispanic American	1.18%
8.	To Be Determined at Time of Final Design	TBD	3.83%
Total Commitment			17.10%

B. Contracting Outreach and Mentoring Plan (COMP)

Frontier-Kemper/Tutor Perini JV is also required to submit a DBE COMP within sixty (60) days after Notice to Proceed (NTP). The COMP must include strategies to mentor DBE firms for protégé development.

C. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars:

Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will 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).

E. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage / Service Contract Worker Retention Policy is not applicable to this design/build contract.

FUNDING/EXPENDITURE PLAN
WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT
PHASE I
(DOLLARS IN MILLIONS)

Capital Project 865523	Prior	FY18	FY19	FY20	FY21	FY22	Total	% of Total
Uses of Funds								
Guideway & Track Elements	-	-	14.4	113.2	111.5	123.5	362.6	26.4%
Stations, Stops, Terminals, Intermodal	-	-	-	2.8	2.8	0.9	6.4	0.5%
Sitework & Special Conditions	0.2	3.8	19.7	79.8	43.7	40.2	187.3	13.6%
ROW, Land, Existing Improvements	0.0	0.1	131.3	258.3	74.8	1.3	465.9	33.9%
Professional Services	33.0	16.2	40.0	50.1	37.0	36.1	212.3	15.4%
Unallocated Contingency	-	-	7.0	8.2	73.3	40.1	128.6	9.4%
Phase I LOP Budget Subtotal	33.2	20.1	212.4	512.3	343.1	242.1	1,363.1	99.1%
Sitework & Special Conditions (Additional Insurance Coverage)	-	-	-	-	6.0	-	6.0	0.4%
ROW, Land, Existing Improvements	-	-	0.5	0.5	-	-	1.0	0.1%
Professional Services	0.0	0.0	1.0	1.0	1.0	0.6	3.6	0.3%
Planning/Environmental	0.2	0.7	0.3	-	-	-	1.1	0.1%
Concurrent Non-Federal Subtotal	0.2	0.7	1.8	1.5	7.0	0.6	11.7	0.9%
Total Phase I LOP Budget*	33.3	20.8	214.1	513.8	350.1	242.6	1,374.8	100.0%
Source of Funds**								
Section 5309 New Starts	-	-	88.0	76.1	59.6	60.2	283.8	20.6%
Capital Grant Receipt Revenue Bonds	-	-	-	-	86.2	135.0	221.1	16.1%
Measure R - Transit Capital (35%)	23.3	15.2	-	109.0	65.1	-	212.6	15.5%
Repayment of Capital Project Loans (Fund 3562)	10.0	-	-	-	-	-	10.0	0.7%
Measure M -Transit Construction (35%)	-	5.6	126.2	328.7	139.3	47.5	647.3	47.1%
Total Phase I LOP Budget Funding	33.3	20.8	214.1	513.8	350.1	242.6	1,374.8	100.0%

*Does not include finance costs.

**Timing of funding sources is subject to change.

MEASURE R COST MANAGEMENT PROCESS AND POLICY ANALYSIS
WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

Introduction

The Measure R Cost Management Process and Policy (the Policy) was adopted by the Metro Board of Directors in March 2011. The Policy caps Measure R project funding at the amounts in the Measure R Expenditure Plan. The intent of the Policy is to inform the Metro Board of Directors regarding potential cost increases to Measure R-funded projects and the strategies available to close any funding gaps. A comparable process and policy for Measure M projects is part of the Board-adopted Measure M Final Guidelines.

The Westside Purple Line Extension Section 3 Project warrants such an analysis due to a \$300 million cost increase. The Measure R funds assumed for the Westside Purple Line Extension Section 3 Project to date amount to \$667 million (out of a total Measure R commitment of \$4,074 million for all three sections). At this time, we estimate that \$132 million of Measure R 35% would remain at the completion of the three sections. We propose using \$132 million to address the cost increase as shown in the “Other Cost Reductions within the Same Transit Corridor” step.

The balance of funding needed for the cost increase would come from additional local agency contributions, and state Regional Improvement Program and federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation Air Quality (CMAQ) grant funds. The grant funds are allocated to Metro by formula and are eligible for use on the project. The grant funds could be made available within the financial constraints of the Long Range Transportation Plan Financial Forecast using debt financing for other projects.

Measure R Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project cost increase occurs, the LACMTA Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against the 2009 Long Range Transportation Plan (LRTP) as adjusted by subsequent actions on cost estimates taken by the LACMTA Board of Directors.

With certain exceptions, shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:

- 1) Value engineering and/or scope reductions;
- 2) New local agency funding resources;
- 3) Shorter segmentation;
- 4) Other cost reductions within the same transit corridor or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions and/or other funds will be sought using pre-established priorities.

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

“...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share.”

The Westside Purple Line Extension Section 3 Project does not fall within a Regional Facility Area.

Value Engineering and/or Scope Reductions

Major operational benefits have been achieved in combination with a reduction in the length of cut and cover sections, west of the Westwood/UCLA Station. The design now places the two crossovers required for a terminal station adjacent to the Westwood/VA Station platform, improving Metro’s operational ability to reverse trains quickly. Previously, the eastern crossover was separated from the station and placed on the General Services Administration property, requiring a large open cut construction excavation and staging area and a longer combined station and crossover excavation. Crossover lengths have been further reduced through a design unique to Section 3 in which the special trackwork of the crossovers is partially located within the larger diameter tunnels, thereby reducing the amount of open cut excavation. The combined result is a reduction in the open cut construction length from 1,454 feet to 904 feet.

Cost and schedule benefits have been achieved through the standardization of construction methods of the Westwood/VA Station western crossover and adoption of Metro standard module components. The western crossover was planned to be constructed using the Sequential Excavation Method (SEM). This method requires specialized construction techniques and monitoring to ensure a safe excavation and allows for only a single level of use, at track level, compared to the stacked double levels of open cut construction, allowing ancillary equipment to be placed above the trackwork. Progress would be slow for SEM construction, due to a large cavern span and multiple headings, and carries some additional construction safety risks. The current design has been revised to include the use of open cut excavation, using Metro standard modules elements, with full restoration of landscaped areas at completion.

Through frequent coordination with Southern California Edison (SCE), the Project has provided significant cost, schedule and construction benefits by removing the need for large scale, temporary alternative power supplies for construction and avoided the need for a permanent major substation. Instead, SCE will upgrade their existing local substation as part of their regular upgrade service which will serve Metro for both temporary and permanent power. Metro will be required only to provide the conduits from the substation to the construction sites.

The special seismic section for the tunnel crossing of the Santa Monica Fault includes steel tunnel lining segments to support the tunnel in the event of an earthquake along the fault in this area. Extensive geotechnical investigations have resulted in better definition of the fault zone and estimated fault offset. This has allowed a reduction in the length of the special seismic section by approximately 40 percent from previous estimates.

Further reductions in scope would likely substantially delay the Project or result in a project not consistent with the approved Environmental Impact Statement/Environmental Impact Report (EIS/EIR). As a result, we recommend moving to the next step.

New Local Agency Funding Resources

While the passage of Measure M brings new revenue to the agency, the Westside Purple Line Extension Section 3 Project plans to use all \$994.3 million of Measure M funds allocated to the project in the Expenditure Plan (excluding finance charges).

The local agency contribution for the project is 3% of the total cost, and 3% of the \$300 million cost increase, or \$9 million is assumed paid from this source. Measure M includes additional city local return and Multi-Year Subregional Program (MSP) funding for the Westside Subregion, and these sources could be used to fund the increase to the local agency contribution. MSP funds could be used in addition to the local agency contribution, but this is not currently assumed given the procedural and time requirements of programming these funds by Metro and the subregion.

Shorter Segmentation

While shorter segmentation is possible for the Westside Purple Line Extension, we recommend against this step for several reasons. The only Section which could be shortened is Section 3. This would require eliminating the Westwood/VA Station and moving the terminus to the Westwood/UCLA Station. Eliminating the Westwood/VA Station would require a supplemental EIS/EIR due to significant project changes. As a result, there would be significant impacts to the project schedule and possibly increased costs to the Project. We do not recommend shorter segmentation.

Other Cost Reductions within the Same Transit Corridor

The Westside Purple Line Extension will be constructed in three sections. Sections 1 and 2 are already under construction and there are no reductions that can be

moved from either section to Section 3. Value engineering studies may be undertaken by the future two Design/Builders, but the results of those studies will not be available in the timeframe necessary for this action.

Other Cost Reductions within the Same Subregion

This cost increase does not require any subregional cost reductions or other funds.

Countywide Transit Cost Reductions and/or Other Funds

This cost increase does not require any countywide cost reductions but requires other funds.

The current financial model update has identified up to \$132 million in Measure R 35% assigned to the Westside Purple Line Extension in the Measure R Expenditure Plan as potentially available. Allocating \$132 million from this source now to Section 3 to meet the cost overrun will result in no Measure R funding remaining for the project.

The balance of funding for the \$300 million cost increase, or \$167 million, is comprised of local agency contributions, state Regional Improvement Program and federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation Air Quality (CMAQ) grant funds. Metro currently expects these formula grant funds to be available in the future, and would allocate a portion of the future apportionments to the project. These grant funds are allocated to other uses in the Long Range Transportation Plan Financial Forecast (as of June 2018), but can be made available for Section 3 using additional debt financing.

**Board Report**

File #: 2018-0361, **File Type:** Project**Agenda Number:** 48.

**CONSTRUCTION COMMITTEE
JUNE 21, 2018****SUBJECT: METRO BLUE LINE TRACK AND SYSTEM
REFURBISHMENT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. REPROGRAMMING \$11,500,000 in funds previously reserved for Metro Blue Line Washington Siding Project from Mid-City Exposition Blvd LRT (CP 800113) to Metro Blue Line Track and System Refurbishment Project (CP 205115);
- B. INCREASING the Life of Project Budget (LOP) Budget for Metro Blue Line Track and System Refurbishment Project (CP 205115) by \$11,500,000 from \$90,779,817 to \$102,279,817; and
- C. AMEND the Fiscal Year 2019 (FY19) Budget for Metro Blue Line Track and System Refurbishment Project (CP 205115) to increase it by \$5,000,000 from \$44,581,402 to \$49,581,402.

ISSUE

In March 2018, the Metro Board of Directors approved the Life of Project (LOP) budget for the Metro Blue Line Track and Refurbishment project. This project, combined with the Metro Blue Line Resignaling and Willowbrook/Rosa Parks projects, are collectively known as the New Blue, an approximately \$330 million construction project targeted towards bringing the 27 year old Metro Blue Line into a state of good repair (SGR). The vast majority of the project begins in January 2019, when the Metro Blue Line undergoes a series of closures to accommodate the state of good repair improvements as well as the Willowbrook/Rosa Parks station improvement project. The New Blue effort is scheduled to be completed in August 2019.

During the March 2018 Board meeting, the Board requested a report back on customer-facing visual and aesthetic improvements that could also be conducted as part of the New Blue project. In addition, over the last several months staff has held numerous briefings and meetings regarding the New Blue program, and at nearly all of them, stakeholders have requested that in addition to the proposed SGR projects, staff should also include visual and aesthetic improvements directed

towards the customer experience. This proposed action responds to those requests, and will give the project team sufficient budget to not only complete the required SGR projects, but also to include aesthetic/visual improvements to the Metro Blue line such as re-painting of all stations, visual upgrades including landscaping, passenger information, signage and wayfinding.

BACKGROUND

The scope of work for the Metro Blue Line Track and Refurbishment portion of the New Blue largely entails state of good repair work typical of an operating railroad at its age, and includes work such as installation of new track and ductbanks, replacement of the entire overhead contact system (OCS), improvement of the Expo/Blue Line junction, and upgrading of two double crossovers at the 7th/Metro station. The LOP for this work does not include aesthetic/visual improvements, as such, additional funding is required.

Metro Blue Line Washington Siding Project

The Washington Siding project was budgeted at \$12 million originally as part of the Expo Phase I project with the understanding that Metro would serve as the Lead Agency. The purpose of the project was to provide mid-day storage and light maintenance of light rail vehicles (LRVs) prior to the completion of a permanent facility. As a result, upon completion of Expo Phase 1, the Expo Authority transferred the budget for the Washington Siding project to the Expo Phase 2 budget. However, to date, limited funds have been expended on the Washington Siding project, yet \$11.5 million budget remains.

DISCUSSION

Now that the 46-car Division 14 facility in Santa Monica is operational, Metro Operations has determined that the Washington Siding location for mid-day storage of LRV's is no longer practical. In addition, the proposed location of the Washington Siding project is now being considered as part of several study alignments for the West Santa Ana Branch project. Further, mid-day storage functions similar to what was proposed for Washington Siding can be accommodated upon completion of the 95th Street Siding which is part of the New Blue (Blue Line Resignaling Project). As such, moving forward with the Washington Siding project is no longer practical.

The Blue Line Track and Refurbishment improvement of the Expo/Blue Line junction, and upgrading of two double crossovers at the 7th/Metro station (estimated at more than \$12 million) benefit the Expo Line as well as the Blue Line. As a result, staff is recommending reprogramming of \$11.5 million for Washington Siding to the Blue Line Track & Refurbishment Project. This will provide a domino effect: The reprogramming of funds to those infrastructure improvements for the New Blue Project will 1) increase the LOP, 2) unencumber existing LOP funds, and 3) allow reallocation of those funds (previously identified for the junction and crossovers) for aesthetic/visual improvements.

Aesthetic/Visual Improvements

At the request of the Board, staff has identified additional scope of work targeted towards the customer experience and visual improvements to the 27 year-old Metro Blue Line. A list of proposed

visual improvements is as follows:

- Repainting of all stations, light poles, and OCS poles
- All new signage, wayfinding equipment, and station identification infrastructure
- Re-landscaping of all station areas and park and ride lots
- Enhanced passenger information (digital map cases)

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Per previous Board action, all savings from the EXPO project will be redirected to the Westside Purple Line Section 2 project at such time as the EXPO project is closed out. Currently, the EXPO project is not closed out, therefore, for the reasons detailed above, staff recommends reprogramming funds previously identified for the Washington Siding project to the Metro Blue Line Track and System Refurbishment project.

On April 2018, the Expo Construction Authority (JPA) confirmed an exchange of \$16.6 million in order to turn back the EXPO project over to Metro. \$11.5 million of those funds are related to the Washington Siding. The JPA continues to review the remaining funds available affecting the Expo II project for future transfer to Metro. Staff proposes to use \$11.5 million of the eligible funding sources from the \$16.6M identified to date to support the increase proposed under this action.

This action will increase the Metro Blue Line Track and System Refurbishment LOP Budget (CP 205115) from \$90,779,817 to \$102,279,817, an \$11,500,000 increase. The FY19 budget will be amended by \$5,000,000 to include a portion of the effort scheduled for completion in FY19. Since this is a multi-year project, the Project Manager, Cost Center Manager, and Chief Program Management Officer will be responsible for budgeting the cost in future fiscal years

The expenditure plan for this work is included as Attachment A.

Impact to Budget

If recommendations A and B are approved, the \$11,500,000 LOP increase will be funded using Expo Phase I funds (CP 800113) previously allocated for the Washington Siding project. There is no impact to the FY18 budget. With the majority of the work scheduled to be done after January 2019, during the 8-month shutdown of the Blue Line, it is expected that one-half of the expenditures will be incurred in the second half of FY19, and the remaining balance in FY20. The sources of funds from the Expo I transfer require a review and reconciliation to confirm and allocate correct eligible funding sources per the recommendation. These sources may include Prop C25%, Prop A 35% and other local funding sources eligible to support the State of Good Repair efforts.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize this increase to the LOP Budget. This alternative is not recommended because rejection of the LOP budget increase will prevent staff from completing the proposed Metro Blue Line customer experience enhancements as part of the New Blue project.

NEXT STEPS

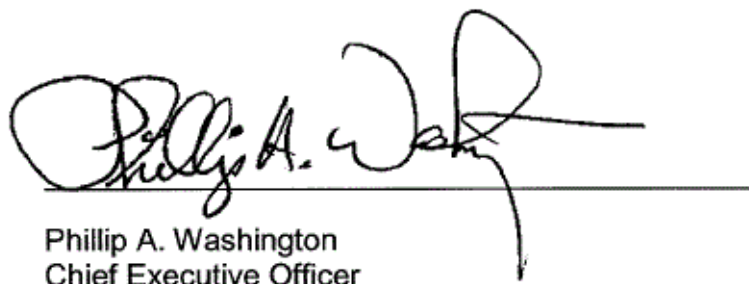
Upon approval of this action, staff will advance these visual improvements as part of the New Blue via execution of contract options (signage and OCS pole painting), contract task orders (landscaping), re-prioritization of existing contracts (digital map cases), and utilization of in-house labor (station painting). The work will start when the New Blue closures begin in January 2019, and will be completed when the New Blue re-opens for revenue service in August 2019.

ATTACHMENTS

Attachment A - Project 205115 Funding and Expenditure Plan

Prepared by: James Wei, Deputy Executive Officer, Project Management, (213) 922-7528
Tim Lindholm, Executive Officer, Capital Projects, (213) 922-7297

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

**Project 205115
Funding and Expenditure Plan**

ATTACHMENT A

Use of Funds	FY19	FY20	Total
Construction Phase [From March 2018 Board Report]			
Construction Contract	41,624,402	33,093,565	74,717,967
Design Support During Construction (DSDC)	100,000	40,000	140,000
Construction Management Consultants (CMC)	2,154,000	898,000	3,052,000
Special Conditions (3rd Party Agreements)	250,000	500,000	750,000
Agency Costs: Project Control, Procurement support, Safety Communications	453,000	188,000	641,000
Unallocated Project Contingency	-	11,498,850	11,498,850
Customer Experience and Contract Options [This action]	5,000,000	6,500,000	11,500,000
Total	49,581,402	52,718,415	102,299,817
Source of Funds			
Prop A 35%, Prop C 25%, and other local funding sources eligible to support State of Good Repair efforts	49,581,402	52,718,415	102,299,817
Total Project Funding	49,581,402	52,718,415	102,299,817



Board Report

File #: 2018-0267, File Type: Contract

Agenda Number: 50.

CONSTRUCTION COMMITTEE JUNE 21, 2018

**SUBJECT: SUPPLEMENTAL ENGINEERING SUPPORT (SES)
SERVICES FOR BUS AND RAIL FACILITIES**

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a cost plus fixed fee Contract No. AE45752 to HDR | Maintenance Design Group (MDG), for Supplemental Engineering Support (SES) services for Bus and Rail Facilities for an amount not-to-exceed \$9,000,000 for the three-year base period, plus two one-year options in an amount not to exceed \$3,000,000 per option, for a Total Contract Value not to exceed \$15,000,000, subject to resolution of protest(s), and;
- B. APPROVING Contract Modification Authority specific to Contract No. AE45752 for 10% of the not-to-exceed award value.

ISSUE

Supplemental Engineering Support (SES) services are needed to assist the Program Management Department with the delivery of Metro's Capital Program for projects related to bus and rail facilities. These services will supplement Metro staff and provide technical resources and expertise to support the delivery of capital projects. The passing of Measure M has increased the workload of the Capital Projects group. SES services will provide Metro the flexibility to adjust its resources to implement and deliver necessary projects safely, on time, and within budget. In addition, the existing Facilities SES services Contract expires on June 30, 2018.

DISCUSSION

The Capital Projects Department within Program Management is responsible for the delivery of the projects in the Capital Improvement Program (CIP) with many of those projects supporting State of Good Repair (SOGR). With the recently approved Measure M program added to the already existing Measure R program, Metro is currently undertaking the largest transportation construction program in the nation, but it has also created an unprecedented challenge to project delivery. In terms of staff resources, SES services would assist the Capital Projects Department within Program Management with securing sufficient qualified resources across a wide spectrum of disciplines in a timely manner

to manage and support the delivery of Board approved projects. The selected consultant would scale staff up or down depending on Metro's bus, rail, and other CIP needs. The Contract allows staff to efficiently and effectively augment Program Management staff as required to ensure the resources with the necessary technical expertise to design a project are available when needed.

Metro awarded three SES contracts in 2013: PS8510-3000 for Rail and Bus Maintenance, PS8510-3001 for Rail Systems Engineering, and PS8510-3002 for Rail Facilities and Third Party. All three were three-year contracts with two one-year options. Contract AE45752 will replace Contract PS8510-3000 which will expire June 30, 2018. Metro issued 20 Task Orders totaling over \$4.1 million under Contract PS8510-3000 for work related to many of its Operating Divisions including the design of a Building Maintenance Annex at Division 9, the design of a new roof at Division 2, and Maintenance and Transportation Building Renovations at Division 1. Recent Task Orders have also included a systemwide survey of Metro's vertical transportation.

The Bus and Rail Maintenance SES Contract will address the following services:

BUS DIVISIONS, CENTRAL MAINTENANCE FACILITY (CMF), BUS TERMINALS AND BUS STATIONS DESIGN SERVICES:

1. Industrial engineering, work flow analysis, and master planning for bus divisions, central maintenance facility, and bus stations.
2. Bus maintenance systems and equipment.
3. Bus cleaning and fueling systems and equipment.
4. Maintenance and Transportation operation building architectural and engineering, including civil, structural, mechanical electrical plumbing (MEP) and industrial engineering services.
5. Sustainability, commissioning, and LEED certification services.
6. Compressed Natural Gas (CNG) fueling, CNG detection system, and ventilation systems.
7. Electrical load analysis.
8. Storm water, sewer, and industrial process water systems.
9. Bus washer systems.
10. Energy conservation, energy audits, and renewable energy systems.
11. Site survey, geotechnical studies, and site utility assessments.
12. Heating, ventilation, and air conditioning design offices, maintenance shops and building per Title 24 energy codes, California State codes, and local codes.
13. Industrial ventilation design for maintenance shops and equipment rooms per local codes and Cal-OSHA, including administrative spaces, paint booths, welding area and CNG area.
14. Fire protection system.
15. CCTV and security system.
16. Electrical analysis for electrical buses.
17. Communication systems,
18. Emergency Generators and Uninterruptable Power Supply (UPS).
19. Lighting design.
20. Engineering design support during construction.
21. Other engineering work as required.

RAIL DIVISIONS, RAIL OPERATION CONTROL (ROC) FACILITY AND RAIL STATIONS DESIGN

SERVICES:

1. Architectural and civil, track, structural, MEP engineering for rail facilities.
2. Industrial engineering, work flow analysis, and master planning for new and existing equipment/systems/buildings.
3. Rail vehicle shop equipment such as car hoists, cranes, wheel truing machines, wheel press, turntable, blow down equipment, etc.
4. Rail car (LRT and HRT) cleaning system/equipment.
5. Electrical load analysis.
6. Coordination of electrical interface with facilities and systems.
7. Sustainability, commissioning, and LEED certification services.
8. Storm water, sewer, and industrial process water systems.
9. Energy conservation, energy audits and renewable energy systems.
10. Site survey work, geotechnical studies, and site utility assessments.
11. Industrial ventilation design for maintenance shops and equipment rooms per local codes and Cal-OSHA, including administrative spaces, body shop, paint shop/booths, welding shop, blow-down pit, etc.
12. Heating, ventilation, and air conditioning design for offices, shops, and building per Title 24 energy codes, California State codes, local codes.
13. Fire protection systems.
14. Fire/Life/Safety associated items.
15. Utility coordination, relocation and design.
16. CCTV and security surveillance systems.
17. Emergency generators and uninterruptable power supply (UPS).
18. Lighting design.
19. Renewable energy systems.
20. Engineering design support during construction.
21. Other engineering work as required.

DETERMINATION OF SAFETY IMPACT

Although this SES contract is not directly related to a specific safety issue, this Board action should have a positive impact on the safety of Metro's patrons and employees. The services provided via the SES contract will be to increase the effectiveness and efficiency of Metro's facilities, including, but not limited to, shop equipment, building systems, yard configurations, and controls to provide a safer working environment for employees.

FINANCIAL IMPACT

Approval of the recommendations will have no financial impact to the FY18 and FY19 budgets. As specific engineering design support needs arise, task orders will be issued and funded from the associated project budget, upon approval by the responsible Project Manager.

Since this is a multi-year project, the Project Managers, Cost Center Managers, and the Chief Program Management Officer will be responsible for budgeting costs of task orders related to this

contract.

Impact to Budget

There is no impact to the FY18 and FY19 Budgets as funds for this action will be included in the approved budget for each project. Most of the projects are funded with multiple sources of funds: federal and state grants, bonds and local sales taxes. Much of local sales taxes are eligible for bus and rail operations and capital improvements. These funds are programmed to state of good repair projects and to augment the costs of mega projects, where eligible and appropriate.

ALTERNATIVES CONSIDERED

Staff considered three alternatives.

- 1) Solicit qualifications proposals for each individual task whenever the need or request arises. This alternative is not recommended because it would require extensive additional staff time to process each individual task. Each task order would essentially be a separate procurement. This would result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring services on a per-assignment basis would impose a significant additional burden on the Engineering, Capital Projects, and Vendor/Contract Management departments. Such a course of action is not deemed to be practical or cost effective.
- 2) Utilize existing engineering staff to provide the required technical support. This alternative is also not feasible as Metro's current engineering capacity is fully utilized to support the existing major projects, capital improvement projects, and State of Good Repair projects. Due to these commitments, it is anticipated that the current staff would be challenged to provide the technical support necessary for upcoming capital projects which will be under concurrent development with already existing projects. If this second alternative is exercised, Metro would need to hire additional staff with expertise in several currently underrepresented disciplines to perform this work. Such a course of action is not deemed to be practical or cost effective.
- 3) Extend the expiring SES contracts. This alternative would require staff to seek Board authority to extend the existing contracts and increase the Contract Modification Authority (CMA) of the anticipated work. Such a course of action is not in accordance with Metro policy of issuing new contracts periodically usually for a period of three to five years.

NEXT STEPS

Upon Board approval, staff will complete the process to award and execute the SES contract in accordance with Metro Procurement Policies and Procedures. Specific task orders will then be issued on an as-needed basis.

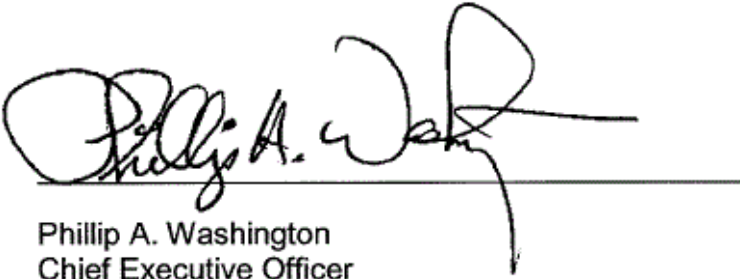
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - SES DEOD Summary

Prepared by: Tim Lindholm, Executive Officer, Capital Projects, (213)922-7297

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SUPPLEMENTAL ENGINEERING SERVICES (SES) FOR
BUS AND RAIL FACILITIES / AE45752

1.	Contract Number: AE45752	
2.	Recommended Vendor: HDR Maintenance Design Group (MDG)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: September 7, 2017	
	B. Advertised/Publicized: August 29, 2017	
	C. Pre-Proposal Conference: September 15, 2017	
	D. Proposals Due: October 26, 2017	
	E. Pre-Qualification Completed: TBD	
	F. Organizational Conflict of Interest Review Completed by Ethics: October 30, 2017	
	G. Protest Period End Date: June 25, 2018	
5.	Solicitations Picked up/Downloaded: 101	Proposals Received: 3
6.	Contract Administrator: Rafael Vasquez	Telephone Number: 213.418-3036
7.	Project Manager: Andi Wang	Telephone Number: 213.922.4722

A. Procurement Background

This Board Action is to approve Contract No. AE45752 Supplemental Engineering Services for Bus and Rail Facilities (SES), to supplement Metro's Program Management department resources in providing services in architectural and engineering design for Metro bus and rail facilities related to capital improvement projects, engineering feasibility studies, code analysis and to develop a basis for design, support design review, check calculations, review and respond to RFI's, surveying services, geotechnical study and underground utility identification. The consultant will furnish all of the labor, materials, and other related items required to perform the services on a Contract Work Order basis for a project, under which specific Task Orders will be issued for specific Scopes of Services and Periods of Performance. This SES contract will be supporting the Maintenance of Way (MOW), State of Good Repair, and Transit Asset Management, which are all projects that will see significant investment and a corresponding need for design services in the next three years. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was an Architectural and Engineering (A&E) qualifications based procurement process performed in accordance with Metro Procurement Policies and Procedures, and California Government Code Section 4525-4529.5 for A&E services to select the most qualified firm. The contract type is a cost plus fixed fee. The Contract is for a term of three years with two one-year options.

Two amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on October 2, 2017, clarified the Submittal Requirements and Evaluation Criteria; added GC-37B clause for Indemnification Design Professional Work, revised Scope of Services, including DBE goal requirements due to federal funding, and deleting SBE goal requirements.
- Amendment No. 2, issued on October 10, 2017, added Certification of Compliance with Metro Lobby Ordinance No. 99-01 and Guidelines (Pro-Form 017);

A total of three proposals were received on October 26, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Program Management Capital Improvements Projects was convened and conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and the associated weightings:

- | | |
|---|------------|
| • Experience and Capabilities of the Firms on the Consultant's Project Team | 30 percent |
| • Key Personnel's Skills and Experience | 30 percent |
| • Effectiveness of Management Plan | 20 percent |
| • Understanding of Work and Appropriateness of Approach for Implementation | 20 percent |

The evaluation criteria were appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience and Capabilities of the Firms on the Consultant's Project Team and Key Personnel's Skills and Experience. This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

All three proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Gannett Fleming.
2. HDR | Maintenance Design Group.
3. PacRim Engineering.

From November 2017 through early March of 2018, the PET reviewed the three written qualification proposals. On December 19, 2017, the PET met with all three Proposers for oral presentations. The firms were given the opportunity to present on 1) Effectiveness of Management Plan, and 2) Understanding of Work and Appropriateness of Approach for Implementation.

The proposing firms had the opportunity to present their proposed project managers, key personnel and some of their key members, as well as respond to the PET's questions. In general, each Proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

During the evaluation process, Requests for Clarifications regarding the proposals were sent to the respective proposers. There were issues addressed consisting of qualifications, skills and experience of key personnel and the principal/lead positions as specified in the RFP Scope of Services.

After the recommendation of the most qualified proposer was approved by the Executive Officer of Vendor/Contract Management (V/CM), the recommended most qualified proposer's cost proposal was opened. V/CM completed its cost analysis and engaged in negotiations with the recommended proposer.

Qualifications Summary of Recommended Firm:

The final scoring was based on evaluation of the written proposals as supported by oral presentations and clarifications received from the Proposers. The PET ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	HDR MDG				
3	Experience and Capabilities of the Firms on the Consultant's Project Team	86.94	30%	26.08	
4	Key Personnel's Skills and Experience	88.39	30%	26.52	
5	Effectiveness of Management Plan	88.92	20%	17.78	
6	Understanding of Work and Appropriateness of Approach for Implementation	85.58	20%	17.12	
7	Total		100.00%	87.50	1

8	GANNETT FLEMING				
9	Experience and Capabilities of the Firms on the Consultant's Project Team	88.22	30%	26.47	
10	Key Personnel's Skills and Experience	86.11	30%	25.83	
11	Effectiveness of Management Plan	86.17	20%	17.23	
12	Understanding of Work and Appropriateness of Approach for Implementation	85.58	20%	17.12	
13	Total		100.00%	86.65	2
14	PACRIM ENGINEERING				
15	Experience and Capabilities of the Firms on the Consultant's Project Team	78.56	30%	23.57	
16	Key Personnel's Skills and Experience	77.06	30%	23.12	
17	Effectiveness of Management Plan	77.42	20%	15.48	
18	Understanding of Work and Appropriateness of Approach for Implementation	77.00	20%	15.40	
19	Total		100.00%	77.57	3

Weighted Scores are rounded up to the nearest second decimal point.

The evaluation performed by the PET determined HDR|MDG as the most qualified firm and team to provide Supplemental Engineering Services for Bus and Rail Facilities, as provided in the RFP Scope of Services. HDR|MDG demonstrated, through their written proposal and oral presentation, their ability to manage projects of a similar nature. The team is highly experienced in delivering similar task order based contracts with an excellent record in client satisfaction.

Members of the team providing services to Metro under other contracts may not be eligible to perform certain tasks under this Contract if their performance would result in an organizational conflict of interest, in accordance with Metro's Organizational Conflict of Interest policy.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro's Procurement Policies and Procedures. The analysis includes, among other things, a comparison with similar firms, an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus

a fixed fee based on the total estimated cost for task orders during the contract term to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to Contract adjustments. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

Proposer Name	Proposal Estimate	Metro NTE Estimate	Recommended NTE amount
HDR MDG	\$9,000,000 ⁽¹⁾	\$9,000,000 ^{(2), (3)}	\$9,000,000 ^{(2), (4)}

- (1) The proposal was for rates only and not a total cost since a total level of effort had not been established. The proposal is for a Not To-Exceed-Amount of \$9,000,000. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) FY '19 starts from July 1, 2018 thru June 30, 2019
FY '20 starts from July 1, 2019 thru June 30, 2020
FY '21 starts from July 1, 2020 thru June 30, 2021
- (3) The amount \$9,000,000 is NTE amount for the first three fiscal year contract base period.
- (4) The amount of \$9,000,000 is the Not to Exceed amount for the FY '19 –FY '21 period. Future work will be funded according to an Annual Work Program, on a two year basis. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

The Not-to-Exceed (NTE) estimate for the contract was developed by taking into account the value of Task Orders issued under previous Supplemental Engineering Services (SES) contracts. Previously, there was one SES contract for Bus Facilities and a second SES contract for Rail Facilities. This award is for both Bus and Rail Facilities.

D. Background on Recommended Contractor

Formerly known as Maintenance Design Group (MDG), LLC has been acquired by HDR Engineering, Inc. and going forward will be doing business as HDR | Maintenance Design Group.

Founded in 1995, Maintenance Design Group specialized in planning and design of vehicle and fleet operations and maintenance facilities. The firm employed close to 40 professionals in offices in Denver, Los Angeles, Minneapolis, Houston, Baltimore and Nashville.

For more than a century, HDR has provided engineering, architecture, and construction services. HDR has approximately 10,000 employees, in more than 225 locations around the world.

The HDR| MDG team has worked together for more than a decade. Projects the firms have collaborated on include the Sun Link Streetcar in Tucson, Arizona and the Kansas City Streetcar.

HDR | MDG team has a combined experience of over 20 projects for Metro, including the current SES Bus and Rail contracts. The team has specific bus and rail facility design experience and a history of successful project collaboration including Metro Division 14 Rail Operations and Maintenance Facility, Division 13 Bus Maintenance and Operations Facility, Division 7 Long-Term Programming and Site Analysis, Metro El Monte Transit Center Expansion, and Division 24 Metro Gold Line Operations Campus.

DEOD SUMMARY

SUPPLEMENTAL ENGINEERING SERVICES (SES) FOR
BUS AND RAIL FACILITIES / AE45752

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 28% Disadvantaged Business Enterprise (DBE) goal for this solicitation.

HDR | Maintenance Design Group (MDG) formed a team that included DBE firms without schedules or specific dollar commitments prior the establishment of this Task Order Contract and has committed to meeting the 28% DBE goal.

In response to a task order request, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that task order. Overall DBE achievement in meeting the commitment will be determined based on the aggregate of actual DBE participation on all task orders awarded.

Small Business Goal	28% DBE	Small Business Commitment	28% DBE
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	DBE Subcontractors	Scope of Work	NAICS Codes	Ethnicity	% Committed
1.	Coast Surveying, Inc.	Surveying	541370 - Surveying and Mapping (except Geophysical)	Hispanic American	TBD
2.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	Geotechnical Engineering	541330 - Engineering Services 541380 – Testing Laboratories 541620 – Environmental Consulting Services	Hispanic American	TBD
3.	FPL and Associates, Inc.	Traffic and Civil Engineering	541330 Engineering Services 541340 – Drafting Services	Asian Pacific American	TBD

4.	Katherine Padilla & Associates (KPA)	Community Outreach, Graphic Design	541820 – Public Relations Agencies 541430 – Graphic Design 541611 - Admin. Mgmt. and Gen. Mgmt. Consulting Services	Hispanic American Female	TBD
5.	Miyamoto International, Inc.	Structural Engineering Services	541330 - Engineering Services	Asian Pacific American	TBD
6.	Pacific Railway Enterprises	Railroad Signal and Communication Systems Design and Engineering Services	541330 - Engineering Services 541340 – Drafting Services 541512 – Computer System Design Services	Caucasian Female	TBD
7.	SAA Associates	Planning, Design	541310 – Architectural Services	African American	TBD
8.	W2 Design, Inc.	Civil and Utility Engineering, Stormwater Management	541330 - Engineering Services 541340 – Drafting Services 541611 – Admin. Mgmt. and Gen. Mgmt. Consulting Services 541690 – Other Scientific and Technical Consulting Services	Asian Pacific American	TBD
Total DBE Commitment					28.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will 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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.