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**Agenda - Final**

**Thursday, June 18, 2020**

**10:15 AM**

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Los Angeles, CA 90012

**Construction Committee**

*Janice Hahn, Chair*

*Robert Garcia, Vice Chair*

*Kathryn Barger*

*Jacquelyn Dupont-Walker*

*Sheila Kuehl*

*John Bulinski, 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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

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**

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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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**323.466.3876**

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

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TDD line (800) 252-9040

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

**CALL TO ORDER****ROLL CALL**

20. **SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR- 118 TO SR-134; SEGMENT 3** [2020-0311](#)

**RECOMMENDATION**

AUTHORIZE Contract Modification No. 280 (CCO 280) by the California Department of Transportation (Caltrans) for the construction contract for Segment 3 (Empire) of I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) in the amount \$631,246.57 under Funding Agreement No. MOU.P0008355/8501A/A9 within the current LOP budget.

21. **SUBJECT: AIRPORT METRO CONNECTOR PROJECT** [2020-0123](#)

**RECOMMENDATION**

A. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract No. C65322C1194, AMC Site Work and Rail Systems Construction with Hensel Phelps Herzog JV, for the Early Demolition, Preliminary Site Work and Design and Installation of Rail Systems for a term of approximately 24 months within the Not-to-Exceed amount of \$21,000,000.

B. AUTHORIZE Contract Modification Authority (CMA) specific to Contract No. C65322 C1194 with Hensel Phelps Herzog JV, in correspondence with the executed contract, in the amount of 20% of the final negotiated contract amount.

**Attachments:** [Attachment A - Procurement Summary](#)  
[Attachment B - DEOD Summary](#)

29. **SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT** [2020-0381](#)

**RECOMMENDATION**

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

**Attachments:** [Attachment A - Program Management Major Project Status Report](#)

**SUBJECT: GENERAL PUBLIC COMMENT**[2020-0396](#)

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 #: 2020-0123, File Type: Contract

Agenda Number: 21.

### CONSTRUCTION COMMITTEE JUNE 18, 2020

**SUBJECT: AIRPORT METRO CONNECTOR PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

- A. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract No. C65322C1194, AMC Site Work and Rail Systems Construction with Hensel Phelps Herzog JV, for the Early Demolition, Preliminary Site Work and Design and Installation of Rail Systems for a term of approximately 24 months within the Not-to-Exceed amount of \$21,000,000.
- B. AUTHORIZE Contract Modification Authority (CMA) specific to Contract No. C65322 C1194 with Hensel Phelps Herzog JV, in correspondence with the executed contract, in the amount of 20% of the final negotiated contract amount.

#### **ISSUE**

Metro is constructing a new, intermodal station at the connection of the new Crenshaw/LAX (CLAX) Line with the new Airport People Mover (APM) station. The confluence of these three major projects, all in various stages of construction at the same location, is very complicated. In order to minimize delay and disruptions to the new CLAX Line while allowing construction to proceed on the new AMC station, preliminary construction work consisting of demolition, utility work, grading and rail systems design and installation is necessary.

Specifically, the basis of this coordination and work is focused on the construction of a new at-grade light rail station at AMC that will include an entirely new rail platform and track system, two above-grade pedestrian mezzanine crossings and large span canopy roof - all of which will be built within the existing CLAX right of way. Consequently, the construction of these station components will restrict planned CLAX rail service through the AMC project site.

After coordination with Rail Operations and CLAX, the Staff and Project Team analyzed the severity of CLAX service restrictions and originally went through the process of designing a complete Shoofly System. This Shoofly would have allowed for rail operations to run through the project site while allowing AMC construction to proceed within the main CLAX ROW. However, considerations for cost

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and schedule against the benefits with regards to recent CLAX scheduling made this Shoofly unfeasible.

Further coordination with Metro Operations and CLAX determined that a less costly adjustment to the rail systems and installation of turnbacks would provide acceptable temporary options for rail operations while providing the required access for the AMC construction. This new scope now includes the following main components:

- Design and installation of rail operating systems to provide initial turnback service options at both north and south areas of the AMC Project site;
- Expedite preliminary Site Work construction to mitigate delays to the AMC rail station installation. Once this station work is completed, rail service will have the option to operate through the AMC project site, relieving the separate turn back services.

With this understanding, the complete Work under this Contract shall include, but is not limited to the following:

- Rail Systems engineering for project specific turn back and crossover operations for the CLAX Line;
- Demolition of all onsite items or facilities and the clearing and grubbing of the site as indicated on the drawings;
- Site Work including installation of stormwater pollution prevention controls, grading, utilities and retaining wall installation to assist in expediting AMC Station construction.

## **BACKGROUND**

The Los Angeles County Metropolitan Transportation Authority (Metro) will be constructing the Airport Metro Connector Transit Station, a new multi-modal transportation center to connect passengers between multiple transportation modes within the Metro system and the Los Angeles World Airports (LAWA) APM project. A main component of this new AMC Transit Station will be the installation of a new light rail station servicing the CLAX rail line.

Construction of this light rail station will be conducted directly within the main CLAX right of way. To allow for the timely and efficient construction of this rail station while still maintaining CLAX operations, provisions are required to have turnback and crossover operations to allow for initial rail service both north and south of the project site. In addition, with the expedited schedule for full CLAX Service through the AMC Project Site, the preliminary Site Work will remove time consuming scope from the AMC Station construction. With this understanding, the overall scope of this contract is for demolition, site work and rail system design and installation.

## **DISCUSSION**

### **Need to proceed with the Site and Rail System Work with a single source.**

In order to provide construction services and meet critical schedule milestones, staff seeks the authority to negotiate and award a single source contract with Hensel Phelps Herzog JV (HPH). This request for single source contract modification is based on avoiding construction conflicts and schedule impacts while expediting delivery of the Site and Rail Systems Work to meet the CLAX schedule. With HPH's experience as the Contractor for the adjacent Southwest Yard (SWY) Project and previous experience with integration of the SWY Rail Work to the CLAX Line, the Project Team determined that the Project would benefit with a single source delivery per the following:

1. Design and Integration of the Rail Systems infrastructure to the SWY with main work being the sub-grade installation and connection to duct banks adjacent to and within the SWY area, eventually connecting to the control room at the Southwest Yard. Given this SWY infrastructure has been fully installed by HPH, having HPH perform the Project will avoid conflicts, the need for rework, unnecessary delays, damages, and even voided warranty claims.
2. Avoiding or mitigating schedule conflicts with the CLAX Line, and separately with the APM by LAWA. With this interconnected relationship, any interruptions or conflicts for one project will have an adverse effect on the other. Familiarity with both the SWY project site and the CLAX Line, HPH already has the specialized capabilities and capacity on the project to avoid or mitigate conflicts, delays and resulting costs.
3. HPH has extensive experience with the CLAX Contractor in coordinating work between two separate contracts, allowing expediting of work to meet both the Site Work and CLAX schedule.

The AMC Project Team is confident that the implementation of these components can only be addressed with the engagement of HPH, who is already immersed in the processes and complexities surrounding these projects.

Based on the construction schedule of the anticipated CLAX and the Los Angeles World Airports Automated People Mover project, staff contemplates the contract duration to be through FY22.

## **DETERMINATION OF SAFETY IMPACT**

The installation of Rail Systems for CLAX Turnback and Crossover adjacent to the AMC Site will ensure that the CLAX Line will maintain safe and uninterrupted service options through the duration of the AMC Rail Station construction. In addition, with full and uninterrupted access to the CLAX Right-of-Way, the construction means and methods will follow more typical industry standards,



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requiring less complicated and safer construction equipment and procedures adjacent to - instead of within - an operating rail line. This Board action will have no impact on established safety standards.

### **FINANCIAL IMPACT**

This contract is funded through Airport Metro Connector Project, number 860303. Funds required for fiscal year 2021 will be addressed through the annual budget development currently underway, with anticipated Board action in September 2020. Funds required for in the immediate quarter following Board approval of the contract award will be provided through Board approved budget for Continuing Resolution of FY20 budget through September. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

#### **Impact to Budget**

The sources of funds for the recommended actions are Measure R 35%, Measure M 35% and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). These sources are not eligible for bus or rail operations.

..Implementation\_Of\_Strategic\_Plan\_Goals

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This action directly supports the Project which is consistent with Metro's Strategic Plan Goals to enhance communities and lives through mobility and access to opportunity. By increasing capacity at the station, better integrating rail service to the APM, and creating a more intuitive and efficient passenger experience, the Project seeks to better connect residents to a wider range of regional employment, travel, and cultural opportunities.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the negotiation and execution of the contract. This alternative is not recommended as the AMC Project construction would greatly affect public CLAX Operations with most of the main Project components constructed within or adjacent to the CLAX Right-of-Way. Without the turnback and crossover service options, the CLAX Line will not be able to operate south of the project site and lead to longer transition times for the CLAX Service north of the project site. In addition to potential service delays, this alternative may lead to potential extended bus bridge conditions.

The construction itself will also be extended with costly delays and inconsistent access to the work area, extending the duration of construction along with associated costs for additional labor and

equipment.

Lastly, not proceeding with these modifications would further complicate and delay coordination with the APM Project, a key portion of which is integrated with the AMC Station and is currently scheduled for construction on the project site.

### **NEXT STEPS**

Upon Board approval, staff will begin negotiations for award of Contract No. C65322C1194 AMC Site Demolition and Rail Systems Construction with Hensel Phelps Herzog for the Site Work, Early Demolition and the design and installation of Rail Systems

### **ATTACHMENTS**

Attachment A - Procurement Summary

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Attachment B - DEOD Summary

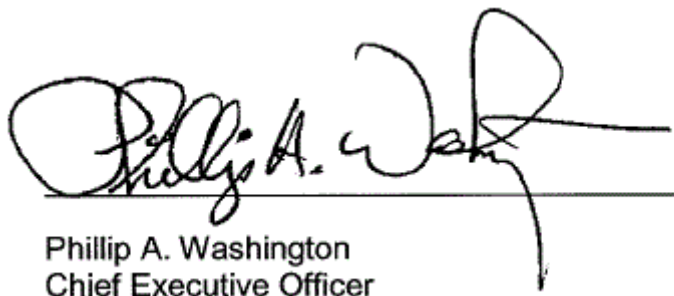
Prepared by:

Paul Whang, Senior Director, Engineering, Program Management, (213) 922-4705;

Tim Lindholm, Senior Executive Officer, Capital Projects Program Management, (213) 922 -7297

Reviewed by:

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



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## SITE WORK AND RAIL SYSTEMS CONSTRUCTION

1.	<b>Contract Number:</b> C65322C1194	
2.	<b>Recommended Vendor:</b> Hensel Phelps Herzog Joint Venture	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> TBD	
	<b>B. Advertised/Publicized:</b> N/A	
	<b>C. Pre-Proposal Conference:</b> N/A	
	<b>D. Proposals Due:</b> TBD	
	<b>E. Pre-Qualification Completed:</b>	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> TBD	
	<b>G. Protest Period End Date:</b> N/A	
5.	<b>Solicitations Picked-Up:</b> 1	<b>Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Deneise Glover	<b>Telephone Number:</b> 213-922-5450
7.	<b>Project Manager:</b> Timothy Lindholm	<b>Telephone Number:</b> 213-922-2797

**A. Procurement Background**

This Board Action is to authorize the CEO to negotiate and award Contract No. C65322C1194, AMC Site Work and Rail Systems Construction, to Hensel Phelps Herzog, JV, a single-source. The Los Angeles County Metropolitan Transportation Authority (Metro) will be constructing the Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station, a new multi-modal transportation center to connect passengers between multiple transportation modes within the Metro system and the Los Angeles World Airports Automated People Mover project. A main component of this new Transit Station will be the installation of a new light rail platform for the Crenshaw LAX (CLAX) rail line. Completion of the AMC Site Work and Rail Systems Construction project will assist in minimizing delays and disruptions to the new CLAX Line while allowing construction to proceed on the new AMC station, preliminary construction work consisting of demolition, utility work, grading and rail systems design and installation is necessary.

- The contract will be negotiated and awarded in accordance with Metro Procurement Policy and Procedures for a non-competitive procurement.

**B. Background on Recommended Contractor**

Hensel Phelps Construction was founded in 1937 by Abel Hensel Phelps in Greeley, CO. Operations initially were limited to home building and remodeling, after which competitive contract work was undertaken on a limited scale.

Herzog was founded in 1969 by William E. “Bill” Herzog in St. Joseph, MO. Herzog is a leading rail and heavy/highway contractor across North America. Herzog efficiently solves complex transportation problems in challenging operating environments thanks to fifty years of experience and our highly qualified team of professionals.

Herzog provides state-of-the-art equipment, technology, construction, and maintenance services to owners and operators of Class 1 railroads, transit agencies, state transportation authorities, and prime contractors.

The Joint Venture Agreement between Hensel Phelps and Herzog was formed January 21, 2015 to submit a joint bid for the design and construction of the Los Angeles County Metropolitan Transportation Authority Division 16: Southwestern Yard which completed January 2019.

## DEOD SUMMARY

## SITE WORK AND RAIL SYSTEMS CONSTRUCTION

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this non-competitive procurement. Hensel Phelps Herzog JV's SBE/DVBE commitment will be determined once negotiations have concluded.

<b>Small Business Goal</b>	<b>12% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>TBD</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Cabrinha, Hearn & Associates	TBD
2.	Jabez Security	TBD
3.	MTGL	TBD
4.	Monzon & Son Enterprises, Inc.	TBD
5.	Ozzie's Trucking, Inc,	TBD
6.	SBE TBD	TBD
	<b>Total SBE Commitment</b>	<b>TBD</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	3531 Trucking Inc.	TBD
2.	Amerivet Contracting	TBD
3.	Monaco Mechanical dba All Area Services	TBD
4.	RBT Electric	TBD
5.	Trinity Equipment	TBD
6.	Service Connected Inc	TBD
7.	DVBE TBD	TBD
	<b>Total DVBE Commitment</b>	<b>TBD</b>

**B. 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:

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**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).

**D. Living Wage / Service Contract Worker Retention Policy Applicability**

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



## File Summary

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

File Number	Title	Current Status
2020-0123	Contract	Passed

- A. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract No. C65322C1194, AMC Site Work and Rail Systems Construction with Hensel Phelps Herzog JV, for the Early Demolition, Preliminary Site Work and Design and Installation of Rail Systems for a term of approximately 24 months within the Not-to-Exceed amount of \$21,000,000.
- B. AUTHORIZE Contract Modification Authority (CMA) specific to Contract No. C65322 C1194 with Hensel Phelps Herzog JV, in correspondence with the executed contract, in the amount of 20% of the final negotiated contract amount.

**Introduced:** 2/3/2020

**Controlling Body:** Construction Committee

**Meeting Date:** 6/18/2020

**Sponsor(s):** Construction Committee

**Drafter:** priceke@metro.net



## Board Report

**File #:** 2020-0381, **File Type:** Oral Report / Presentation

**Agenda Number:** 29.

### CONSTRUCTION COMMITTEE JUNE 18, 2020

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

**ACTION: ORAL REPORT**

#### **RECOMMENDATION**

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

#### **DISCUSSION**

Update report covering the month of June 2020 by the Chief Program Management Officer.

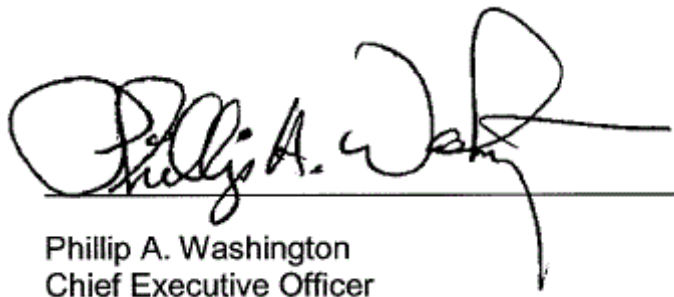
#### **ATTACHMENTS**

Attachment A - Program Management Major Project Status Report

Prepared by:

- **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** - Kimberly Ong, EO Project Mgmt., (323) 903-4112
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Willowbrook/Rosa Park Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **I-210 Barrier Replacement** - Androurh Danielians, EO Project Engr., (213) 922-7598
- **I-5 North** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **I-5 South** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **Presentation** - Yohana Jonathan, Princ. Prog. Mgmt. Analyst, (213) 418-3031





Phillip A. Washington  
Chief Executive Officer





















# **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 95% complete. Contractor needs to recover schedule. A revised completion date is required.
Regional Connector			Project is 65.8% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 1			Project is 61% complete and proceeding on schedule. Differing site conditions and third party requirements are impacting the project budget.
Westside Purple Line Extension-Section 2			Project is 29% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 3			Project is 10% complete and proceeding on schedule and within budget.
Pasadena Plaza			Project is 85% complete and proceeding on schedule and within budget.
Willowbrook/Rosa Parks Station			Blue Line Platform and Mezzanine Finishes and Vertical Circulation work ongoing while station is in operation. Customer Center, Mobility Hub + Public Plaza and promenade are substantially complete. Package B early work start delayed until late May. UPRR pedestrian grade crossing delayed but scheduled for July 2020. Station planned to open in phases with opening dates coinciding with pandemic guidance.
I-210 Barrier Replacement			Project 1 Project Report has been approved by Caltrans. We are working toward Project 1 100% PS&E Package approval by July 2020. Project 2 constructability and impact to Metro, Caltrans and surrounding cities has been analyzed by the Design Team. Design Team has clearly identified the best path forward to keep the disruption to freeway traffic and Metro operations to a minimum for Project 2.
I-5 North: SR 118 to SR 134			Segment 1 and 2 are completed. Segment 3 (Empire Ave & Burbank) is 80% complete. Segment 4 (Magnolia to SR-134) is 96% complete.
I-5 South: Orange County Line to I-605			Segments 1, 3, and the Carmenita Interchange are completed. Segment 2 (Valley View) is 61% complete. Segment 4 (Imperial) is 97% complete. Segment 5 (Florence) is 88% complete.

June 2020

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Significant Impact



Metro 2

# CRENSHAW/LAX TRANSIT PROJECT

## BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$2,058M	\$2,148M

## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	Summer/Fall	June 2021*
OPERATION	2020	

- Overall Project Progress is 95% complete.
- Project budget is being impacted by schedule delay.
- Contractor continues remaining facility and systems installation and testing efforts.



**Fairview Heights Station** – Station view, paved parking, sidewalks, lighting and fencing



**Downtown Inglewood Station** – TVM canopy

June 2020



On target



Possible problem



Significant Impact



Metro 3

Construction Committee

Los Angeles County Metropolitan Transportation Authority

\*Substantial Completion: Winter 2020

# REGIONAL CONNECTOR TRANSIT PROJECT

## BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$1,816M	\$1,816M

## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE OPERATION	Summer/Fall 2022	Summer/Fall 2022

- Overall Project Progress is 65.8% complete.
- Little Tokyo/Arts District Station, WYE and 1st Street:** Street backfill continues at Wye and 1st/Alameda; Structural concrete operations continue at Station. MEP and systems are underway as well.
- Historic Broadway Station:** Structural concrete, MEP and systems continues within the Station, Crossover Cavern and Entrance.
- Grand Av Arts/Bunker Hill Station:** Structural concrete installation continues throughout the Station. MEP and systems are underway.
- Flower Street:** Installation of exterior and interior walls and roof placements continue.
- Systems:** Factory testing of systems components continue as well as conduit installation at decks and walls ongoing across the Project.
- Track:** Continue installation of Low Vibration Track (LVT) and pre-cast Floating slab.



Interior wall installation at the future Little Tokyo/Arts District Station



Pre-cast Floating Slab at Grand Av Arts/Bunker Hill Station

June 2020



On target



Possible problem



Significant Impact

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 4



# WESTSIDE PURPLE LINE EXTENSION – SECTION 1

## BUDGET

	<u>Current</u>	<u>Forecast</u>
<b>TOTAL COST*</b>	<b>\$3,154M</b>	<b>\$3,154M</b>

\* Includes Board approved LOP budget plus finance costs.

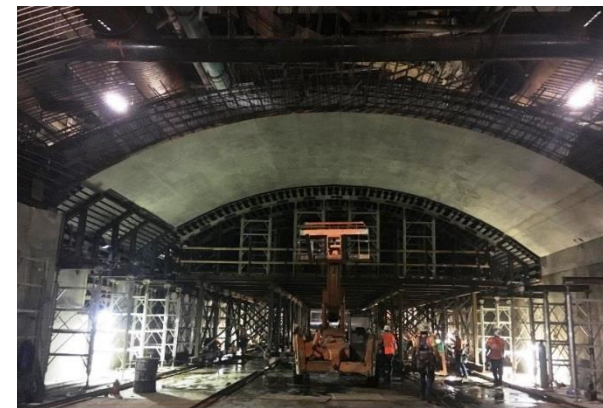
## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
<b>REVENUE</b>	<b>Fall</b>	<b>Fall</b>
<b>OPERATIONS</b>	<b>2024 (FFGA)</b>	<b>2023</b>

- Overall Project Progress is 61% complete.
- Wilshire/Western Retrieval Shaft:** Continued support of Reach 1 cross passage construction.
- Wilshire/La Brea Station:** Concrete roof placement continues. The first concourse concrete placement is scheduled for May 16, 2020. Appendage structure work at Wilshire/Orange is scheduled to commence in September 2020.
- Wilshire/Fairfax Station:** Excavation and SOE installation at the future station entrance is anticipated to complete in June 2020. Concourse and interior wall activities will commence after TBMs are launched for Reach 3 tunnel mining.
- Wilshire/La Cienega Station:** Exterior (Level 1) wall concrete placement is scheduled to complete in June 2020. The first TBM arrival is anticipated in August 2020.
- Tunneling:** The Purple TBM (Elsie) arrived at Wilshire/Fairfax Station on April 4, 2020. As of May 12, 2020, the Red TBM (Soyeon) has mined 3,921 feet (88% complete) of the Reach 2 tunnel.
- Reach 1 Tunnel Cross Passages (CP):** Excavation for 4 out of 12 cross passages has been completed. HDPE and rebar installation is underway. Completion is anticipated in October 2020.
- Differing site conditions and third party requirements are impacting the project budget.



Purple TBM at Wilshire/Fairfax Station



Roof Deck Shoring at Wilshire/La Brea Station

June 2020



On target



Possible problem



Significant Impact

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# WESTSIDE PURPLE LINE EXTENSION – SECTION 2



## BUDGET

	<u>Current</u>	<u>Forecast</u>
<b>TOTAL COST*</b>	<b>\$2,530M</b>	<b>\$2,530M</b>

\* Includes Board approved LOP budget plus finance costs.



## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
<b>REVENUE OPERATION</b>	<b>Winter 2026 (FFGA)</b>	<b>Summer 2025</b>

- Overall Project progress is 29% complete.
- Final design progress is 98% complete.
- **Century City Constellation Station**
  - Excavation of the BL tunnel began on April 30, 2020.
  - Coordination is ongoing with CalGEM and BHUSD for the abandonment of two legacy oil wells found in the path of the BR TBM under the Beverly Hills High School campus.
  - On April 21, 2020, the City of Los Angeles Board of Public Works approved a 5-week expansion of the footprint of the existing street closure of Constellation Boulevard during the Safer at Home Order.
  - Piling west of the TBM launch box began on May 12, 2020.
- **Wilshire/Rodeo Station**
  - Piling for the station box was completed during the temporary full street closure of Wilshire Boulevard on May 9, 2020. Piling for the station entrance at Reeves Drive was completed on May 13, 2020.
  - Installation of dewatering wells was completed contemporaneously with piling.
  - Installation of the temporary street decking over the future station box excavation began on May 5, 2020. Prior to the COVID-19 pandemic, this work was anticipated to be performed during weekend closures from August 2020 through January 2021 (excluding weekends during City holidays).



Launch of the first TBM in Century City



Street Decking Installation on Wilshire Boulevard

June 2020



On target



Possible problem



Major issue



Metro 7

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# WESTSIDE PURPLE LINE EXTENSION – SECTION 3



## BUDGET

	<u>Current</u>	<u>Forecast</u>
<b>TOTAL COST*</b>	<b>\$3,611M</b>	<b>\$3,611M</b>

\* Includes Board approved LOP budget plus finance costs.



## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
<b>REVENUE</b>	<b>2028</b>	<b>2027</b>
<b>OPERATION</b>	<b>(FFGA)</b>	

- Overall Project progress is 10% complete
- Final design progress is 55% complete
- **C1151 Tunnel Contract**
  - Construction of the SCE ductbank for TBM power is 60% complete.
  - Continued preparation of the Tail Track Exit Shaft (TTES) site that included installation of secant piles, grout plant, water treatment plant, and electrical substation.
- **C1152 Stations, Trackwork and Systems Contract**
  - Final Design is ongoing.
  - Utility potholing investigation has been completed.
  - Pre-construction surveys of adjacent properties are ongoing.
- **Other Third Party Utility Relocation Work**
  - Joint trench activities for combining Verizon and Frontier telecommunications are ongoing. Cable pulling/splicing ongoing.
  - Southern California Gas relocations, pavement restoration, and striping have been completed.



Cable Tray Installation on VA Soundwall at TTES Site



Pile Installation for TTES

June 2020



On target



Possible problem



Significant Impact



Metro 7

Construction Committee

Los Angeles County Metropolitan Transportation Authority



# PATSAOURAS BUS PLAZA STATION



## BUDGET

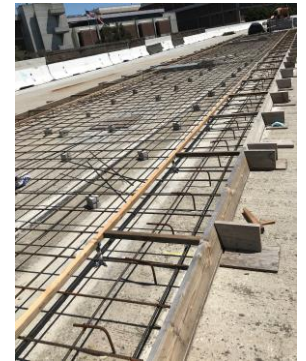
	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$50.9M	\$50.9M



## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Spring 2020	Spring 2020

- Overall project progress remains at approximately 85% complete.
- Caltrans storm drain and median barrier work on-hold due to:
  - Consultation for Area of Potential Effect expansion with Consulting Parties concludes.
  - Initiation of reevaluation of federal NEPA whether or not the approved CE designation remains valid
- Consultation initiated regarding the Treatment of Human Remains recently discovered during contour grading.
- Elevator installation started.
- Stainless steel panels 90% complete.
- Emergency egress poured.
- Canopy Columns installation pending resolution of non-conformity.



Canopy Columns NCR



Stainless Teel Panels



Emergency Egress

June 2020



On target



Possible problem



Significant Impact



Metro 8

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Los Angeles County Metropolitan Transportation Authority

# WILLOWBROOK/ROSA PARKS STATION

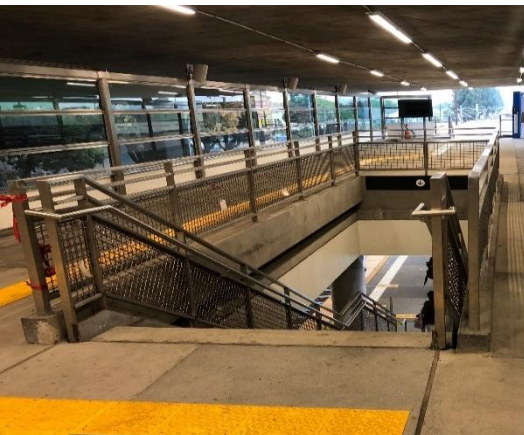
## BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$128.4M	\$128.4M

## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Summer 2020	March 2021

- Package A: Customer Center, Mobility Hub and Public Plaza are substantially complete. Promenade remains at 95% completion due to delay in materials. Southern pedestrian crossing completion on hold until UPRR completes their portion of the crossing (currently July 2020).
- Package C: Finishes, Systems (Variable Message Sign, TAP) and Vertical Circulation work ongoing while Station is in Operations. North end of mezzanine and stair to C Line platform construction near completion.
- Package B: Early work for Package B planned start is late May 2020. Due to delay in UPRR crossing work, bus operations to remain in current location, causing delay for Package B Work. Will report on current schedule after actual completion of UPRR work. Station can open in phases as soon as August 2020 but dates will coincide with return to work.



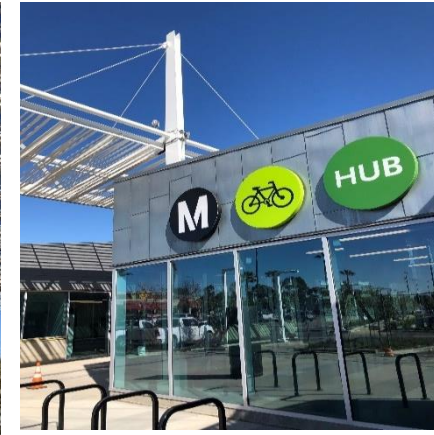
Blue Line Mezzanine open to the public



Mobility Hub Interior



Customer Center and Mobility Hub substantially complete



June 2020



On target



Possible problem



Significant Impact



Metro 9

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# I-210 BARRIER REPLACEMENT PROJECT

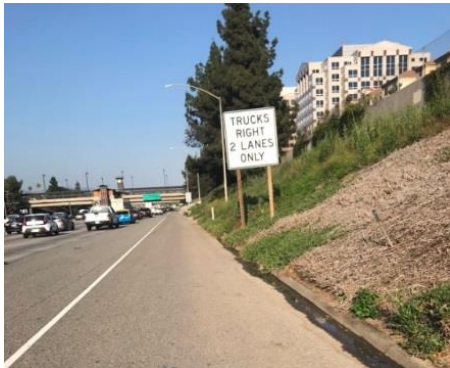
## BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$22.54M	\$22.54M
	Design	Design

## SCHEDULE

	<u>Current</u>	<u>Forecast</u>
Complete Design (Proj 1)	July 2020	Summer 2020
Complete Design (Proj 2)	May 2021	Spring 2021

- Project 1: Segment from Michillinda to Iconic Bridge – Project 1 Project Report has been approved by Caltrans. 100% PS&E Package underway and is expected to be approved in July 2020.
- Project 2: Segment from west end of the project to Michillinda – Development of Project Report for Project 2 is underway.
- Project 2: Design Team has investigated the constructability and operational impact for the various barrier replacement alternatives. The Design Team has clearly identified the best path forward to keep the disruption to freeway traffic and Metro operations to a minimum for Project 2.



Newly Installed Caltrans Freeway Sign



Incident in 2014



Newly Installed Speed Limit Sign

June 2020



On target



Possible problem



Significant Impact



Metro 10

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# I-5 Construction Projects (By Caltrans)



June 2020

Construction Committee

Los Angeles County Metropolitan Transportation Authority



# I-5 NORTH: SR 118 TO SR 134

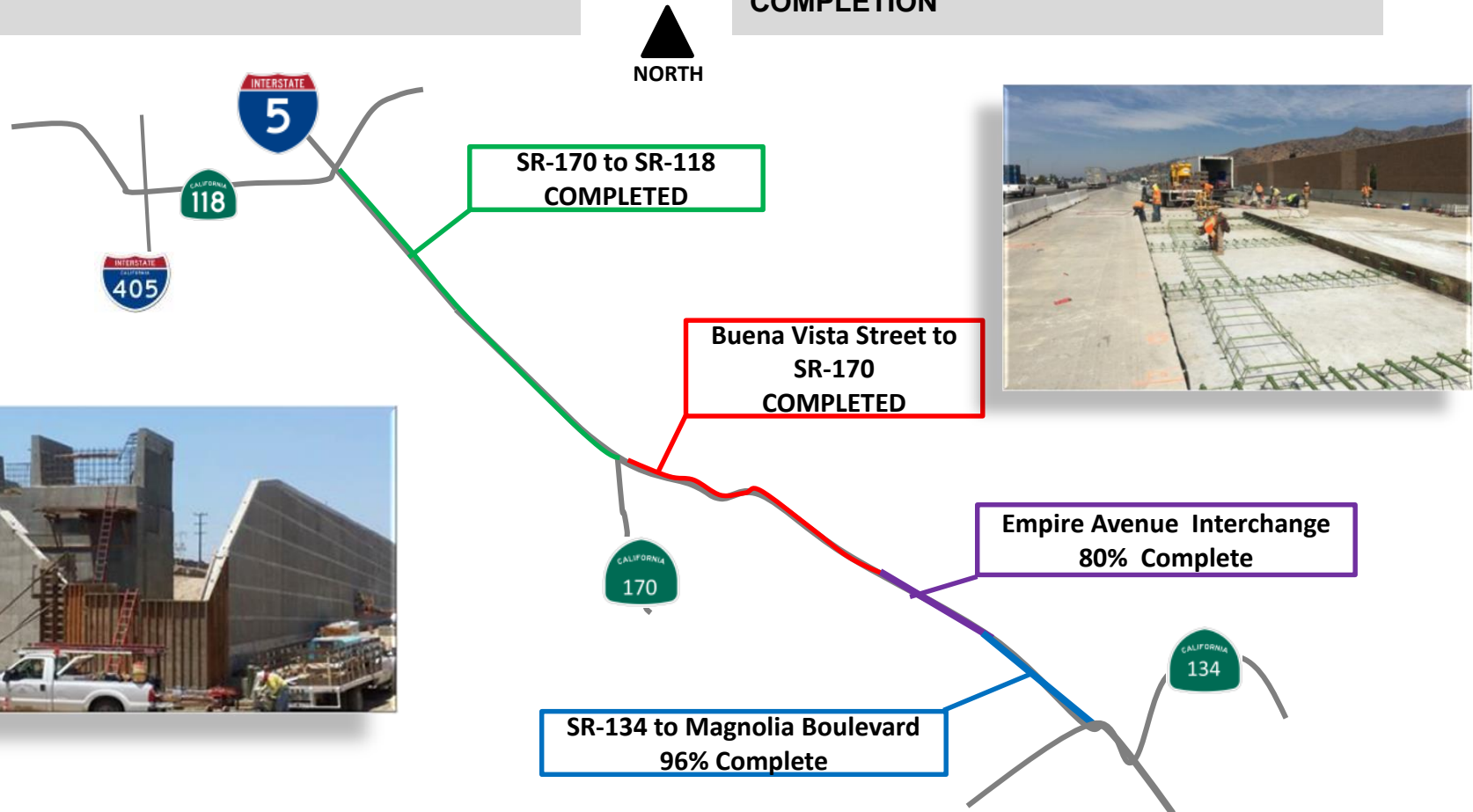


## ⚠ BUDGET

	Current	Forecast
TOTAL COST	\$880.9M	\$915.7M*

## ⚠ SCHEDULE

ANTICIPATED PROJECT COMPLETION	Current Summer 2022	Forecast* Spring 2023
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# I-5 SOUTH: ORANGE COUNTY LINE TO I-605



## BUDGET

	Current	Forecast
<b>TOTAL COST</b>	<b>\$1.888B</b>	<b>\$1.888B*</b>

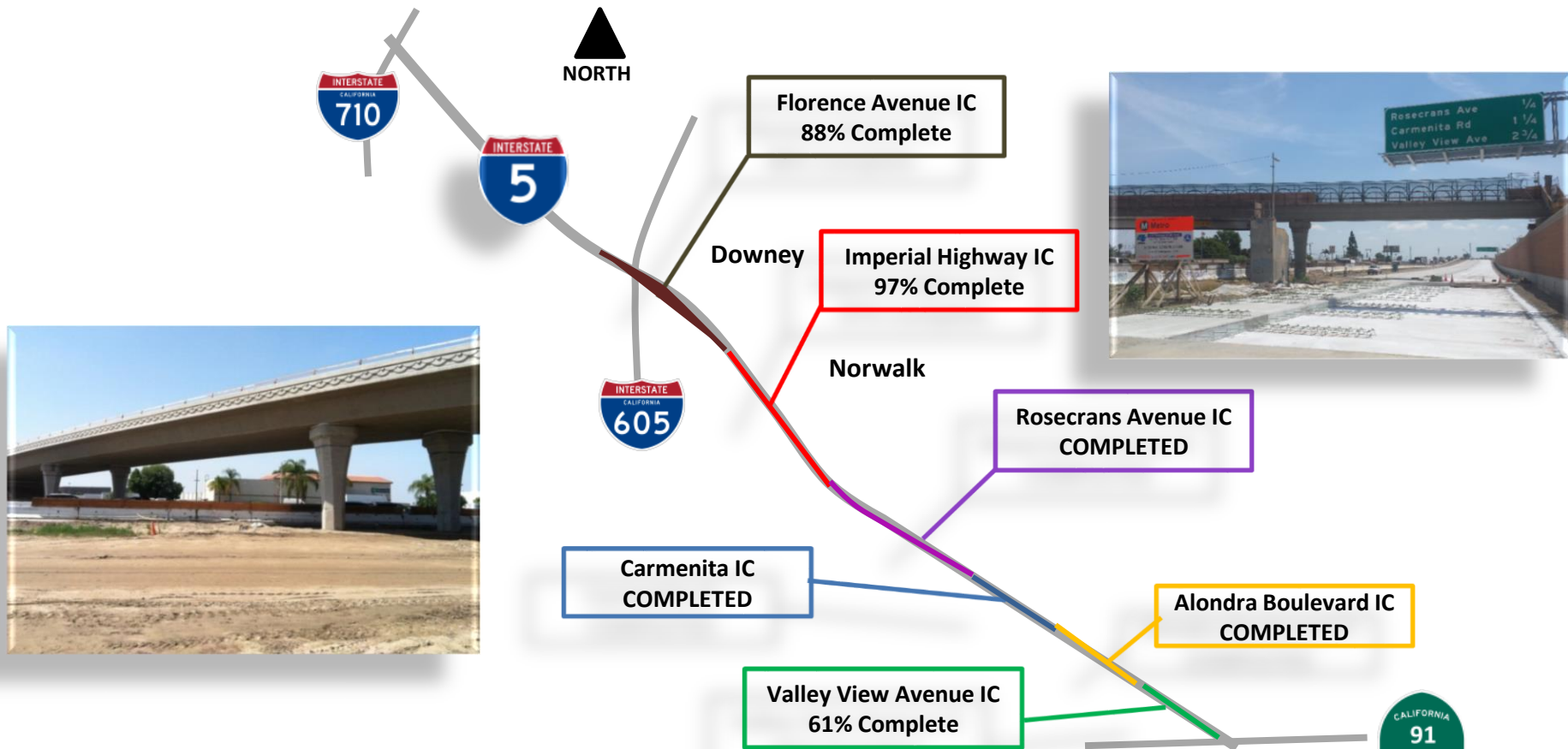


## SCHEDULE

**ANTICIPATED  
PROJECT  
COMPLETION**

**Current**  
Fall 2022

**Forecast\***  
Winter 2022



June 2020

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Significant Impact



Metro 13

\* Risk Analysis, Feb 2020