



CONSTRUCTION COMMITTEE
SEPTEMBER 15, 2005

PROJECT: METRO GOLD LINE EASTSIDE EXTENSION PROJECT (800088)

CONTRACT: PS-4310-0964, EASTSIDE LRT PARTNERS, JV PARSONS BRINCKERHOFF, JENKINS/GALES & MARTINEZ, & BARRIO PLANNERS, INC.

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO NEGOTIATE AND EXECUTE CHANGE ORDER NO. 14 FOR ENGINEERING AND ENVIRONMENTAL SERVICES ON THE RELOCATION OF INDIANA STATION IN AN AMOUNT NOT-TO-EXCEED OF \$365,000

RECOMMENDATION

- A. Authorize the Chief Executive Officer to negotiate and execute Change Order No. 14 to Contract No. PS-4310-0964, with Eastside LRT Partners, a Joint Venture, consisting of Parsons Brinckerhoff, Jenkins/Gales & Martinez, and Barrio Planners, Inc., for engineering and environmental services on the relocation of Indiana Station in an amount not-to-exceed of \$365,000, increasing the Total Contract Value from \$38,226,803 to \$38,591,803; and
- B. Authorize the Chief Executive Officer to execute future contract modifications to Contract No. PS-4310-0964, for the Metro Gold Line Eastside Extension in an amount not-to-exceed \$36,500.

Within Construction Committee authority: Yes No N/A

ISSUE

The Metro Gold Line Eastside Extension Light Rail Transit Project is a 6 mile alignment with 8 Stations. One of the stations is an at-grade station which is planned to be constructed on the east side of Indiana Street between 1st Street and 3rd Street on the property owned by Los Angeles Unified School District (LAUSD) at the site currently occupied by Ramona

Opportunity High School. Metro planned to acquire a portion of the property from LAUSD that required the displacement and relocation of certain High School facilities within the site. Metro and LAUSD entered into a Memorandum of Understanding which set forth the general terms upon which the LAUSD would consider conveying a portion of the property upon which the High School is located to Metro in exchange for Metro furnishing replacement property and providing for the necessary relocation and/or reconfiguration of the High School at Metro's sole cost and expense.

LAUSD has developed the preliminary engineering and is in the process of receiving environmental approvals and completing the final design for a new school facility on the existing site. The estimated cost of the new facility as provided by LAUSD significantly exceeds the original budget estimate in the Metro Gold Line Eastside Extension Project budget.

Although Metro and LAUSD have been in negotiations to finalize a construction and permanent easement agreement, the current LAUSD cost estimates are beyond what the Metro Gold Line Eastside Extension Project Budget can bear. Therefore, Metro is in the process of developing an alternative that will not impact Ramona Opportunity High School.

This alternative would require moving the tracks onto Indiana Street and relocating the station to 3rd Street. In order to accomplish this, new preliminary engineering and environmental work must be done.

Staff recommends that Metro utilize the services of the Eastside LRT Partners who provided consultant services during the initial Preliminary Engineering and EIR/EIS phase. They are most familiar with the issues and can provide the needed services within the timeframe necessary to minimize impacts to the contractor.

IMPACTS TO OTHER CONTRACTS

Contract C0803 (Design/Builder) Tunneling, Stations, Trackwork and Systems may be impacted by potential redesign and construction time delay costs. Currently there is a workaround plan to minimize cost and schedule impacts to the design/builder. However, timely resolution is required to complete the station, civil and utilities final design so that construction can begin along the alignment in a timely manner.

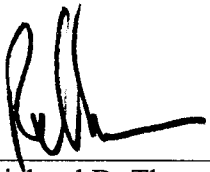
FINANCIAL IMPACT

The funding for this action is included in the proposed FY06 budget in Cost Center 8510 (Construction Contracts/Procurement) under Project 800088 (Metro Gold Line Eastside Extension), Line Item No. 50316 (Professional & Technical Services). Since this is a multi-year contract, the cost center manager and Chief Capital Management Officer will be accountable for budgeting the cost in future years, including any option exercised.

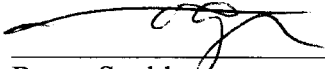
ALTERNATIVES CONSIDERED

The Board of Directors could choose to not approve this action. However, by not approving this action, Metro will not have the ability to perform additional engineering and traffic analysis to determine the comparative costs and environmental/community impacts necessary for subsequent management decisions and approvals.

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