

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**CONSTRUCTION COMMITTEE
NOVEMBER 6, 2014****SUBJECT: CRENSHAW/LAX TRANSIT PROJECT****ACTION: APPROVE CONTRACT MODIFICATIONS****RECOMMENDATION**

- A. Authorize the Chief Executive Officer (CEO) to negotiate and execute contract modifications to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to design and construct extended tracks in the vicinity of Arbor Vitae in an amount not to exceed \$5,500,000, increasing the total contract value from \$1,284,592,327 to \$1,290,092,327; and
- B. Authorize the Chief Executive Officer (CEO) to negotiate and execute contract modifications to Contract No. C0988 with WSCC, to design and construct supplemental at-grade guideway lighting in an amount not to exceed \$2,500,000, increasing the total contract value from \$1,290,092,327 to \$1,292,592,327.

ISSUE

The Crenshaw/LAX Transit Project (Project) is in final design and requires interfaces between the main line C0988 contract and the future Southwestern Yard (Division 16) maintenance facility contract that is currently out to bid. The decision to adopt separate design-build contracts for the main line and facility was adopted in 2011, based upon construction industry input. To allow the C0988 contract to complete work and minimize conflicts between the two contracts, the stub tracks at the interfaces require extensions. This scope transfer from the future maintenance facility contract to the C0988 contract will provide a more robust solution between the two contracts that will address interface issues earlier in the Project. In addition, the current contract does not require guideway lighting for at-grade sections. The Project can be built without incorporating the supplemental at-grade guideway lighting; however, this will create an unsafe condition.

A notice-to-proceed was issued to Walsh/Shea Corridor Constructors (WSCC) on September 10, 2013. Because WSCC is at a critical point in their design, delay in

issuing a timely notice-to-proceed for this new work may impact completion of their design on schedule.

DISCUSSION

A. Design and Construct Extended Tracks

The Crenshaw/LAX Transit Project (Project) is a north/south corridor that serves the cities of Los Angeles, Inglewood, and El Segundo, as well as portions of unincorporated Los Angeles County. The adopted alignment extends 8.5 miles from the intersection of Crenshaw and Exposition Boulevards and connects to the Metro Green Line at the Aviation/LAX Station. The Project consists of multiple contracts, which includes the C0988 contract that was awarded to Walsh/Shea Corridor Constructors (WSCC) for the main line work and a future contract for the Southwestern Yard (Division 16) maintenance facility along the project alignment near Arbor Vitae that the main line will connect to. Separating the Project into multiple contracts was evaluated in 2010 and 2011, and it was determined in 2011 that a separate maintenance contract would provide best value. The maintenance facility includes specialized work that is different from the main line, and it is common in the industry for maintenance facilities to be issued as stand-alone contracts. For the Project, a separate maintenance facility contract provides an environment for contractors who specialize in designing and building maintenance facilities to be competitive, who may not have been able to pursue the maintenance facility work if this had been one of many components of the main line contract.

During the final design phase of the C0988 contract, it was determined that elements of final design from the future maintenance contract were necessary in order to complete the C0988 design. The C0988 contract was based on overlapping design and construction schedules between the C0988 and the maintenance facility contract, with the two contracts coordinating with each other. Since the maintenance facility contract schedule was modified, the necessary coordination between the two contracts will not occur early enough for the C0988 contract.

To allow the C0988 design-builder to complete work with minimal impact, the design and construction interfaces are proposed to be modified, transferring scope from the future maintenance facility to the C0988 contract. The modifications include extension of the stub tracks and all associated civil and systems work from the C0988 main line tracks to Metro's right-of-way property line in the vicinity of the future maintenance facility and the Arbor Vitae grade crossing. The extended tracks would allow the C0988 design-builder to complete design and construction without interference by the future maintenance facility contract. In the future, the maintenance facility contract will not be required to demolish and reconstruct major work by the C0988 design-builder.

The C0988 contract can be built without extending the stub tracks and associated civil and systems work; however, this will be more costly to Metro due to rework by the future maintenance facility contract and potential conflicts between the two contracts

that may result in disruption and potential delay. Since the Project includes the C0988 contract and the future maintenance facility contract, it is more cost efficient for these modifications to be installed earlier in the Project.

The scope and cost for extending the stub tracks is already included in the overall Project, and these modifications would accelerate the work from a future contract into the C0988 contract. A preliminary Rough Order of Magnitude (ROM) of \$5,500,000 is for the design and construction changes necessary to extend the stub tracks from the main line tracks to the vicinity of Metro's right-of-way property line. A ROM is requested to minimize the time to issue a notice-to-proceed and to minimize impacts to cost for redesign by WSCC.

B. Design and Construct Supplemental At-grade Guideway Lighting

The Crenshaw/LAX light rail system will include a walkway next to the tracks, which may be used by Metro staff during maintenance or may be used by light rail passengers in the event of an emergency evacuation between train stations. For potential emergency cases, guideway lighting at the walkway surface has been determined to be necessary for safe egress from a Metro train to a point of safety by the Fire/Life Safety Committee (FLSC). Guideway lighting, including a minimum 0.25 foot-candles at the walking surfaces and emergency back-up power in the event there is a power failure, is clearly identified for underground and elevated guideways in the Metro Rail Design Criteria (MRDC) that is part of the C0988 contract requirements. The guideway lighting requirement for at-grade sections is not required in the MRDC that was executed in the C0988 contract. For at-grade locations, the MRDC in the C0988 contract identifies that guideway lighting may be provided by ambient sources, such as street lights, but does not state the minimum level of guideway lighting required. The MRDC was updated in February 2014, which clarifies that at-grade guideway lighting is required, and will be implemented in future projects.

The FLSC has determined that a minimum 0.25 foot-candles of emergency lighting and emergency back-up power for that lighting are necessary for the at-grade sections. The Crenshaw/LAX project includes approximately 1.5 miles of at-grade sections in the former Harbor Subdivision between Crenshaw Blvd and the Aviation/Century station where there is little to no ambient lighting. FLSC has determined that the ambient lighting in the at-grade sections of the former Harbor Subdivision is insufficient and that supplemental guideway lighting and emergency power back-up for this lighting is necessary for safety.

Since the project is in the design phase, incorporation of the supplemental lighting in the at-grade areas of the former Harbor Subdivision where ambient lighting provides insufficient lighting to the guideway walkways can be accomplished with minimal impact to the project. Delay in incorporating this during the design phase may cause schedule impacts to the project.

A preliminary rough order of magnitude (ROM) cost for this modification is \$2,500,000. A ROM is requested to minimize the time to issue a notice-to-proceed to ensure any additional costs are not incurred by the project for redesign by WSCC.

Implementing this modification later during the Crenshaw/LAX Transit Project would potentially cause design and construction delay to the C0988 contract.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funds for this action are included in the FY15 budget under Project 865512 (Crenshaw/LAX Transit Project), in Cost Center 8510 (Construction Project Management). Since this is a multi-year project, the Executive Director, Engineering and Construction, will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for this project are Federal STP, CMAQ, State Proposition IB, Proposition A 35% and Measure R 35% as included in the adopted Long Range Transportation Plan and updated by Board action in June 2013. The FY15 budget does not include any Prop 35% funds which are eligible for rail operations and capital. The other funds are not eligible for bus and rail operating expenditures. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with executing contract modifications at this time. This is not recommended since it is more efficient for the Project to design and construct the extended track and associated work earlier in the Project. By not allowing the extended track and associated work to be designed and constructed by the C0988 contract, there is an increased risk for disruption, delay, and increased cost to the C0988 and future maintenance yard contract. Similarly, not approving contract modifications for supplemental at-grade Guideway lighting will result in insufficient lighting for emergency evacuation of trains in the at-grade sections of the former Harbor Subdivision. Deferring installation of the supplemental lighting for future retrofit would be more costly and cause significant impact to rail operations.

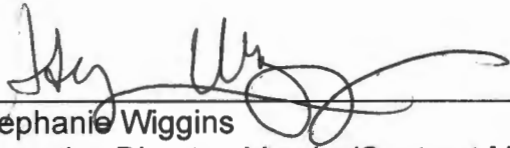
NEXT STEPS

Upon Board Authorization, staff will finalize negotiations with the C0988 design-builder to immediately implement the required design and construction.

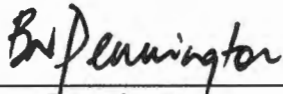
ATTACHMENTS

- A. Procurement Summary
- B. Contract Modification/Change Order Log

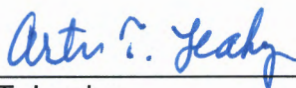
Prepared by: Charles H. Beauvoir, Deputy Executive Officer, Project Management
(213) 922-3095
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Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY

CRENSHAW/LAX TRANSIT PROJECT

1.	Contract Number: C0988 Crenshaw/LAX Transit Corridor Design-Build		
2.	Contractor: Walsh/Shea Corridor Constructors (WSCC)		
3.	Mod Work Description: Design and construct extended tracks in the vicinity of Arbor Vitae and supplemental at-grade guideway lighting		
4.	Contract Work Description:		
5.	The following data is current as of: September 29, 2014		
6.	Contract Completion Status:		
	Proposals Opened	6/12/12	% Completion \$'s 21%
	Contract Awarded	6/27/13	% Completion Time 21%
	Notice to Proceed (NTP)	9/10/13	Orig. Contract Days 1824
	Orig. Completion Date	9/08/18	Change Order Days 0
	Current Estimated Comp Date	9/08/18	Suspended Days 0
		Total Days	1824
7.	Financial Status:		
	Contract Award		\$1,272,632,356
	Total Contract Modifications Approved		\$11,959,971
	Current Contract Value		\$1,284,592,327
8.	Contract Administrator: Frederick Origel Director, Contract Administration	Telephone Number: (213) 922-7331	
9.	Project Director: Charles Beauvoir, S.E. Deputy Executive Officer, Project Management	Telephone Number: (213) 922-3095	

A. Contract Action Summary

This Board action is to approve modifications to provide for the extended tracks in the vicinity of Arbor Vitae and supplemental at-grade lighting for the Crenshaw/LAX project.

On June 27, 2013 the Board approved agenda item no.52 to award Contract No. C0988 in the amount of \$1,272,632,356 to Walsh/Shea Corridor Constructors, the responsive and responsible proposer offering the best value proposal to design and build the Crenshaw/LAX Transit Project. The period of performance is 57 months.

Attachment B shows modifications issued to date to add/or delete work, and the proposed modifications currently pending authorization.

B. Cost Price Analysis

The prices for the contract changes will be determined to be fair and reasonable in accordance with Metro Procurement Policies and Procedures. The negotiation process will include, but not be limited to, clarification, fact-finding, technical analysis, cost analysis and discussions. Metro staff will complete an independent cost estimate prior to initiating negotiations with WSCC.

Item No.	Changes	Proposed Amount	Metro ICE	Negotiated Amount or NTE
1.	Design and construct extended tracks in the vicinity of arbor Vitae	\$N/A	\$N/A	\$5,500,000
2.	Design and construct supplemental at-grade Guideway lighting	\$N/A	\$N/A	\$2,500,000

C. (1) Small Business Participation – Design

WSCC made a 20.64% Disadvantage Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment for Design. DBE commitments were made to Ten (10) DBE subcontractors at the time of award, and ten (10) additional DBE subcontractors have been added to-date. Current participation is 15.62%.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20.64%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 15.62%
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Item No.	Design DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	BA, Inc	0.55%	0.35%	African American
2.	D'Leon Consulting Engineers	0.55%	0.66%	Hispanic American
3.	FPL and Associates, Inc.	0.44%	0.15%	Asian Pacific American
4.	IDIC Consulting Eng. Inc.	0.88%	0.21%	Asian Pacific American
5.	Innovative Engineering Group, Inc.	0.22%	0.24%	Asian Pacific American
6.	Lynn Capouya, Inc.	0.99%	0.61%	Non-Minority Women
7.	Martin & Libby	0.55%	0.78%	Non-Minority Women
8.	MGE Engineering	0.88%	1.45%	Asian Pacific American
9.	Mia Lehrer + Associates	0.55%	0.20%	Hispanic American
10.	NBA Engineering	0.77%	0.66%	Non-Minority Women
11.	Parikh Consultants, Inc.	2.05%	2.92%	Asian Pacific American
12.	Sapphos Environmental	0.02%	0.03%	Hispanic American
13.	Selbert Perkins Design Collaborative	0.28%	0.14%	African American
14.	TEC Management	0.44%	0.35%	African American
15.	Ted Tokio Tanaka Architects	0.55%	0.25%	Asian Pacific American
16.	Togo Systems	0.22%	0.23%	Asian Pacific American
17.	Universal Reprographics	0.06%	0.11%	Non-Minority Women
18.	V&A, Inc.	10.05%	6.21%	Hispanic American
19.	YBI Management Services	0.06%	0.02%	Hispanic American
20.	YEI Engineers	0.22%	0.06%	Asian Pacific American
	Total Commitment	20.34%	15.62%	

¹Current Participation = Total Actual Amount Paid-to-Date to Subs ÷ Total Actual Amount Paid-to-Date to Prime

* DBEs added after contract award

C. (2) Small Business Participation - Construction

WSCC made a 20% DALP commitment for Construction at the time of contract award, and made five (5) DBE subcontract commitments. After the start of Construction, thirty-two (32) DBE subcontractors were added. WSCC is currently achieving 7.01% of their proposed 20% DBE subcontract commitment for Construction. It is expected that DBE commitments will continue to increase as Construction progresses. Based on the total amount paid-to-date to WSCC, the total actual amount paid-to-date to DBE subcontractors, current participation is 11.14%. WSCC is expected to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 11.14%
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Item No.	Construction DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	Advantage Demolition and Grading	0.00%	0.00%	African American
2.	Alameda Construction	0.05%	0.30%	African American
3.	Analysis & Solution Consultants	0.04%	0.09%	African American
4.	Anytime Dumping	0.68%	0.00%	African American
5.	Bravo Pacific	1.70%	0.85%	Hispanic American
6.	Cbass Dirtyworks	0.03%	0.00%	African American
7.	Clean-Up America	0.00%	0.01%	African American
8.	Cleanup America (Alameda)	0.00%	0.01%	African American
9.	Coleman Construction	0.03%	0.24%	African American
10.	CPR Trucking	0.20%	0.12%	Hispanic American

Item No.	Construction DBE Subcontractors	% Commitment	Current¹ Participation	Ethnicity
11.	Davis Blue Print Co., Inc.	0.00%	0.00%	Hispanic American
12.	DCD Electric (213084A14)	0.00%	0.00%	African American
13.	DCD Electric	0.01%	0.04%	African American
14.	Dyson Electrical	0.00%	0.03%	African American
15.	E-Nor Innovations	0.05%	0.30%	African American
16.	Flores Construction	0.00%	0.01%	Hispanic American
17.	G&C Equipment Corporation	0.01%	0.03%	African American
18.	G&C Equipment Corporation	0.56%	2.46%	African American
19.	G&C Equipment Corporation	0.10%	0.73%	African American
20.	Griego and Associates	0.10%	0.14%	African American
21.	Integrity Rebar Placers	0.43%	0.00%	Hispanic American
22.	Integrity Rebar Placers	2.13%	4.55%	Hispanic American
23.	Morgner Technology Management	0.03%	0.10%	Hispanic American
24.	Nextline Protection Services	0.02%	0.00%	African American
25.	Padilla and Associates	0.15%	0.28%	Hispanic American
26.	Quality Engineering, Inc.	0.31%	0.15%	Non-Minority Women
27.	RJ Safety Supply Co.	0.00%	0.00%	Non-Minority Women
28.	Safeprobe	0.02%	0.08%	Non-Minority Women
29.	Sapphos Environmental	0.05%	0.09%	Hispanic American

Item No.	Construction DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
30.	Southcoast Sweeping	0.12%	0.00%	African American
31.	The Jungle Nursery	0.01%	0.00%	Hispanic American
32.	Thomas Land Clearing	0.03%	0.13%	African American
33.	Treesmith Enterprises	0.00%	0.05%	Hispanic American
34.	Universal Reprographics, Inc.	0.00%	0.02%	Non-Minority Women
35.	V&A Inc.	0.07%	0.24%	Hispanic American
36.	VMA Communications	0.04%	0.05%	Hispanic American
37.	YBI Management Services	0.00%	0.01%	Hispanic American
	Total Commitment	7.01%	11.14%	

¹Current Participation = Total Actual Amount Paid-to-Date to Subs ÷ Total Actual Amount Paid-to-Date to Prime

* DBEs added after contract award

D. All Subcontractors Included with Contractor's Proposal

Item No.	Subcontractor	Services Provided
1.	ARUP	Tunnel Engineering
2.	ATS Consulting	Noise / Vibration Monitoring
3.	BA Inc	Civil Engineering
4.	D'Leon Consulting Engineers	Civil Engineering
5.	Griego	System Safety / Security
6.	HNTB	Principal Engineer / Architect of Record
7.	IDC Consulting Engineers Inc	Structural Engineering
8.	Jenkins/Gales & Martinez	Civil Engineering

Item No.	Subcontractor	Services Provided
9.	Kimley-Horn and Assoc. Inc	Civil Engineering
10.	L.K. Comstock	Systems
11.	Los Angeles Urban League	Community Outreach
12.	Lynn Capouya, Inc	Landscape
13.	Martin & Libby	Structural Engineering
14.	MGE Engineering, Inc	Structural Engineering
15.	Mia Lehrer + Associates	Landscape
16.	NBA Engineering, Inc	Mechanical /Electrical / Plumbing
17.	Neal Electric	Electrical
18.	Padilla	Project Labor Agreement / Outreach
19.	Parikh Consultants, Inc	Geotechnical Engineering
20.	Psomas	Survey
21.	QEI	Quality Control
22.	SC Solutions	Structural Engineering
23.	Select Electric	Electrical
24.	Sapphos	Environmental
25.	V&A Inc	Civil Engineering
26.	VMA Communications	Public Relations

E. Project Labor Agreement / Construction Careers Policy

The Crenshaw/LAX Design Build Transit project is 3.75% (based on estimated hours) complete and the contractor is exceeding the 40% Targeted Worker goal (60.77%), and 10% Disadvantaged Worker goal (12.79%). However, the contractor is not meeting the 20% Apprentice Worker goal (12.25%). In efforts to improve the Apprentice Worker participation, on June 11, 2014, WSCC commenced a “boot camp” to bring new apprentices into the construction trade. WSCC has also committed to sponsor a tunneling training with the Local 300 in August of 2014 to introduce workers to this area of construction and has provided a chart delineating when it anticipates meeting the apprentice goal.

Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through Aug 16, 2014

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
112,420.24	60.77%	12.25%	12.79%

Percentage Project Complete Based on Worker Hours: 3.75% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
112,420.24	16.65%	2.33%	25.20%	51.60%	0.64%	3.58%	71.22%	2.49%



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*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

ATTACHMENT B

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

Mod. No.	Description	Status	Cost
1	Administrative Change, Update Special Provision SP -05-Notice and Service and SP-06-Insurance Requirements	Approved	No Cost
2	Administrative Change, Technical Reports Part 6.3 PSR/PR	Approved	No Cost
3	CPUC Application	Approved	No Cost
4	Administrative Change - Revised Contractor's Mailing address	Approved	No Cost
5	Clarification of Schedule F Applicability	Approved	No Cost
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458
11	Special Events Traffic Control Site Improvements	Approved	\$26,754
12	Design Fare Gates At-Grade Latching	Approved	\$239,000
13	Construction of Fare Gates At-Grade Latching	Approved	\$2,310,000
14	Hazardous Material Abatement Parcel	Approved	\$260,339
15	Hazardous Material Abatement Parcel Florence	Approved	\$481,555
16	Updated Volume 1, 4, and 7	Approved	No Cost
17	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$122,503
18	Construction -Protect for Future Transport. Corridor at 98 th St	Approved	\$240,434
19	Update MRDC Station Benches	Approved	No Cost
20	Waste Removal Bellanca & Arbor ROW	Approved	\$80,880
21	Design Underground Structure HDPE	Approved	No Cost
22	ADA Directional Tile	Approved	No Cost
23	Modify Property Turnover Dates	Approved	No Cost
24	Phone System For Field Office	Approved	\$44,019

Mod. No.	Description	Status	Cost
25	Additional Property Demo, Parcel HS-2706	Approved	\$60,732
26	MRDC – Full Height Platform End Gate	Approved	\$194,412
27	Rail Design Criteria Update – LED Lighting	Approved	\$407,242
29	Traffic Control Support for DWP Utility Work	Approved	\$113,232
31	Security Guard – Crenshaw/LAX IPMO	Approved	\$102,758
TBD	Construction -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$1,741,433
TBD	MIC Control System	Approved	\$2,000,000
TBD	Design and Construct accommodations not to preclude a future Light Rail Station (LRT) Station at 96 th Street	Approved	\$3,000,000
40	ADA tactile guidance pathways	Pending	\$800,000
TBD	Extended Track in the vicinity of Arbor Vitae	Pending	\$5,500,00
TBD	Design and construct supplemental at-grade guideway lighting	Pending	\$2,500,000
Subtotal – Approved Modifications			\$11,959,971
Subtotal – Pending Changes/Modifications			\$8,800,000
Total Mods and Pending Changes (including this change)			\$20,759,971
Prior CMA Authorized by the Board (including base award and other modifications)			\$134,699,993
Increased CMA for this recommended action			\$0
Total CMA including this action			\$134,699,993
Remaining CMA for Future Changes			\$122,740,022