

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**CONSTRUCTION COMMITTEE
FEBRUARY 20, 2014****SUBJECT: FARE GATES FOR AT-GRADE STATIONS ON THE CRENSHAW/LAX
TRANSIT PROJECT****ACTION: AUTHORIZATION FOR CONTRACT MODIFICATIONS AND LIFE-OF-
PROJECT BUDGET****RECOMMENDATION**

- A. Adopt an initial cumulative Life-of-Project budget of \$8.9M per the January 2014 Receive and File report for the Gate Latching Feasibility to fund further study, implementation and equipment supply on Crenshaw/LAX (\$7.8M) and Expo Phase II 4th Street Terminus Station (\$1.1M) – see separate Expo Board Report.
- B. Authorize the Chief Executive Officer (CEO) to negotiate and execute Contract Modifications to Contract C0988 with Walsh/Shea Corridor Constructors to design and installation/fare gates at the four Crenshaw/LAX at-grade stations in an amount not-to-exceed \$4,000,000, increasing the total contract value from \$1,275,333,478 to \$1,279,333,478; and
- C. Approve an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$4,000,000 increasing the total CMA from \$127,699,993 to \$131,699,993.

ISSUE

In January 2014, staff submitted a Receive and File report for Gate Latching Feasibility to the Board. The Crenshaw/LAX Transit project is in final design and must implement changes now to avoid major impact to the project schedule.

A notice-to-proceed was issued to Walsh/Shea Corridor Constructors (WSCC) on September 10, 2013 and the contract did not include technical specifications or requirements for fare gates at the at-grade stations.

DISCUSSION

The Crenshaw/LAX Transit Project includes eight stations. Of these eight stations, one is aerial, three are underground, and four are at-grade. The aerial station is at Aviation/Century, and the underground stations are located at Crenshaw/Vernon, Crenshaw/MLK and Crenshaw/Exposition. The at-grade stations are located at Florence/Hindry, Florence/La Brea, Florence/West and Crenshaw/Slauson.

The design-builder's contract requires that the aerial station and three underground stations accommodate fare gates; however, the contract currently does not require fare gate accommodations at the four at-grade stations. Metro Board's approval of staff's recommendations will authorize contract changes to design and construct the at-grade stations to accommodate fare gates. The design-builder's final design will comply with the updated Metro Rail Design Criteria which incorporate requirements for fare gates at at-grade stations. The design-builder will be required to perform and validate passenger exit and queuing calculations, and implement minimum clearance dimensions to accommodate fare gate installations.

The analysis to determine if fare gates can be installed at the Florence/Hindry Station is ongoing and will be finalized after complete review of exit calculations to ensure that Fire Life Safety and NFPA 130 requirements can be satisfied.

The preliminary Rough Order of Magnitude (ROM) of \$7,800,000 includes the cost estimates for professional services, construction, equipment, and installation. The LOP budget request does not include costs associated with any potential additional right-of-way acquisition should additional station area be required to accommodate fare gates at the Hindry Station. Metro Board's approval of Recommendation B will authorize \$4,000,000 for modifications to Contract C0988 for the design, station infrastructure and construction changes necessary to accommodate fare gates at the at-grade stations.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding source for implementation of the Crenshaw LRT Project fare gates at at-grade stations would be Measure R 2% upon approval of the new gate latching capital project in Recommendation A. Since the funding is from a separate capital project, the life-of-project budget for the Crenshaw/LAX Transit Project will not be impacted. The respective project manager and cost center manager will be responsible for monitoring and budgeting for these costs in current and future fiscal years.

Impact to Budget

The sources of funds for this project are capital funds identified in the adopted Long Range Transportation Plan and updated by Board action in June 2013. An alternative source of funding is Proposition A 35%, which is eligible for rail operations. The other funds are not eligible for bus and rail operating expenditures.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with executing a contract modification at this time. This is not recommended as the design-builder is completing the final base design as required by the contract. Once construction commences, any subsequent design or construction contract modification will significantly impact the design-builder's contract cost and completion schedule.


NEXT STEPS

1. Complete the contract modifications for Contract C0988 Walsh/Shea Corridor Constructors.
2. Provide update regarding status of the implementation process of the fare gates at at-grade stations during the April 2014 Board meeting.

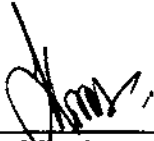
ATTACHMENTS

- A. Procurement Summary – Crenshaw/LAX Transit Project
- B. Contract Modification/ Change Order Log

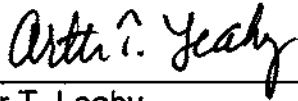
Prepared by: Bryan Pennington, Executive Officer/ Project Management
(213) 922-7449
Charles Beauvoir, Project Director (213) 922-3095
Frederick Origel, Director of Contract Administration
(213) 922-7331



Michelle Lopes Caldwell
Chief Administrative Services Officer



Krishniah N. Murthy
Executive Director, Transit Project Delivery



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

**PROCUREMENT SUMMARY
Crenshaw/LAX Transit Project**

1.	Contract Number: C0988 Crenshaw/LAX Transit Corridor Design-Build		
2.	Contractor: Walsh/Shea Corridor Constructors		
3.	Modification Work Description: Design and construct infrastructure to accommodate fare gates for all at-grade stations at Florence/Hindry Station, Florence/La Brea Station, Florence/West Station and Crenshaw/Slauson Station.		
4.	The following data is current as of: November 30, 2013		
5.	Contract Completion Status:		
	Proposals Opened	6/12/12	% Completion \$'s .000149
	Contract Awarded	6/27/13	% Completion Time .04386
	Notice to Proceed (NTP)	9/10/13	Orig. Contract Days 1824
	Orig. Completion Date	8/08/18	Change Order Days 0
	Current Estimated Comp Date	8/08/18	Suspended Days 0
		Total Days	1824
6.	Financial Status:		
	Contract Award Amount		\$ 1,272,632,356
	Approved Contract Changes		\$ 2,701,122
	Current Contract Changes		1,275,333,478
	Pending Changes (including this request)		\$4,000,000
	New Total Contract Value		\$1,279,333,478
7.	Contract Administrator: Frederick Origel Director, Contract Administration	Telephone Number: (213) 922-7331	
8.	Project Director: Charles Beauvoir, S.E. Deputy Executive Officer, Project Management	Telephone Number: (213) 922-3095	

A. Procurement Background

On June 27, 2013, Contract No. C0988 was awarded to Walsh/Shea Corridor Constructors, the lowest responsive and responsible proposer. Currently, a total of ten contract modifications have been approved totaling \$2,701,122.46 and three contract modifications with an estimated cost of \$4,000,000, including this pending Board Action, are pending. A listing of approved and pending contract modifications is listed in Attachment B.

B. Cost Price Analysis

The price for these 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	MTA Estimate	Not-to-Exceed Amount
1.	Fare Gates At-Grade Stations	TBD	TBD	\$4,000,000

C. Small Business Participation

WSCC committed to a 20% Disadvantage Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment for Design and Construction. The current participation is 0%. Work has started, but no payments have been reported by WSCC as of the September 30th reporting period.

ATTACHMENT B

**CONTRACT MODIFICATION / CHANGE ORDER LOG
C0988 CRENSHAW/LAX TRANSIT CORRIDOR DESIGN-BUILD**

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	Pending	No Cost
6	Administrative Change: Metro Rail Directive Drawings	Pending	No Cost
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400.00
TBD*	Construction -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$1,798,387
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820
TBD*	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$126,717
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458
TBD*	Construction -Protect for Future Transport. Corridor at 98th Street	Approved	\$241,340
TBD	Fare Gates At-Grade Latching	Pending	\$4,000,000
			Subtotal – Approved Modifications
			\$2,701,122
			Subtotal – Pending Changes/Modifications
			\$4,000,000
			Total Mods and Pending Changes (including this change)
			\$6,701,122
			Prior CMA Authorized by the Board (including base award and other modifications)
			\$127,699,993
			Increased CMA for this recommended action
			\$4,000,000
			Total CMA including this action
			\$131,699,993
			Remaining CMA for Future Changes
			\$124,998,869

*Board approved NTE amount at the November Board Meeting under item #43, *Approved Memorandum of Understanding with Los Angeles World Airports*. Final contract modification amount is pending completion of final design by the design-builder, negotiations, and execution of contract modification.

