



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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**CONSTRUCTION COMMITTEE  
APRIL 16, 2015**

**SUBJECT: MRL-MOL NORTH HOLLYWOOD WEST ENTRANCE PROJECT**

**ACTION: APPROVE INCREASE IN LIFE OF PROJECT AND CONTRACT MODIFICATION**

**RECOMMENDATION**

- A. Approve an increase in Life of Project (LOP) Budget for Capital Project (CP) 204122 Metro Orange Line (MOL) to Metro Red Line (MRL) North Hollywood Pedestrian Underpass in the not-to-exceed amount of \$1,077,401 increasing the LOP from \$22,000,000 to \$23,077,401 to provide three (3) new Ticket Vending Machines (TVMs), implement new ADA compliant fare gates, and re-configure/reinstall the existing fare gates, and for the overall construction management services, for the new MRL-MOL North Hollywood West Entrance underpass project.
- B. Authorize the Chief Executive Officer (CEO) execute a Contract Modification No. 126 for Contract OP02461010 with Cubic Transportation Systems, Inc. (Cubic) in an amount of \$577,401, increasing total value of the contract from \$252,854,827 to \$253,432,228.

**ISSUE**

The new MRL station entrance located on the west side requires additional TVMs and fare gates installed at the mezzanine level. Similarly, it would be necessary to reconfigure the existing fare gates for the patrons entering MRL station from the east entrance.

Staff also anticipates that the project requires increased overall construction management oversight to ensure the quality, schedule/scope compliance, and safety.

The approved LOP budget of \$22,000,000 is not adequate to address the above necessary project requirements.

## **DISCUSSION**

Metro issued the Notice to Proceed (NTP) for a Design-Build (DB) Contract C1013R for the MRL-MOL North Hollywood West Entrance Project in February 2014. Through the end of December, the contractor, Skanska USA (Skanska) has submitted 100 percent final design and the construction activities have started.

Staff needs to procure and install three (3) new TVMs and reconfigure the existing fare gate arrays to support the new West Entrance and provide for ADA accessibility. This fare gate array reconfiguration will require removal of fencing, relocation of existing fare gate array elements (including fare gate consoles) and emergency swing gates, and require procurement of additional ADA fare gate consoles. The cost for the procurement and installation of new TVMs and to implement the reconfiguration of the current fare gate arrays to support the new entrance is \$577,401. Staff intends to issue a change order to Cubic, pending Board approval of recommendation B.

During project development, while preparing the scope and budget, TVMs and fare gate costs were anticipated to be borne by TAP Operations through its project. However, as the project progressed, it is determined the costs for these efforts would be better managed if incorporated into the project hence the request to increase the LOP. Upon Board approval, the associated funds will also move from TAP Operations to this project, thus TAP Operation's FY16 budget request will be lowered by the same amount. As such, this action constitutes a transition of scope and funding from TAP Operations' cost center to Engineering's cost center, from project 300016 to project 204122.

In addition to the procurement and installation of the fare collection equipment and the relocation of existing fare gate array elements by Cubic, staff also seeks a \$500,000 increase in the allowance for construction management consultants and agency costs to manage the overall construction.

Originally, due to the proximity of both the project sites as well as similar overall construction schedules, the plan was to share the construction management resources for the North Hollywood project with the Universal Pedestrian Bridge project. However, upon commencement of the design activities for both the projects, it became apparent that both the projects are complex in nature and additional construction management oversight would be necessary to manage the construction activities to ensure quality, safety, and timely completion of the project. Therefore, staff requests a total LOP increase in the amount of \$1,077,401.

The Project 204122 budget currently has a contingency of \$1,488,500 and will be inadequate to meet the requested LOP increase. Moreover, since the construction has just started, staff believes that it would be prudent to maintain sufficient contingency through the duration of the project to address any unanticipated design and construction costs.

## **DETERMINATION OF SAFETY IMPACT**

The new TVMs and reconfigured fare gate arrays will positively impact safety on the new entrance. The TVMs will ensure customers will be able to get through the reconfigured fare gate arrays from the new West entrance and improve the flow of customer traffic at this high volume station. This Board action will not have an impact on established safety standards.

## **FINANCIAL IMPACT**

The funding for Recommendation A will use TDA Article 4. Project 204122 was formerly approved using Prop A 35% funds, TDA Article 4 funds, and a Federal Grant under the Federal Bus & Bus Facilities Program.

Since this is a multi-year project, the Project Manager, Cost Center manager, and Executive Director, Engineering and Construction will be responsible for budgeting the cost in future fiscal years.

### **Impact to Budget**

The source for funds of this action is TDA Article 4. These funds are an eligible source for bus and rail operations.

## **ALTERNATIVES CONSIDERED**

The Board may choose to not authorize an increase to the LOP Budget and authorize Contract Modification for contract OP02461010. This alternative is not recommended because without TVM's, patrons using the new entrance will be inconvenienced and not be able to purchase TAP fares at this location to get through the reconfigured fare gate arrays. Additionally, an ADA fare gate aisle is required in each fare gate array to maintain ADA accessibility of both the new entrance and existing entrance.

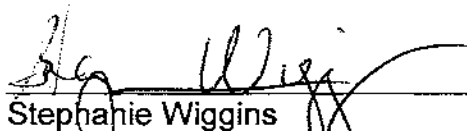
## **NEXT STEPS**

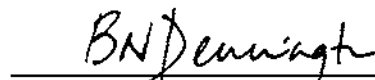
Upon board approval, staff will execute a contract modification with Cubic for procurement and installation of the fare collection equipment and fare gates.

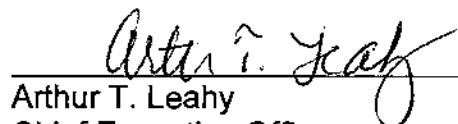
## **ATTACHMENTS**

- A. Procurement Summary
- B. Modification Log

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Chief Executive Officer

## PROCUREMENT SUMMARY

## TVMs FOR NORTH HOLLYWOOD, WEST ENTRANCE

1.	<b>Contract Number:</b> OP02461010		
2.	<b>Contractor:</b> Cubic Transportation Systems, Inc.		
3.	<b>Mod. Work Description:</b> TVMs for North Hollywood, West Entrance		
4.	<b>Contract Work Description:</b> Universal Fare System		
5.	<b>The following data is current as of:</b> March 17, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	3/7/02	<b>Contract Award Amount:</b> \$84,003,444
	<b>Notice to Proceed (NTP):</b>	3/7/02	<b>Total of Modifications Approved:</b> \$168,851,383
	<b>Original Complete Date:</b>	9/01/07	<b>Pending Modification #126:</b> \$577,401
	<b>Current Est. Complete Date:</b>	7/01/20	<b>Contract Value (with this action):</b> \$253,432,228
7.	<b>Contract Administrator:</b> Tamara Reid		<b>Telephone Number:</b> (213) 922-7215
8.	<b>Project Manager:</b> David Sutton		<b>Telephone Number:</b> (213) 922-5633

**A. Procurement Background**

This Board Action is to approve Modification No. 126 issued to provide ticket vending machines at the MRL North Hollywood Station, West Entrance.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

On February 20, 2002, Contract No. OP02461010 was approved by the Metro Board. The Contract provides countywide fare collection system to serve Metro's public transit customers. The Contract was issued on March 7, 2002, to Cubic Transportation Systems, Inc.

A summary of contract modifications, including this modification, is provided in Attachment B.

**B. Cost/Price Analysis**

The recommended price is determined to be fair and reasonable based upon cost analysis, independent cost estimate, technical evaluation, fact finding, and negotiations.

<b>Proposed Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$577,401	\$872,000	\$577,401

**C. Small Business Participation**

Cubic Transportation Systems, Inc. has a Disadvantaged Business Enterprise participation commitment of 5.65%. Cubic Transportation's current DBE participation is 8.15% which exceeds their DBE commitment.

<b>SMALL BUSINESS COMMITMENT</b>	<b>DBE 5.65%</b>	<b>SMALL BUSINESS PARTICIPATION</b>	<b>DBE 8.15%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	American Alloy Fabrication, Inc.	Caucasian	0.25%	0.56%
2.	Lows Enterprises	African American	0.13%	0.06%
3.	TechProse	Caucasian	0.41%	0.11%
4.	Robnett Electrical	African American	2.53%	6.44%
5.	Priority Manufacturing, Inc. (GFI)	Caucasian	0.93%	0.33%
6.	J-Tec Metal Products	Hispanic	0.13%	0.06%
7.	KLI, Inc.	Asian Pacific	0.25%	0.16%
8.	Kormex Metal Craft	Asian Pacific	1.02%	0.44%
	<b>Totals</b>		<b>5.65%</b>	<b>8.15%</b>

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

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will not be applicable on this contract.

**ATTACHMENT B**

**MODIFICATION LOG**

**TVMs FOR NORTH HOLLYWOOD, WEST ENTRANCE**

<b>Modification No.</b>	<b>Description</b>	<b>Amount</b>
1	Table X-1 Milestone Changes	\$0.00
2	Ticket Vending Machine Soft Keys	\$0.00
3	San Fernando Valley BRT, Additional Quantities	\$7,454,844
4	Modification to General Conditions	\$0.00
5	TVM Third Coin Hopper	\$416,858
6	Stand Alone Validator Video Clips	\$0.00
7	Gold Line Functional Test Waiver	\$0.00
8	Languages Supported	\$0.00
9	Modifications to Compensation & Payment	\$0.00
10	Smart Card to Smart Card Value Transfer	\$0.00
11	SCADA Cable Installation on Gold Line	\$48,476
12	Gold Line Functional Test Waivers	\$0.00
13	Farebox Coin Dejam	\$0.00
14	Change in Milestone Schedule	\$0.00
15	Time Extension, Gold Line	\$0.00
16	Change from Datastream MP5 to Express Metrix	\$0.00
17	Final Design Review, changes in CDRLS	\$0.00
18	Deletion of Printer from Hand Held Validator	-\$35,252
19	Variable Message Sign	\$243,828
20	Changes to Compensation and Payment	\$0.00
21	PCMCIA Card Slot use for WAN	\$0.00
22	Data Transmission System	\$675,000
23	Mifare Card Initialization and Verification	\$9,629
24	Farebox Mounting Adapter for NABI Buses	\$32,485
25	Provide Regional CDCS	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	\$0.00
26	Remove Requirement for Focus Groups	-\$111,704
27	Farebox Rotation	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	\$3,808,722
29	Stainless Steel Panels for TVM Alcoves	\$45,521
30	Data Communication Cabling for Orange Line	\$41,560
31	(Not Used)	
32	Additional Spare Part Quantities for Eastside Ext.	\$15,480
33	Mifare Card Functionality on UFS	\$33,105
34	Revisions to Project Schedule	\$0.00
35	OCU Mount	\$87,634
36	(Not Used)	
37	Deductive Change for Line 1.36	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem	\$20,000



	to Fiber Disk	
40	UFS Equipment for Expo Line	\$5,197,204
41	(Not Used)	
42	(Not Used)	
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	-\$162,628
44	UFS Additional Quantities for Contracted Services	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	\$46,000
48	Expo Line, Pico Station Infrastructure	\$18,542
49	Relocation of UFS Lab Equipment	\$106,905
50	Expo 7 <sup>th</sup> and Metro Additional Infrastructure	\$81,719
50.01	Expo 7 <sup>th</sup> and Metro Infrastructure Deductive change	-\$30,173
51	Handheld Validator Holster	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	\$16,091
53	Relocate OCU's on Ford Cutaways and MST Buses at Contracted Services	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	\$18,842
55	UFS Quantity Adjustments	\$0.00
56	Contracted Bus Service Equipment Change	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	\$3,040
58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	\$304,246
59	Regional CDCS Electrical Power Reconfiguration	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	\$0.00
61	TAP Enabled Turnstile Fare Gates for Rail Stations	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	\$284,167
63	System Support Services	\$33,988,558
63.01	SSS, Additional Costs	\$677,631
63.02	SSS, Orange Line Credits	-\$58,243
63.041	SSS, One-year Extension	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	\$304,658
65	Installation of Additional SAVs for Eastside Extension	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	\$18,905
67	(Not Used)	
68	UFS Equipment for Orange Line Extension	\$2,071,845
68.03	UFS Equipment for Orange Line Extension, Credits	-\$10,982
69	Additional TVM at Aviation Greenline Station	\$13,031
70	TAP Card Physical Testing	\$41,844
70.01	TAP Card Physical Testing	\$12,658
71	Concession Light Functionality	\$96,726
72	(Not Used)	
73	API Test Server Imaging	\$45,024
74	Contract Services Relocation	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	\$993,795
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	\$59,209
77	Cubic LU Key Installation	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless	\$40,204

	Security Data Transfer	
79	Relocation of UFS Test Lab Equipment	\$80,911
80	7 Byte UID Support	\$362,069
81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	\$24,004
82	Additional TVM at Hollywood/Western Redline Station	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	\$363,492
84	Install TVMs at Three Metro customer Centers	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	-\$64,170
91	Orange Line Installation of 12 Metro Provided SAVs	\$34,483
92	{Not Used}	
93	{Not Used}	
94	System Support Services, Six Year Extension	\$55,000,000
94.02A	Pasadena Gold Line – Foothill Extension System Support Services – Maintenance	\$450,301
94.02B	Expo 2 – System Support Services	\$702,448
95	UFS Equipment Storage Costs	\$4,129
96	Fare Gating, Three Additional Swing Gates	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	\$8,392
98	Emergency Swing Gate Upgrades	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	\$4,883
100	Supplying and Supporting a Tern Key Mobile Validator System	\$2,996,113
101	Bus Division Vault Relocation	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	\$252,905
103	El Monte Bus Facility TVMs	\$474,753
104	Fare Gate Consoles for Expo 2, Colorado/4 <sup>th</sup> Street Station	\$380,000
105	TVM and SAV Relocations	\$1,521,594
105.01	TVM and SAV Relocations	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	\$647,869
107	Passback Modification	\$70,301
108	UFS PCI Compliance	\$9,015,319
109	Service Provider Support	\$66,777
110	Autoload Segregation by Muni	\$111,707
111	SAV Three Distinct Tones	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	\$1,878,756
114 B	UFS Equipment for Expo Phase @	\$3,783,200
115	FBX External Interface Spec Changes	\$20,488
116	Willowbrook Station Blue Line SAVs	\$62,882
117	TAP-In, TAP-In, Transfer Gate	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station	\$84,964

	Entrance	
119	Conversion of Expo 1 Aerial Stations to Fare Gates	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	\$0
121	Emergency Swing Gate External Alarm Mode	\$266,271
122	Installation of Colorado & 4 <sup>th</sup> Faregates & ESGs	\$163,143
Total Approved Modifications		\$168,851,383
Pending Mod 123	Virtual Server Upgrade and Hosting *	NTE \$1,200,000
Pending Mod 125	Division 13 Bus Operations TVMs **	\$99,401
<b>Pending Mod 126</b>	<b>(3) TVMs at MRL – MOL North Hollywood West Entrance</b>	<b>\$577,401</b>
Total Pending Modifications		\$1,876,802

\* Mod 123 is requested in a separate Board Report for April 2015: Transit Access Pass (TAP) Virtual Server Upgrade, Disaster Recovery Replication and Server Hosting

\*\* Mod 125 is requested in a separate Board Report for April 2015: Fare Retrieval System at The Division 13 Bus Operations and Maintenance Facility (Division 13)