



Metro

Los Angeles County
Metropolitan Transportation Authority

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**REVISED
CONSTRUCTION COMMITTEE
JULY 17, 2014**

SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

1. Authorize the Chief Executive Officer (CEO) to negotiate and execute contract modification(s) to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to design and construct accommodations so as not to preclude a future Light Rail Station (LRT) Station at 96th Street in an amount not to exceed \$3,000,000 increasing the total contract value from \$1,280,669,933 to \$1,283,669,933; and
2. Approve an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$3,000,000 increasing the total CMA from \$131,699,993 to \$134,699,993.
3. **Amend the FY15 Budget for \$3,000,000 to increase Project 460303 Airport Metro Connector Project, in Cost Center 4330, Countywide Planning and Development.**

ISSUE

In June 2014, the Board approved the 96th Street station (Alternative A-2) as the locally preferred connection point for the Los Angeles World Airport's proposed Automated People Mover (APM) and the Airport Metro Connector (AMC) project (Item 65). As shown in the attachment, Alignment A2 will cross the Crenshaw/LAX Line near the intersection of Aviation Boulevard and 96th Street. An APM stop and new LRT station are proposed at that location for Light Rail passengers using the Crenshaw LAX Transit Project to access the APM and the airport.

WSCC is currently proceeding with design for the Crenshaw/LAX Transit Project. To accommodate the 96th Street station grading and other accommodations need to be made to the Crenshaw/LAX Transit Project so that this station can be built at a later date. Board authorization is being requested to modify the WSCC contract to perform this work.

DISCUSSION

Not to preclude accommodations for a new station at 96th Street will include raising the grade in the 96th Street area to accommodate a future platform. Other accommodations and site preparation will include moving a crossover switch and pocket track turnout, widening the crossing at Arbor Vitae and modifications to retaining walls. Since the project is in the design phase, these modifications are relatively minor and can be accomplished under the current environmental impact report, if implemented before constructing the Crenshaw/LAX Transit Project according to its original design. A preliminary rough order of magnitude (ROM) cost for this modification is \$3,000,000. 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 after the Crenshaw/LAX Transit Project is constructed could be significantly more difficult requiring disruption of service while track, switch gear and turnouts are demolished and removed, followed by re-grading and then track and switch gear replacement. The crossing at Arbor Vitae would also have to be demolished and removed, involving significant disruption of train and vehicle traffic for removal and replacement in its widened configuration.

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 460303, Airport Metro Connector Project, in Cost Center 4330, Countywide Planning and Development. Since the funding is from a separate capital project, the life-of-project budget for the Crenshaw/LAX Transit Project will not be impacted.~~

If this action is approved, the funds for this action will be included in the FY15 budget under Project 460303, Airport Metro Connector Project, in Cost Center 4330, Countywide Planning and Development. Since the funding is from a separate capital project, the life-of-project budget for the Crenshaw/LAX Transit Project will not be impacted.

Since this is a multi-year project the Executive Director, Planning will be responsible for budgeting in future fiscal years.

Impact to Budget

The source of funds for this modification is Measure R 35% Transit Capital Dollars specifically earmarked for the Airport Metro Connector. As such, there is no impact to bus or rail capital or operating dollars.

NEXT STEPS

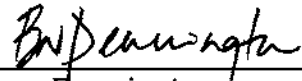
Upon Board Authorization, staff will execute the change order to the Crenshaw/LAX contract directing the design-builder to proceed with accommodations for the future 96th Street Station.

ATTACHMENT

- A. Procurement Summary
- B. Contract Modification/Change Order Log
- C. Alternative A2

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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 (WSCC)		
3.	Description: Design and construct accommodations so as not to preclude a future Light Rail Station (LRT) Station at 96 th Street.		
4.	The following data is current as of: June 6, 2014		
5.	Contract Completion Status:		
	Proposals Opened	6/12/12	% Completion \$'s 17%
	Contract Awarded	6/27/13	% Completion Time 14%
	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
6.	Financial Status:		
	Contract Award		\$1,272,632,356
	Total Contract Modifications Approved		\$8,037,577
	Current Contract Value		\$1,280,669,933
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. Contract Action Summary

On June 27, 2013, Contract No. C0988 was awarded to Walsh/Shea Corridor Constructors, the lowest responsive and responsible proposer in the amount of \$1,272,632,356 for design and construction of the Crenshaw/LAX Transit Project.

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

B. Cost Price Analysis

The price for the contract change 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.	Design and Construct accommodations so as not to preclude a future Light Rail Station (LRT) Station at 96 th Street	\$N/A	\$N/A	\$3,000,000

C. (1) Small Business Participation – Design –DEOD TO UPDATE

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 12.26%.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20.64%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 12.26%
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Item No.	Design DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	V&A Inc.	10.05%	4.75%	Hispanic American
2.	BA, Inc.	0.55%	0.35%	African American
3.	Lynn Capouya	0.99%	0.71%	Non-Minority Women
4.	NBA Engineering, Inc.	0.77%	0.65%	Non-Minority Women
5.	Martin & Libby	0.55%	0.60%	Non-Minority Women
6.	Parikh Consultants	2.35%	2.79%	Asian Pacific American
7.	Mia Lehrer & Associates	0.55%	0.25%	Hispanic American
8.	DC Consulting Engineering	0.88%	0.18%	Asian Pacific American
9.	MGE Engineering	0.88%	0.31%	Asian Pacific American
10.	D'Leon Consulting	0.55%	0.36%	Hispanic American
11.	YBI Management Services	0.06%	0.01%	African American
12.	Universal Reprographics *	0.06%	0.12%	Non-Minority Women
13.	Sapphos Environmental *	0.02%	0.05%	Hispanic American
14.	Selbert Perkins Design Collaborative*	0.28%	0.10%	African American
15.	Innovative Engineering Grp., Inc. *	0.2%	0.20%	Asian Pacific American
16.	FPL and Associates, Inc. *	0.44%	0.11%	Asian Pacific American
17.	TEC Management *	0.44%	0.36%	African American
18.	Togo Systems *	0.22%	0.09%	Asian Pacific American
19.	YEI Engineers *	0.22%	0.02%	Asian Pacific American
20.	Ted Tokio Tanaka Architects *	0.55%	0.25%	Asian Pacific American
	Total Commitment	20.64%	12.26%	

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, twenty-five (25) DBE subcontractors were added. WSCC is currently achieving 6.33% 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 2.76%. 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 2.76%
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Item No.	Construction DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	Quality Engineering, Inc.	0.31%	0.08%	Non-Minority Women
2.	Coleman Construction *	0.04%	0.28%	African American
3.	Griego and Associates	0.10%	0.10%	Hispanic American
4.	Padilla & Associates	0.15%	0.22%	Hispanic American
5.	VMA Communications	0.04%	0.03%	Hispanic American
6.	Sapphos Environmental	0.05%	0.06%	Hispanic American
7.	V&A, Inc.	0.07%	0.19%	Hispanic American
8.	Dyson Electric *	0.00%	0.04%	African American
9.	Alameda Construction *	0.05%	0.13%	African American
10.	Analysis & Solution Consultants *	0.04%	0.08%	African American
11.	Clean-Up America *	0.04%	0.01%	African American
12.	Davis Blue Print Co., Inc. *	0.00%	0.00%	Hispanic American

13.	Morgner Construction Management *	0.03%	0.01%	Hispanic American
14.	Safeprobe *	0.02%	0.05%	Asian Pacific American
15.	YBI Management Services *	0.00%	0.01%	African American
16.	Universal Reprographics, Inc. *	0.01%	0.04%	Non-Minority Women
17.	Integrity Rebar Placers *	2.13%	1.21%	Hispanic American
18.	Anytime Dumping *	0.68%	0.00%	African American
19.	CPR Trucking *	0.81%	0.00%	Hispanic American
20.	DCD Electric *	0.01%	0.05%	African American
21.	E-Nor Innovations *	0.04%	0.13%	African American
22.	Southcoast Sweeping *	0.12%	0.00%	Non-Minority Women
23.	Treesmith Enterprises *	0.00%	0.02%	Hispanic American
24.	Flores Construction *	0.00%	0.02%	Hispanic American
25.	Advantage Demolition & Grading*	0.00%	0.00%	African American
26.	Bravo Pacific*	1.70%	0.00%	Hispanic American
27.	Cbass Dirtyworks*	0.03%	0.00%	African American
28.	Cleanup America (Alameda)*	0.00%	0.01%	African American
29.	RJ Safety Supply Co.*	0.00%	0.00%	Non-Minority Women
30.	Integrity Rebar Placers*	0.43%	0.00%	Hispanic American
	Total Commitment	6.33%	2.76%	

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
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 1.09% (based on estimated hours) complete and the contractor is exceeding the 40% Targeted Worker goal (72.13%), and 10% Disadvantaged Worker goal (18.99%). However, the contractor is not meeting the 20% Apprentice Worker goal (12.27%). 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.

Crenshaw LAX Transit Corridor

PLA Targeted Worker Attainment: Prime: Walsh/Shea (Data as of April 19, 2014)

Month*	No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
Apr. 2014	32,712.93	72.13%	12.27%	18.99%

Percentage Project Complete: 1.09% (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%
Apr. 2014 32,712.93	21.58%	6.41%	16.10%	54.41%	0.37%	1.12%	82.77%	1.31%

*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor



ATTACHMENT B

CONTRACT MODIFICATION / CHANGE ORDER LOG C0988 CRENSHAW/LAX TRANSIT PROJECT 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	Approved	No Cost
6	Administrative Change: Metro Rail Directive Drawings	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
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	Pending	\$3,000,000
Subtotal – Approved Modifications			\$8,037,577
Subtotal – Pending Changes/Modifications			\$3,000,000
Total Mods and Pending Changes (including this change)			\$11,037,577
Prior CMA Authorized by the Board (including base award and other modifications)			\$131,699,993
Increased CMA for this recommended action			\$3,000,000
Total CMA including this action			\$134,699,993
Remaining CMA for Future Changes			\$123,662,416

ATTACHMENT C

Alternative A2 – New LRT/APM Stations at 96th Street

- North of 96th Street APM route preferred by recent LAWA analysis
- Requires new at-grade Crenshaw/LAX/Green Line LRT station at 96th Street to connect to APM
- 2.1 miles with 5 stations
- Provides direct connection from Metro Rail to Intermodal Transportation Facility (ITF) and CTA

