Metro

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room

Agenda - Final

Thursday, March 17, 2016

9:00 AM

One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Construction Committee

Don Knabe, Chair
Jacquelyn Dupont-Walker, Vice Chair
Mike Bonin
Diane DuBois
Ara Najarian
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

19. **WITHDRAWN:** ~~RECEIVE AND FILE report on **Capital Project Construction Management Best Practices Study**.~~ **2016-0058**

20. RECEIVE **Program Management Executive Director's oral report.** 2016-0156

Attachments: Attachment A - Program Management Executive Directors Report - March 2016

21. CONSIDER: 2015-1390

A. INCREASING the Life of Project (LOP) and Contract Modification Authority (CMA) as follows:

1. **LOP Budget for Patsaouras Bus Plaza Station** (PBPS CP 202317) by $8,809,000, from $30,984,000 to $39,793,000; and

2. CMA for Contract No.C0970 with OHL USA, Inc. (OHL), in the amount of $6,276,800, from $1,983,200 to $8,260,000.

B. AUTHORIZING the Chief Executive Officer (CEO) to execute Contract Modification:

1. No. 9 to Contract No. C0970, with OHL in the amount of $697,185, increasing the total value of the Contract from $20,247,802 to $20,944,987; and

2. No. 10 to Contract No. C0970, with OHL in the amount of $3,694,695, increasing the total value of the Contract from $20,944,987 to $24,639,682.

Attachments: Attachment A. - Procurement Summary pdf

Attachment B - LOP Funding/Expenditure Plan .pdf

Attachment C - Contract Modification Change Order Log.pdf

Attachment D - DEOD Summary.pdf

22. AUTHORIZE the Chief Executive Officer to: 2016-0098

A. AWARD a cost-plus fixed fee Contract No. AE4569400 for **Construction Management Support Services for Soundwall Package No. 11 with Ghirardelli Associates**, Inc. in the amount of $6,820,334.32 for the four-year base period effective April 1, 2016 through March 31, 2020, plus $89,832.84 for the first option year, and $89,832.84 for the second option year, for a combined total of $7,000,000; and

B. EXECUTE individual Tasks Orders within the Board approved authority.

Attachments: Attachment A - Procurement Summary
Attachment B - Funding Expenditure Plan
Attachment C - DEOD Summary

23. APPROVE: 2016-0134

A. INCREASING the Life of Project Budget (LOP) Budget for **Metro Red Line Universal City Pedestrian Bridge** (CP 809382) by $2,285,000 from $27,300,000 to $29,585,000;

B. INCREASING the Contract Modification Authority (CMA) for Contract C1043 with Griffith Company in the amount of $577,000 from $2,542,000 to $3,119,000; and

C. AMENDING the FY16 Budget by $4,406,000 from $9,732,000 to $14,138,000 as shown in Attachment D.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification - Change Order Log
Attachment C - DEOD Summary
Attachment D - Funding Expenditure Plan for Project 809382

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2016-0156, **File Type:** Oral Report / Presentation **Agenda Number:** 20

CONSTRUCTION COMMITTEE
MARCH 17, 2016

RECEIVE **Program Management Executive Director's oral report.**

DISCUSSION

RECEIVE **Program Management Executive Director's oral report.**

ATTACHMENTS

Attachment A - Program Management Executive Director's Report - March 2016

- **Crenshaw/LAX -** Charles Beauvoir, Deputy Executive Officer, Project Mgmt., (213)299-3095
- **Regional Connector -** Girish Roy, Deputy Executive Officer, Project Mgmt., (213)893-7119
- **Westside Purple Line Ext 1 and 2-** Dennis Mori, EO Project Mgmt., (213)922-7238
- **I-405 -** Nazem Moussa, Deputy Executive Officer, Project Mgmt. (213)922-7221
- **Gerald Desmond Bridge -** Rick Clarke, Executive Director, Program Mgmt. (213)922-7557
- **Division 13 -** Timothy Lindholm, EO Project Engr., (213)922-7297
- **Patsaouras Plaza Busway Station -** Timothy Lindholm, EO Project Engr., (213)922-7297
- **MRL - MOL North Hollywood Station -** Timothy Lindholm, EO Project Engr., (213)922-7297
- **Universal Pedestrian Bridge -** Timothy Lindholm, EO Project Engr., (213)922-7297
- **Presentation -** Shannon Hanley, Senior Administrative Analyst, (213)922-1350

Reviewed by: Richard Clarke, Executive Director, Program Management, (213) 922-7557

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Program Management -- Transit Status Report

Significant Issues

Presented By

Richard Clarke

Executive Director,
Program Management

March 2016

Construction Committee
Los Angeles County Metropolitan Transportation Authority

Metro

CRENSHAW/LAX TRANSIT PROJECT

SIGNIFICANT HIGHLIGHTS

- Overall construction progress is 34.5% complete (excludes contractor mobilization costs). Design-builder is behind schedule but discussions continue regarding mitigation efforts.
- Continued placing invert concrete and starting wall placement at Expo/Crenshaw Station in advance of lowering tunnel boring machine into Station in March.
- Continued invert concrete placement at UG#1 in front of LAX runways.
- “Harriet” as in Harriet Tubman is name of the Tunnel Boring Machine that will excavate the tunnels.
- Southwestern Yard Design-Builder 60% design drawings under Metro review. Construction start scheduled for April 2016.

Greenline bridge falsework construction ongoing

Tunnel ventilation fabrication at Bellanca Yard

REGIONAL CONNECTOR TRANSIT CORRIDOR

SIGNIFICANT HIGHLIGHTS

- Overall Project Progress is 14.4%, Design Build (DB) Construction is 6.8% and DB Final Design is 88.5% complete.
- 1st/Alameda Shoofly work progressing on schedule; reopening of revenue service through Little Tokyo Station anticipated March 21.
- Piling, underground utility relocations, and demo work at 1st/Alameda continues.

Shoofly installation at Mangrove Yard

- 2nd/Hope Station Yard set-up completed. Pile trenching and potholing underway; piling operations commencing for station excavation and street decking.
- Utility rearrangements and investigations along Flower Street continue.

WESTSIDE PURPLE LINE – SECTION 1

SIGNIFICANT HIGHLIGHTS

The Advanced Utility Relocations (AUR) work involving three contracts is 81% complete overall.

- The Wilshire/Fairfax Advanced Utility Relocations Contract closeout has been completed; on-time and under budget.
- The Wilshire/La Cienega Advanced Utility Relocations Contractor continues with the Southern California Edison (SCE) power relocation work and the City of Beverly Hills sanitary sewer, water and storm drain relocations. This is the last AUR contract and is on schedule to complete in December 2016.

AUR Contractor Installing SCE Electrical Vault West of La Cienega Boulevard

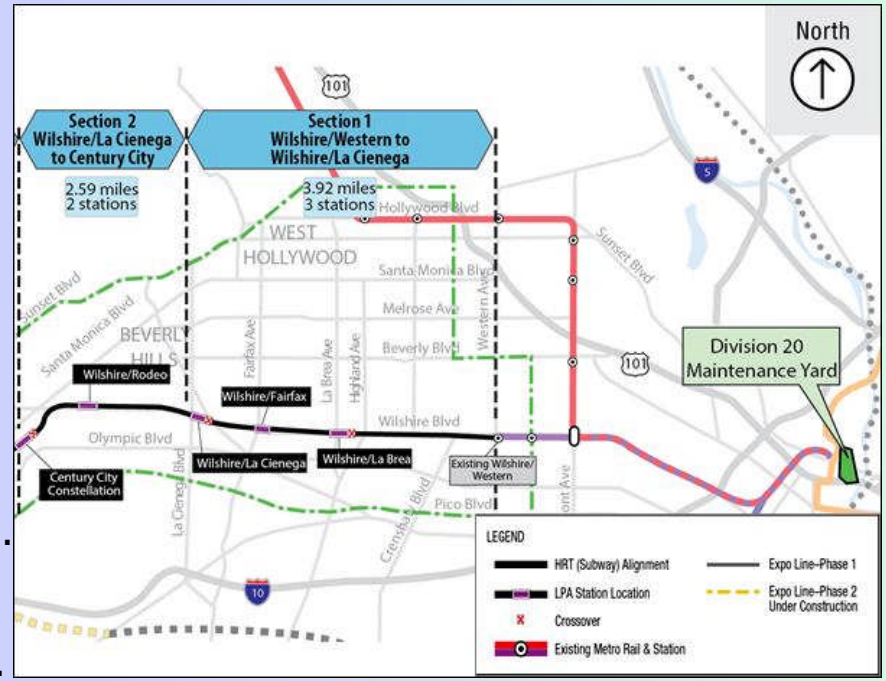
Tunnels, Stations, Trackwork and Systems Design-Build Contract

- Final Design for the tunnels, three subway stations, trackwork, and systems is 75% complete overall.
- Pile installation at the Wilshire/La Brea Station is well underway in support of station excavation to begin tunneling operations.

WESTSIDE PURPLE LINE – SECTION 2

SIGNIFICANT HIGHLIGHTS

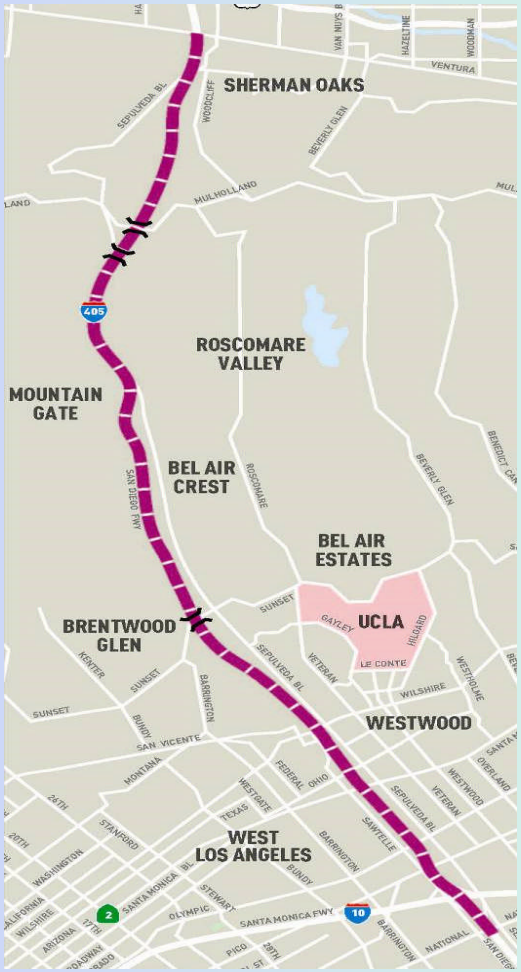
- Contract C1120 – Design/Build Request for Qualifications/Request for Proposal was released on September 14, 2015.
- The firms meeting the minimum requirements as a result of the first step were announced on December 4, 2015.
- Amendment 8 to the RFP was issued on February 4, 2016.
- Price Proposals are due on May 16, 2016.
- FFGA anticipated approval August 2016.
- Contract award anticipated January 2017.



I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

SIGNIFICANT HIGHLIGHTS

- Contractor is working toward Final Completion
- Working through remaining items for final acceptance
- Preparation for Claim 86 arbitration is ongoing



GERALD DESMOND BRIDGE

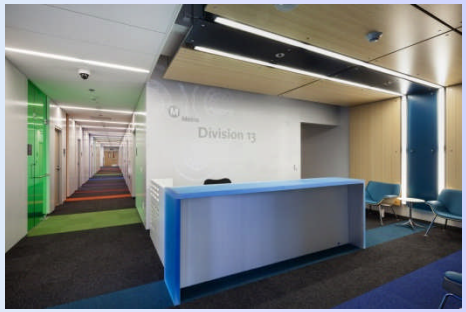
SIGNIFICANT HIGHLIGHTS

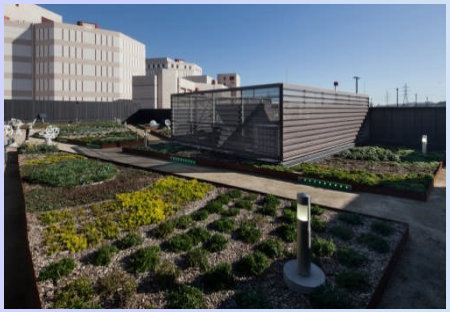
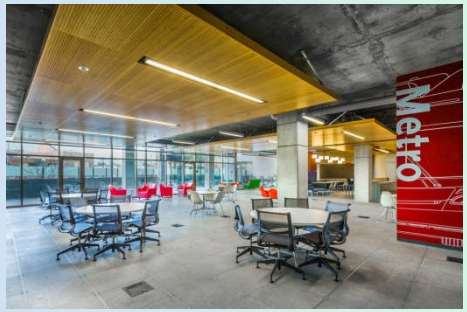
- Replacement of old, obsolete bridge to facilitate traffic to/from the Ports of Los Angeles/Long Beach
- Over 40% of international freight passes through the port complex
- Approximately $1.4 Billion project; Metro share is $17.3 Million
- Substantial Completion projected mid-2018

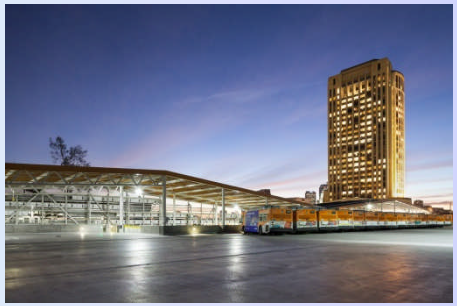
DIVISION 13 BUS O&M FACILITY

SIGNIFICANT HIGHLIGHTS

- Project is 100% complete and open as of February 1, 2016.
- Current activities work include completion of punch list, demobilization, and close out of the contract with McCarthy.
- Project has been selected as a finalist for Project of the Year by the LABJ Commercial Real Estate Awards





PATSAOURAS PLAZA BUSWAY STATION

SIGNIFICANT HIGHLIGHTS

- Construction start now scheduled for March/April 2016
- Work in progress includes approval of 100% design package with Caltrans, receipt of Caltrans permits, ROW certifications, utility clearances, resolution of environmental issues with Caltrans, exemptions to start construction, completion of final reports, and resolution of associated commercial issues with the Contractor.
- Board item for LOP budget increase on March 2016 agenda.
- Project completion scheduled for Summer 2017

CIP PROJECTS

MRL-MOL N. Hollywood Station West Entrance:

Progress:

- Construction is 58% complete
- Targeted completion by June 2016
- Escalator installation ongoing
- Elevators installation to begin shortly
- Suspended slab work ongoing
- Electrical conduits installation ongoing
- Fire Protection piping installation ongoing

CIP PROJECTS

Universal Pedestrian Bridge:

Progress:

- Construction 74% complete.
- Targeted completion by early April 2016 to coincide with opening of Harry Potter attraction
- Structural steel installation for bridge and Elevators is in progress
- Escalator installation at Station # 1 and # 3 is in progress
- Elevator installations at Station # 1, # 2, and # 3 scheduled to start shortly
- Transformer installation in progress
- Cost Risk: Shortfall in LOP Budget, staff on Board agenda for March 2016

Cost & Schedule Performance Summary Chart

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX	OK	◆	The design-build contractor is currently reporting that they are behind schedule. Staff is working with contractor to attempt to mitigate delay.
Westside Purple Line Extension-Section 1	OK	OK	
Regional Connector	!	!	LOP budget adjustment of $131.8 million was approved by Metro Board in December. Project team is working with the DB contractor to develop a detailed recovery schedule to maintain FFGA RSD of May 29, 2021. The interface with city departments are critical to the success of the mitigation measures.
1-405 Sepulveda Pass improvements Project	!	OK	Final Acceptance is scheduled for March 16, 2016. Preparation for Claim 86 is ongoing.
Universal City Pedestrian Bridge	!	OK	Construction is 75% complete and the schedule has been accelerated to substantially complete construction on April 6, 2016 to coincide with Universal's Harry Potter ride opening on April 7th. Staff requesting LOP and CMA increases.
MOL to MRL North Hollywood Connector	OK	OK	Construction is 58% complete and is expected to substantially complete in June 2016. There are no significant issues on this project at this time.
Patsaouras Plaza	!	!	Change orders have been negotiated for design error/tunnel conflict. Errors + Omissions process underway. Schedule delayed due to permitting, environmental, ROW issues with Caltrans, and resolution of associated commercial issues. Goal to start construction in March/April 2016. Board item to address budget in March 2016.
Division 13	OK	OK	Substantial completion occurred November 2, 2015, Certificate of Occupancy issued by LAFD December 3, 2015. Opened for revenue service February 1, 2016.
P3010 Rail Car Vehicle Procurement	OK	◆	First vehicles acceptance and vehicle level qualification testing are taking longer than planned. Kinkisharyo has informed Metro of potential delay to the delivery of 78 base order vehicles in 53 months. Though the delay will not impact the opening of any of Metro's new rail lines, mitigation plans are being developed.
Gold Line Foothill Ext	OK	OK	Revenue operations scheduled to begin March 5, 2016
Expo Phase II	OK	OK	Metro has accepted turnover of the Mainline and began Pre-Revenue Operations. Construction Authority is working to turn over the Yard Facility. Substantial Completion for the Expo Project will be achieved upon turnover of the Yard Facility. Operations and Maintenance Facility Turnover Application is under Metro review.

Metro

OK On target ◆ Possible problem ! Major issue

ANNUAL PROGRAM EVALUATION (APE)

- Annual overall evaluation of Metro's capital program
- A detailed review of the project costs and schedule
- Reporting to the Board any differences in Life-of-Project budget and reasons for the changes
- A project management tool to bring greater consistency, transparency, and discipline
- Facilitates financial planning

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Los Angeles, CA

File #: 2015-1390, **File Type:** Contract **Agenda Number:** 21

CONSTRUCTION COMMITTEE
MARCH 17, 2016

SUBJECT: PATSAOURAS BUS PLAZA STATION

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET AND CONTRACT MODIFICATION AUTHORITY

RECOMMENDATION

CONSIDER:

A. INCREASING the Life of Project (LOP) and Contract Modification Authority (CMA) as follows:

1. **LOP Budget for Patsaouras Bus Plaza Station** (PBPS CP 202317) by $8,809,000, from $30,984,000 to $39,793,000; and

2. CMA for Contract No.C0970 with OHL USA, Inc. (OHL), in the amount of $6,276,800, from $1,983,200 to $8,260,000.

B. AUTHORIZING the Chief Executive Officer (CEO) to execute Contract Modification:

1. No. 9 to Contract No. C0970, with OHL in the amount of $697,185, increasing the total value of the Contract from $20,247,802 to $20,944,987; and

2. No. 10 to Contract No. C0970, with OHL in the amount of $3,694,695, increasing the total value of the Contract from $20,944,987 to $24,639,682.

ISSUE

This action is required to increase the PBPS LOP budget consistent with the current projected forecast and approve an increase in the CMA to allow staff to execute two separate Contract Modifications over $500,000 each with OHL for design related changes:

- Contract Modification No. 9 is in the amount of $697,185 to provide two lanes westbound from the PBPS for safety reasons.
- Contract Modification No. 10 is in the amount of $3,694,695 to redesign and construct structural footings for the El Monte Busway Bridge widening at Patsaouras Bus Plaza Station in order to accommodate the existing Metro Red Line service tunnels that were incorrectly

depicted by the Advanced Conceptual Engineering (ACE) drawings.

DISCUSSION

Background

As originally envisioned, the PBPS scope of work was to relocate the patron boarding island situated at the corner of Alameda Street to the east side of Patsaouras Bus Plaza for buses running on the El Monte Busway. The idea was to accomplish this by widening the existing El Monte Busway Bridge, building a new passenger station in the median, and creating either an undercrossing or overcrossing to allow passengers to cross directly into Patsaouras Bus Plaza. The proposed configurations were coordinated with the Union Station Master Plan and High Speed Rail and the proposed PBPS location was selected as the preferred alternative. Other project objectives also included:

- Build a transit station properly reflecting its surroundings.
- Allow more efficient passenger boarding and alighting.
- Direct pedestrian connection to Union Station, Metro's primary transit hub.
- Provide passenger amenities such as lighting, CCTV, information displays, shelter or landscaping.
- Provide a more convenient connection between the Silver Line and Express Lanes, rail and conventional bus transit.
- Reduce pedestrian walking distance encouraging mode shift to regional and local buses, heavy rail, light rail and commuter trains.
- Improve the overall operational efficiency of Patsaouras Bus Plaza.

LOP Budget

In September 2012, contractor bids were rejected because they exceeded our budget by a range of $7 to $11 million. In order to reduce costs on the project, Metro revised the project design and re-solicited the project. In October 2013, Metro received a low bid approximately $4 million less than the previous low bid.

Based on the bid amount, the LOP budget for the project was approved by the Board in January 2014 in the revised amount of $30,984,000. A design/build (D/B) contract was subsequently awarded to OHL USA Inc. in the amount of $19,832,000 on February 26, 2014. In addition, the Board approved the initial contingency of $2,817,000 within the LOP budget. The following table summarizes the approved LOP.

Cost Category	Amount
Design/Prof. Services	$2,598,000
Construction Contract	$19,992,000
Construction Mgmt.	$1,900,000

Special Conditions (3rd Party)	$750,000
Staff Labor	$2,927,000
Contingency	$2,817,000
Approved LOP	**$30,984,000**

PBPS Construction Contract

The PBPS most complex and high risk condition is the existing underground Metro Red Line service tunnels. The project team discovered during design development that the Metro Red Line service tunnels geometry and PBPS foundations were not correctly depicted by the ACE drawings during preliminary engineering. As a result, Metro requires complete PBPS structural foundation redesign in the area of the Metro Red Line service tunnels in order to avoid potential project conflicts. Redesigning the structural foundations is the only solution to build the project at this location. The modification is necessary to correct a plan deficiency in the engineering design drawings. As has been previously reported to the Board, staff is in the process of evaluating and assessing an errors and omissions claim with the insurer of the prime ACE design consultant for full cost recovery.

OHL had submitted three claims for a total of $8,633,533 related to the PBPS bridge foundation system including redesign, added construction costs and compensable time related impacts. Through a negotiation process, Metro determined that the claims had merit and OHL and Metro reached a proposed resolution of all of OHL's requests for PBPS bridge foundation system claims, including delay and related impacts, as Contract Modifications shown in the table below.

Claim Issue	**OHL Claim Amount**	**Metro Negotiated Amount**
Redesign	$156,923	Inc. in Construction $
Construction	$7,244,610	$3,694,695
Compensable Time	$1,232,000	$499,000
Bridge Foundation Contract Modification	**$8,633,533**	**$4,193,695**

As part of the negotiation, OHL has not only agreed to settle their compensable time extension request for 308 calendar days as shown above, they have also reduced the contractual date for substantial completion by two months by agreeing to work a six day 10-hour per day work week. Construction is anticipated to start April 2016 and be substantially completed by October 2017. And finally, OHL has agreed to absorb five pending change orders in the approximate amount of $208,000 as part of the negotiated compensable time extension of $499,000.

The PBPS design originally included two lanes eastbound and one lane westbound from the proposed bus station. However, after further engineering and design review from Metro and Caltrans staff, it was determined that a two lanes westbound lane configuration is safer due to merge speeds when Metro buses and automobiles travelling on the High Occupancy Toll (HOT) lanes converge.

These modifications are necessary to improve safety of merging bus and automobiles travelling on the HOT lanes. Metro has processed and negotiated the Contract Modification pending Board approval requested herein in the amount of $697,185.

The PBPS project currently does not have adequate contingency or Contract Modification Authority to cover these two change orders for design and engineering costs. This project requires a substantial contingency reserve balance for a project with PBPS's complexity and high risk that has not yet started active construction. Aside from these two modifications, there are two other items requiring negotiation with OHL, as shown in the table below. As discussed above, OHL and Metro have negotiated all potential change orders related to ACE design errors and omissions. Five change orders have been processed and were executed as Contract Modifications in the amount of $415,803. The remaining pending change orders were all evaluated by Metro as being with merit for an outstanding pending contract modification in the amount of $635,000.

Therefore, staff is requesting additional CMA of $8,260,000 to provide funding for the previously executed contract modifications, the two identified Contract Modifications over $500,000, pending Contract Modifications and potential contract value for the project contingency. In regards to the project contingency, it is the PBPS project team recommendation to retain the original project contingency value due to the project's continued complexity and high risk, consistent with FTA *Project and Construction Management Guidelines*. These contingency funds would be reserved to cover any unforeseen conditions and Potential Contract Modifications that may arise during construction, not identified in the table below. A summary of approved and Pending Contract Modifications is found in the Contract Modification/Change Order Log, Attachment C.

As part of completion of the project, the PBPS project team comprehensively reviewed the approved LOP budget of $30,984,000 and identified additional funds needed to complete the project and open for revenue service in Fall 2017. The extended duration of the project will also require additional funds for construction management services, staff labor, design services and 3rd Party.

In addition, as a result of the revised foundation system, Metro now has to relocate an existing LADWP vault and conduit that previously was not impacting construction. Although Metro believes that relocating this utility is the responsibility of LADWP, in order to move forward and not impact the contractor, Metro will issue a work order to LADWP in the approximate amount of $1,500,000. Metro intends to seek reimbursement of all costs to design and relocate this utility from LADWP. This cost is included under "Special Conditions (3rd Party)."

As shown in the table below, we are recommending approval of the LOP budget increase of $8,809,000, to fund the recommended Contract Modifications and provide additional funding needed to complete the PBPS project per the forecasted major cost categories as revised.

Cost Category	Additional Funds Needed
Construction Contract Modifications	$5,443,000
Design/Professional Services	51,000
Construction Management	1,485,000
Special Conditions (3rd Party)	1,767,000
Staff Labor	63,000
Additional LOP Needed	**$8,809,000**

The revised LOP budget request of $39,793,000 is not atypical of other similar Metro transit stations making complex connections. Even with the increased project budget, the revised cost is in-line with recent Metro bus and rail station improvements, such as the Rosa Parks Metro Rail Station and North Hollywood Underpass. Most importantly, the PBPS will be a significant Metro asset connecting the region to Union Station, Metro's primary transit hub. Union Station currently serves 120,000 daily passengers and is projected to nearly double by 2040, further increasing the need for the new PPBS station.

DETERMINATION OF SAFETY IMPACT

This Board action will result in a significant safety improvement to Metro bus operations and the overall safety of our patrons using both the PBPS and HOT Lanes. The two lanes westbound lane configuration greatly improves the safety factor of automobile speed and stopping distance the required bus acceleration distance.

FINANCIAL IMPACT

This Board action would increase the LOP budget by $8,809,000 and establish a revised LOP budget for the PBPS in the amount of $39,793,000. The new funding required would be programmed into the Fiscal Year (FY) 17 and FY18 budgets per Attachment B. There is no impact to the current FY16 budget.

Use of Funds	Amount
Design/Prof. Services	2,649,000
Construction Contract	25,435,000
Special Conditions (3rd Party)	2,517,000
Construction Management	3,385,000
Metro Staff Labor	2,990,000
Contingency	2,817,000
Revised LOP Budget	**$39,793,000**

The source of the funding for the revised LOP budget of $39,793,000 is comprised of:

- $9,679,000 - Federal Grant funds
- $16,590,000 - Prop C25 Highway funds
- $1,200,000 - Federal Section 5307 (CRD) funds
- $3,215,000 - Ramirez Flyover (Union Station escrow)
- $9,109,000 - Proposition C25 Debt

The FY budgets would be programmed in Cost Center 8510, Construction Procurement, under Capital Project No. 202317 (Patsaouras Plaza Busway Station), Account 53101, Acquisition of Building and Structures.

Since this a multi-year project, the cost center manager and the Executive Director, Program Management would be responsible for budgeting project costs in future fiscal years. The project budget and funding plan is included in Attachment B.

Impact to Bus and Rail Operating and Capital Budget

In June 2015, staff reported a $900 million shortfall through FY 2024 in the financial forecast for the 2014 Short Range Transportation Plan (SRTP). That shortfall level could be further exacerbated by unanticipated cost increases, revenue forecast disparities, and American's with Disability Act mandates. Through the Risk Allocation Matrix (RAM) process, staff are monitoring and managing the forecasted deficit.

The PBPS LOP increase requires the utilization of Proposition C 25% funds. Proposition C 25% Transit Related Highway Improvement funds are utilized, or are planned to be utilized, by various rail right of way, highway, and soundwall improvement projects in the 2014 SRTP and RAM processes. No other eligible funds exist that are not already accounted for in the SRTP and RAM processes. If this action is approved, the increase must be funded directly or indirectly through additional borrowing against Proposition C sources.

ALTERNATIVES CONSIDERED

The Board of Directors may choose to:

1. Terminate the project by not authorizing the proposed Contract Modification for the Patsaouras Bus Plaza Station.
2. Complete the Design portion and re-bid the Build portion of the D/B Contract No. C0970, hence switching to a Design/Bid/Build delivery method. This will require terminating the Builder, procuring a new construction contractor and keeping the existing Designer on-board for design support services during construction. This approach would be risky and could lead

to even higher construction costs.
3. Transpose the HOT Lanes direction between the LAC-USC Medical Center bus station and Alameda Street to allow direct access to the Patsaouras Bus Plaza and/or Union Station. This concept would be more expensive than the current proposed project.
4. Move the bus station to the end of the HOT Lanes and upgrade the existing Alameda Street bus stop.
5. Complete PBPS design using existing contract authority and delay construction until other funding sources and/or alternative funding scenarios are identified for the proposed LOP budget increase.

These alternatives are not recommended since they would, with the exception of Items Nos. 2 and 5, prevent staff from completing this transit improvement project as currently proposed and described in the FTA Sustainability Grant. Also, these alternatives would require FTA approval and/or concurrence. FTA has advised staff that completion of this transit improvement project is in their view a key transit element of the HOT Lanes project, and not implementing the project could jeopardize the $9,679,000 FTA Sustainable and Livable Communities Grant.

NEXT STEPS

Upon Board approval, Metro's project team will continue the PBPS project to the Build stage and work diligently with the contractor to resolve current and potential disputes and any resultant claim issues within the revised CMA budget as well as discuss schedule critical path and review potential mitigation opportunities available to the project to further reduce impacts to the project budget.

As has been previously reported to the Board, staff is in the process of evaluating and assessing an errors and omissions claim with the insurer of the prime ACE design consultant for full cost recovery.

ATTACHMENTS

A. Attachment A - Procurement Summary Patsaouras Plaza Busway Station
B. Attachment B - LOP Funding and Expenditure Plan for PBBS Project
C. Attachment C - Contract Modification/Change Order Log
D. Attachment D - DEOD Summary

Prepared by: Manuel Gurrola, Project Manager, (213) 922-8889

Reviewed by: Tim Lindholm, Executive Officer, Capital Projects, (213) 922-7297
I Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383
Richard Clarke, Executive Director, Program Management, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

PATSAOURAS PLAZA BUSWAY STATION / CONTRACT C0970

1.	**Contract Number**: C0970			
2.	**Contractor**: OHL USA, Inc.			
3.	**Mod. Work Description**: (1) Reconfiguration 2 Lane West to 1 Lane West; and (2) Redesign Extra Work of Foundations for El Monte Busway Bridge Widening			
4.	**Contract Work Description**: Patsaouras Plaza Busway Station			
5.	**The following data is current as of**: October 9, 2015			
6.	**Contract Completion Status**:			
	Bids/Proposals Opened:	4	**% Completion $s**:	17%
	Contract Awarded:	2/26/2014	**% Completion time**:	58.77%
	NTP:	3/31/2014	**Original Contract Days**:	900
	Original Complete Date:	9/16/2016	**Change Order Days**:	0
	Current Est. Complete Date:	10/18/2017	**Suspended Days:**	0
			Total Revised Days:	0
7.	**Financial Status**			
	Contract Award:		**$19,832,000.00**	
	Total Contract Modifications Approved:		**8**	
	Current Contract Value:		**$20,247,802.07**	
	Contract Administrator: Deneise Glover		**Telephone Number**: 213-922-7302	
8.	**Project Manager**: Manuel Gurrola		**Telephone Number**: 213-922-8889	

A. Contract Action Summary

This Board Action is to approve Modifications No. 9 and 10 issued in support of the design and construction of the Patsaouras Plaza Busway Station. The new station will relocate the patron boarding island currently situated at the corner of North Alameda to the east side of Patsaouras Plaza and will provide a direct connection to Patsaouras Plaza and Union Station for buses running on the El Monte Busway. The project includes widening of the existing Caltrans Los Angeles River Busway Bridge and Overhead, providing new vertical and horizontal pedestrian circulation elements (Pedestrian Ramp/ Walkway, Pedestrian Overcrossing, elevators, and stairs) and closing all vehicular traffic access between the El Monte Busway and Union Station at Patsaouras Plaza.

These contract modifications have been processed and will be issued in accordance with Metro's Acquisition Policy. The contract type is Firm Fixed Price.

Patsaouras Plaza Busway Station (PPBS) was presented to and approved by the Metro Board on January 16, 2014. The PPBS project is a component of the overall Los Angeles Congestion Relief Demonstration (CRD) Project to enhance and expand transit service and create High Occupancy Toll lanes in the I-10 and I-110 freeway corridors. During preliminary engineering it was found that the PPBS would have a significant positive impact for Metro patrons and service delivery on the Silver Line system.

The contract was awarded February 26, 2014, to OHL USA, Inc., in the amount of $19,832,000.00.

Refer to Attachment C, Contract Modification/Change Order Log, for modifications to date.

B. Cost/Price Analysis

The recommended prices for the proposed modifications are determined to be fair and reasonable based upon thorough fact-finding, clarifications, independent cost estimates, cost analysis, price analysis, technical evaluation, negotiations, and subject to audit. An audit is currently being performed by MASD for Redesign Extra Work of Foundations for El Monte Busway Bridge Widening and the negotiated price subject to adjustment based on any audit findings of unallowable costs.

Item No.	Modifications	Proposal amount	Metro ICE	Negotiated or NTE amount
0009	Reconfiguration 2 Lane West to 1 Lane West	$997,762.06	$665,681.00	$697,185.00
0010	Redesign Extra Work of Foundations for El Monte Busway Bridge Widening	$5,390,472.45	$3,894,695.00	$3,694,695.00

ATTACHMENT B – LOP FUNDING AND EXPENDITURE PLAN

Use of Funds	Inception - July 2015	FY16	FY17+	FY18+	Capital Costs Total
Design Consultants	951,000	-	-	-	951,000
Construction Contract	3,381,000	3,300,000	13,750,000	5,004,000	25,435,000
Special Conditions (3rd Party)	86,000	315,000	322,000	1,794,000	2,517,000
Construction Management	1,005,000	700,000	1,200,000	480,000	3,385,000
Environmental	785,000	150,000	200,000	62,000	1,197,000
Other Professional Services	115,000	150,000	150,000	86,000	501,000
Agency Costs: Project Control, Procurement support, Safety, Communications, etc.	984,000	650,000	750,000	606,000	2,990,000
Contingency	-			2,817,000	2,817,000
Total Project Cost	7,307,000	5,265,000	16,372,000	10,849,000	39,793,000
Source of Funds	**Inception - July 2015**	**FY16**	**FY17+**	**FY18+**	**Capital Costs Total**
Federal - Bus Livability	5,807,000	3,872,000	-	-	9,679,000
Federal - Section 5307 (CRD)	1,200,000	-	-	-	1,200,000
PC 40	300,000	-	-	-	300,000
Prop C 25 (Highway)	-	1,993,000	15,197,000	-	16,590,000
Ramirez Flyover (Union Station Escrow)	-	-	1,175,000	2,040,0000	3,215,000
Proposition C25 Debt	-	-	-	8,809,000	8,809,000
Total Project Funding	**7,307,000**	**5,265,000**	**16,372,000**	**10,849,000**	**39,793,000**

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE LOG
PATSAOURAS BUS PLAZA STATION - C0970

Mod. No.	Description	Status	Contract Value (A)	Mod/CO Value (B)	Board Approved CMA (C)
N/A	Initial Award		$19,832,000.00		$1,983,200.00
1	Modify Volume 1: GE Section 01310 – DB, Cost/Schedule Integration System. Appendix A: Schedule Template Guideline	Approved		No Cost	
2	Update SP-27 and Section 01200	Approved		No Cost	
3	Revised Contract Compliance Manual	Approved		No Cost	
4	Development of Supplemental Fact Sheet and PSR/PR	Approved		$93,450.42	
5	Emergency Power to Lightings Fixtures	Approved		$79,424.00	
6	Replace base contract light fixtures with LED fixtures	Approved		$8,876.65	
7	Changes to Electrical Power Source	Approved		$173,151.00	
8	Ramirez Street Realignment Study	Approved		$60,900.00	
	Subtotal – Approved Modifications			**$415,802.07**	
9	Reconfiguration 2 Lane West to 1 Lane West	Pending		$697,185.00	
10	Redesign Extra Work of Foundations for El Monte Busway Bridge Widening	Pending		$3,694,695.00	
	Subtotal Pending			**$4,391,880**	
11	Bridge Foundation Time Extension	Pending		$499,000	
12	ADA Tactile Pathway	Pending		$51,000	
13	Safety Bollards	Pending		$85,000	
	Subtotal Pending			**$635,000**	
	Subtotal – Pending Modifications			**$5,026,880.00**	
Total Contract Value (including Approved Modifications)			**$20,247,802.07**		
Total Approved Mods and Pending Modifications (including this change)				**$5,442,682.07**	

Prior CMA Authorized by the Board			**$1,983,200.00**
Approved Modifications			**$415,802.07**
Remaining CMA for Future Modifications			**$1,567,397.93**
Pending Modifications			**$5,026,880.00**
Increase CMA for this Recommended Action			**$6,276,782.07**
Remaining CMA after Board Action			**$2,817,000**

ATTACHMENT D

DEOD SUMMARY

PATSAOURAS BUS PLAZA STATION / Contract C0970

A. Small Business Participation

OHL USA, Inc. made an 18.60% Disadvantaged Business Enterprise (DBE) commitment. Current DBE participation is 2.08%. The contract is 17% complete. OHL confirmed that Design is 60% complete, and Construction has an anticipated start date of March 2016. OHL reemphasized their efforts to meet the DBE committed values pursuant to their contracting plan.

SMALL BUSINESS COMMITMENT	18.60% DBE	SMALL BUSINESS PARTICIPATION	2.08% DBE

	DBE Subcontractors	Ethnicity	% Commitment	% Current Participation[1]
1.	PBS Engineers (Design)	Subcontinent Asian	4.60%	2.08%
2.	California Testing & Inspections (Construction)	Hispanic American	0.22%	0.00%
3.	Inspections Services (Construction)	Asian Pacific American	0.15%	0.00%
4.	Excelsior Elevator Corp.[2] (Construction)	Asian Pacific American	2.69%	0.00%
5.	G&C Equipment (Construction)	African American	3.66%	0.00%
6.	Integrity Rebar Placers (Construction)	Hispanic American	7.28%	0.00%
		Total	**18.60%**	**2.08%**

[1]Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.
[2] Substituted

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. This project has not started construction yet. Staff will monitor and report the contractor's progress toward meeting the goals of the PLA/CCP once construction begins.

C. Living Wage Service Contract Worker Policy

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

Board Report

File #: 2016-0098, **File Type:** Contract **Agenda Number:** 22

CONSTRUCTION COMMITTEE
MARCH 17, 2016

SUBJECT: COUNTYWIDE SOUNDWALL IMPLEMENTATION PROGRAM

ACTION: AWARD AND EXECUTE CONTRACT FOR CONSTRUCTION MANAGEMENT SUPPORT SERVICES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a cost-plus fixed fee Contract No. AE4569400 for **Construction Management Support Services for Soundwall Package No. 11 with Ghirardelli Associates**, Inc. in the amount of $6,820,334.32 for the four-year base period effective April 1, 2016 through March 31, 2020, plus $89,832.84 for the first option year, and $89,832.84 for the second option year, for a combined total of $7,000,000; and

B. EXECUTE individual Tasks Orders within the Board approved authority.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (LACMTA) requires the professional services from a qualified Construction Management Support Services (CMSS) firm to support the design review, construction management, and administration of the Highway Construction Contracts for Soundwall Package No. 11 to ensure compliance with contract requirements and government regulations.

DISCUSSION

Sound Wall Package No. 11 is located on Route 170 from Route 101 Separation to Sherman Way Overcrossing and Route 405 from 0.2 mile North of Saticoy Street Undercrossing to 0.6 Mile South of Roscoe Blvd Undercrossing. This construction project consists of approximately eight bridge widening and 28,592 linear feet of sound wall and retaining walls.

The primary roles of the CMSS is to provide highly skilled and qualified individuals to support and assist Metro as part of the Construction Management and administration of construction of Soundwall

Package No. 11. The CMSS staff will be part of a fully integrated Construction Management team working with Metro in the project and field offices. The CMSS Contract is for a term of 4 years with two, one year options. Rates for the option years will be negotiated prior to the end of the base contract period. Option 1 will be to extend the CMSS services and option 2 will be for contract closeout.

The CMSS Contract will be a cost plus fixed fee contract, meaning the consultant services will be performed using Annual Work Plans (AWP). Each AWP will include (AWPs) negotiated direct labor, overhead rates, general and administrative expenses, fee, and negotiated hours for the level of effort to match the work. The AWPs will be funded from the existing project budget with consideration of any information available at the time of planning and applicable time constraints on performance of the work. LACMTA shall ensure that strict project controls are in place prior to approving each AWP to closely monitor the Consultant's budget and AWP schedules. No funds are obligated until the AWP is approved against the Soundwall Package No. 11 project.

We estimate the CMSS for the Soundwall Package No. 11 will be required starting the spring of 2016.

Contract No. AE4569400 includes a 35% Small Business Enterprise goal. SBE attainment is based on the anticipated aggregate value of all task orders issued.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

The FY 16 budget of $1.1 million in cost center 8510 for the Soundwall Package 11 Project No. 460324 includes the funding of Contract No. AE 4569400. The approved LOP budget of $89,183,000 for the Soundwall Package No. 11 includes the cost of the planned Construction Management Support Services.

Since this is a multi-year contract, the Cost Center Manager and the Executive Director of Program Management will be responsible for budgeting future year expenses.

IMPACT TO BUDGET

The Measure R Expenditure Plan designates a total of $250 million for countywide sound walls. The source of funds of $7,000,000 for the CMSS contract for sound wall Package No. 11 will be Measure R 20% Highway. These funds are not eligible for bus and rail operations. Since these funds have been identified for this project, no other sources of funds were considered for this activity.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation. Staff does not recommend this alternative, as rejection will require an extensive hiring effort to provide permanent staff to fill the required positions. This would not be cost effective and could cause delays, since many of the CMSS staff are only required on a periodic basis for peak workloads and specific tasks over the life of the project.

NEXT STEPS

After Board approval of this CMSS Contract, the Contracting Officer will award contract in accordance with Metro Procurement Policies and Procedures to allow the continuation of the County Wide Soundwall Implementation Program.

ATTACHMENTS

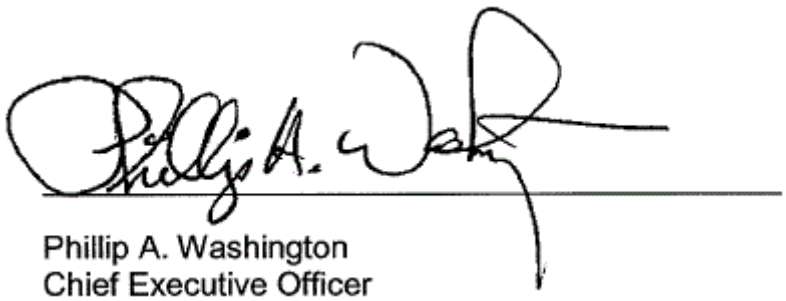
Attachment A - Procurement Summary
Attachment B - Funding/Expenditure Plan
Attachment C - DEOD Summary

Prepared by:

James Gleig, Deputy Executive Officer, Construction Management (213) 922-7453

Reviewed by:

Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383
Richard Clarke Executive Director, Program Management (213) 922-7447



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR SOUNDWALL NO. 11/ CONTRACT NUMBER AE4569400

1.	**Contract Number**: AE4569400	
2.	**Recommended Vendor**: Ghirardelli Associates, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: May 4, 2015	
	B. Advertised/Publicized: May 5, 2015	
	C. Pre-proposal Conference: May 14, 2015	
	D. Proposals Due: June 19, 2015	
	E. Pre-Qualification Completed: February 9, 2016	
	F. Conflict of Interest Form Submitted to Ethics: February 5, 2016	
	G. Protest Period End Date: March 23, 2016	
5.	**Solicitations Picked up/Downloaded**: 117	**Bids/Proposals Received**: 9
6.	**Contract Administrator**: Nicole Dang	**Telephone Number**: 213-922-7438
7.	**Project Manager**: James Gleig	**Telephone Number**: 213-922-7453

A. Procurement Background

This Board Action is to approve Contract no. AE4569400 issued in support of the design review, construction management, and administration of Soundwall No. 11 to ensure that the construction of the project is completed in compliance with contract requirements and government regulations.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

Five amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 5, 2015 revised the RFP's Submittal Requirements, Evaluation Criteria, and Form 60;
- Amendment No. 2, issued on May 22, 2015 revised the proposal due date;
- Amendment No. 3, issued on June 1, 2015 clarified the RFP's prevailing wage requirements and Form 60;
- Amendment No. 4, issued on June 11, 2015 revised the proposal due date;
- Amendment No. 5, issued on August 8, 2015 after receipt of proposals clarified the RFP's contract type, Form of Contract, and Compensation & Payment Provisions;

LACMTA held a Pre-Proposal conference on May 14, 2015, in the Palisades

Conference room on the 8th floor. There were approximately 34 representatives from numerous firms that signed-in at the pre-proposal conference. Nine proposals were received on June 19, 2015.

The proposal evaluation period was extended due to unforeseen circumstances related to one of the Proposal Evaluation Team member choosing retirement during the evaluation process. To maintain the integrity of the evaluation of all proposals Metro reengaged the retiree in November 2015, after a three months suspension of the evaluation process.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Construction Management department and Metro's Engineering Department was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Experience and Capabilities of Firm on the CMSS' Team 20%
- Staff Skills and Experience 50%
- Management Plan and Control 30%

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to staff skills and experience.

This is an Architect and Engineers, qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

Of the nine proposals received, all nine were determined to be within the competitive range. The nine firms within the competitive range are listed below in alphabetical order:

1. Athalye Consulting Eng. Services
2. Ghirardelli Associates
3. Kal Krishnan Consulting Services
4. MARRS Falcon JV
5. Michael Baker
6. Pre Science Corporation
7. Psomas
8. S2 Engineer
9. SYRUSA

From November 17, 2015, through November 19, 2015, the evaluation committee met and interviewed the firms. The firms' Project Manager, Resident Engineer, and

a maximum of 2 additional individuals from each firm were invited to attend the oral presentation. The firms were limited to present their Organizational Chart and Management Plan from their proposal. Each team was asked questions relative to their Organizational Chart and Management Plan.

Qualifications Summary of Firms Within the Competitive Range:

Athayle Consulting Services, Inc.:
The PET determined that Athalye's proposal significantly exceeded the RFP's requirements based on its Management Plan. The Management Plan was comprehensive by providing a risk assessment of four issues and discussed its approach to implement the work process by creating a written Project Management Plan (PMP). The PET determined that based on Athalye's experience and insight to risks, that "risk" on this project will be extremely low and the probability of completing this project successfully is high by pointing out 4 risks this project may have: 1) efficiency and cost savings through Plan Certification and detail, 2) change order avoidance through Constructability review, 3) Utility conflicts along Project Critical Path, and 4) public convenience and safety. In addition, they proposed a written PMP which included 1) Project Work Plan/Staffing plan, 2) Project Organization and Control, 3) Contract Budget and Cost Control, 4) Construction Budget and Cost Control/ Risk Management, 5) Schedule Control, and 6) Consultant Services Quality Control. Athalye's proposal demonstrated its competence and knowledge of soundwall projects by listing examples of projects it has worked on, such as "Soundwall No. 5 and 7" with LACMTA. Ashok Athalye, proposed Principal in Charge, provided CMSS for Soundwall No. 5 and 7 on time and within budget. Nahro Saoud, proposed Resident Engineer, worked on a similar soundwall project on the "Muscat Expressway Sections 3 and 4", which was comprised of a 6-lane highway with 13 interchanges, 6 flyovers, 4 underpasses, 11 roundabouts, 133 box culverts, and 7 tech spans. The PET determined that Athalye's proposed staff for bridge widening field engineering and inspection services exceeded the RFP requirements by proposing staff that have been trained in Caltrans Office of Structure Construction (OSC) Policies and Procedures. Athalye performed satisfactory during the oral presentation by highlighting its Organization Chart and Management Plan, which were well developed and addressed. LACMTA's staff observed that the team members understand that communication is the key element. In addition, during the oral presentation, Athalye team members stressed the importance of partnering with all stakeholders to prevent adversarial atmosphere from developing in the project and to resolve issues quickly.

Ghirardelli Associates:
The PET determined that Ghirardelli's significantly exceeded the contract requirements based on its methods of delivering its services. Ghirardelli was comprehensive and thorough, addressing all contract requirements. Its Resident Engineer has extensive past experience with LACMTA soundwall projects, specifically Soundwall Nos. 6 and 8, and is thoroughly familiar with LACMTA and Caltrans policies and procedures. Ghirardelli demonstrated its abilities to assist

LACMTA in the timely completion of projects such as “Soundwall No. 6 at the I-405/I-605” interchange where it coordinated efforts between LACMTA, Caltrans, and the Contractor to develop a work plan where the staged work could be done during a weekend closure to minimize delays to the traveling public. Ghirardelli’s identified key elements to successfully complete projects on time and those elements are: 1) quality control testing/assurance; 2) readiness reviews as a tool before moving to the next phase of work; 3) fiber optic/utility coordination between Caltrans, LA County Department of Water and Power, LA County Department of Public Works, Southern California Gas, Edison, Verizon, and Sprint; 4) addressing long lead items and performing source inspections; 5) resourcing and inspection scheduling; 6) traffic control (COZEEP); and 7) safety.

Ghirardelli also provided examples of how it would assist LACMTA through its experience on completed “LACMTA Soundwall No. 6 and 8” and “Plant Maintenance”. During the pre-construction period, Ghirardelli noted its experience in performing constructability reviews, overseeing permits coordination, assisting in performing bid-opening services and assisting in reviewing bid packages in accordance with LACMTA, Caltrans LAPM, and funding requirements. During the construction phase, Ghirardelli conducted source inspection, maintained project files, oversaw contractors Quality Control plan in accordance with LACMTA Quality Assurance Plan, assisted with administrative change orders, and coordinated with designers and Caltrans oversight. After construction, Ghirardelli provided post-construction assistance by preparing semi and final payment estimates, finalized as-builts, closeout of Contract from Caltrans, and completed final documents and assistance in plant establishment. Moreover, Ghirardelli’s staff possesses soundwall construction management experience.

Ghirardelli oral presentation demonstrated the firm’s thorough understanding and approach of the project. During the oral presentation, Ghirardelli presented specific issues pertaining to Soundwall Package No. 11 such as its recommendation on fiber optics, 3rd party coordination and communication, Quality Assurance (Q/A) and Quality Control (Q/C) program, safety plan , and its source inspection approach to mitigate defective or non-confirming materials. In addition, the team presented a good Organization Chart that meets the Scope of Services requirements with additional staff requirement for source inspection and Q/A and Q/C. Additionally, LACMTA staff observed that the dynamic between the team members exceeded expectations as each member answered questions pertaining to their expertise and understood their roles.

Kal Krishnan Consulting Services, Inc.:

The PET determined that KKCS’s proposal substantially meets the RFP’s requirements. KKCS’s proposal demonstrated its competence and knowledge of CMSS by highlighting experiences on projects such as “Alameda Corridor Grade Separation Projects spanning between 1999 through 2001” and “As Needed Resident Engineers and Scheduler for LA County Department of Public Works in

2013". Its proposed subcontractor, AECOM worked on such projects as – Caltrans OSC On-Call Structure Construction and – SE-91 Westbound Improvements between SR-57 and I-5. These projects demonstrated AECOM's ability to coordinate between LACMTA, Caltrans, the Contractor, and local agencies. Based on KKCS's Management Plan, risk of unsuccessful contract performance is very low and there is a high probability of success.

MARRSFALCON JV:

The PET determined that MARRSFALCON JV's proposal substantially meets the RFP's requirements. Their proposed approach indicates a thorough understanding of the project. MARRSFALCON JV's proposal demonstrated competence and knowledge on CMSS by listing projects such as "The Patreo Canyon Project" for City of LA in 2015 and "Metro Bus Facilities Projects" for LACMTA through 2016. MARRSFALCON JV oral presentation both verbally and story boards were well prepared. Their Management Plan was concise. They were knowledgeable of the specifics of Soundwall Package No. 11 and discussed critical issues pertaining to this project.

RBF Consulting, a Michael Baker Company:

The PET determined that Michael Baker's proposal substantially meets the RFP's requirements. Michael Baker's proposed staff is technically qualified. Michael Baker has a record of successfully completing projects such as "SR-57 Northbound Widening Final PS&E" to provide final design for highway, bridge, retaining wall, soundwall, drainage, signing, stripping, electrical and fiber optic communication design elements along SR-57 for OCTA between 2008 through 2014 and currently working on "Caltrans District 12 On-Call Engineering Services" to provide on-call design, construction support services, land surveying and intelligent transportation systems support for LA County through 2016. Michael Baker has worked with agencies such as OCTA, City of Los Angeles, and Caltrans. Michael Baker's proposal demonstrates competence and knowledge of CMSS. Based on Michael Baker's Management Plan, risk of unsuccessful contract performance is very low and there is a high probability of success. Michael Baker oral presentation was good. They provided a thorough Organization Chart and Management Plan. The team presented its approach for pre-construction, construction, and post construction CMSS support work.

S2 Engineering, Inc.:

The PET determined that S2 Engineering's proposal substantially meets the RFP's requirements. S2 Engineering's proposal demonstrated it has reasonable experience for CMSS highway and soundwall projects. Additionally, S2 Engineering worked on "SANBAG I-215 Segment 1 & 2 Widening Project" in San Bernardino, CA which contains soundwall elements. The risk of unsuccessful contract performance is low based on their experience.

Pre Science Corporation:
The PET determined that Pre Science's proposal meets the RFP's requirements. The proposed approach indicates an adequate and sound understanding of the project. Pre Science's written proposal demonstrated it has experience in highway soundwall projects. In addition, the proposed Project Manager worked on railroad projects. During the oral presentation, PreScience presentation was thorough and discussed their Organization Chart and Management Plan well. They presented the team's role well and LACMTA staff observed a great working dynamics between the team members.

Psomas:
The PET determined that Psomas' proposal meets the RFP's requirements. Psomas' proposed Management Plan is thorough and the firm has a great understanding of the RFP's Work requirements. Psomas proposed staff has experience in management and engineering.

SYRUSA:
SYRUSA's proposal demonstrated its ability to resolve construction problems during performance. Their proposed staff has good experience in construction management and has a strong technical background.

Evaluation Summary:

The PET ranked the proposals and assessed strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The evaluation performed by the PET determined Ghirardelli Associates as the most qualified firm to provide the services as required in the RFP.

Evaluation Summary - November 20, 2015

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Ghirardelli Associates**				
3	Experience & Capabilities of Firms on the CMSS's Team	93.33	20.00%	18.50%	
4	Staff Skills & Experience	94.00	50.00%	47.17%	
5	Management Plan & Control	95.00	30.00%	28.64%	
6	**Total**		**100.00%**	**94.31%**	**1**
7	**Athalye Consulting Engineering Services**				
8	Experience & Capabilities of Firms on the CMSS's Team	89.00	20.00%	17.81%	

9	Staff Skills & Experience	91.00	50.00%	45.67%	
10	Management Plan & Control	91.00	30.00%	27.43%	
11	**Total**		**100.00%**	**90.91%**	**2**
12	**Kal Krishnan Consulting Services**				
13	Experience & Capabilities of Firms on the CMSS's Team	81.00	20.00%	16.29%	
14	Staff Skills & Experience	87.00	50.00%	43.71%	
15	Management Plan & Control	87.00	30.00%	26.04%	
16	**Total**		**100.00%**	**86.04%**	**3**
17	**Michael Baker**				
18	Experience & Capabilities of Firms on the CMSS's Team	84.00	20.00%	16.85%	
19	Staff Skills & Experience	86.00	50.00%	43.08%	
20	Management Plan & Control	82.00	30.00%	24.47%	
21	**Total**		**100.00%**	**84.40%**	**4**
22	**MARRS Falcon JV**				
23	Experience & Capabilities of Firms on the CMSS's Team	83.00	20.00%	16.53%	
24	Staff Skills & Experience	85.00	50.00%	42.42%	
25	Management Plan & Control	81.00	30.00%	24.26%	
26	**Total**		**100.00%**	**83.21%**	**5**
27	**S2 Engineer**				
28	Experience & Capabilities of Firms on the CMSS's Team	80.00	20.00%	16.07%	
29	Staff Skills & Experience	79.00	50.00%	39.71%	
30	Management Plan & Control	80.00	30.00%	23.90%	
31	**Total**		**100.00%**	**79.68%**	**6**
32	**Pre Science Corporation**				
33	Experience & Capabilities of Firms on the CMSS's Team	65.00	20.00%	13.04%	
34	Staff Skills & Experience	80.00	50.00%	39.79%	
35	Management Plan & Control	78.00	30.00%	23.53%	
36	**Total**		**100.00%**	**76.36%**	**7**
37	**Psomas**				
38	Experience & Capabilities of Firms on the CMSS's Team	72.00	20.00%	14.33%	
39	Staff Skills & Experience	77.00	50.00%	38.54%	
40	Management Plan & Control	69.00	30.00%	20.66%	
41	**Total**		**100.00%**	**73.53%**	**8**
42	**SYRUSA**				
43	Experience & Capabilities of Firms on the CMSS's Team	72.00	20.00%	14.34%	
44	Staff Skills & Experience	73.00	50.00%	36.58%	
45	Management Plan & Control	54.00	30.00%	16.23%	

46	**Total**		**100.00%**	**67.15%**	**9**

C. Cost/Price Analysis

The cost analysis included among other things (1) a comparison of Ghirardelli's 2013 rates under Contract No. PS100800-2640 for Construction Management Consultant Support For Soundwall Package No. 8; (2) labor rates of similar job titles from the Bureau of Labor Statistics; (3) compliance with both the Federal Acquisition Regulation (FAR) Part 31 guidelines and Generally Accepted Accounting Principles (GAAP); and (4) Metro's Independent Cost Estimates. Based on the findings of the cost analysis, Metro has negotiated cost plus fixed fee (CPFF) arrangement, which includes direct labor rates, overhead rates, general and administrative expenses, and fee. The overhead rates were established as a result of an audit performed by Metro Management Audit Services Department and will be audited annually throughout the life of the Contract as determined by the Contract Administrator for accuracy. Each Annual Work Plan (AWP) will include negotiated direct labor rates, overhead rates, general and administrative expenses, fee, and the hours for the level of effort to match the work.

An audit has been completed by Metro Management Audit Services Department (MASD) and no differences were identified in the proposed overhead rates. In accordance with FTA Circular 4220.1.F, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

A fair and reasonable price for the AWP will be determined based upon a cost analysis, technical evaluation, fact finding, and negotiations, before issuing work to the Consultant.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
Ghirardelli Associates	$7,201,019.99	$5,881,944.16	$7,000,000.00

D. Background on Recommended Contractor

The recommended firm, Ghirardelli Associates, Inc., located in Irvine, California, has been in business since 1999, providing construction management services to California cities, counties, regional transportation agencies, and Caltrans. A few of their regional clients include LACMTA, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), Transportation Corridor Agencies (TCA), City of Anaheim, County of Los Angeles, and Caltrans Districts 7, 8, 9, 11, and 12.

Ghirardelli's Project Manager is a Professional Engineer and has over 30 years of experience in managing construction management support services for transportation agencies. He will be responsible for identifying and assigning key

personnel for the AWP, acting as liaison between Metro and the Ghirardelli team, and coordinating tasks and schedules.

Ghirardelli's Resident Engineer has over 26 years of experience in assisting local cities on paving and road reconstruction, managed soundwall projects for regional transportation authorities, and overseen large, state, and federal funded bridge projects. He is a Professional Engineer with extensive knowledge in previous construction management support services, including Metro's soundwall No. 6 and 8.

Attachment B

Funding / Expenditure Plan

Construction Management Support Services for Soundwall 11

Capital Project 460324 - 100%	Prior Years	FY16	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL	% of Total
Uses of Funds										
Professional Services	$ -	$ 220,000	$ 1,457,014	$ 1,788,154	$ 2,119,293	$ 1,258,330	$ 89,833	$ 67,375	$ 7,000,000	100.0%
Total CMSS Cost:	**$ -**	**$ 220,000**	**$ 1,457,014**	**$ 1,788,154**	**$ 2,119,293**	**$ 1,258,330**	**$ 89,833**	**$ 67,375**	**$ 7,000,000**	**100%**
Sources of Funds										
Measure R 20%	$ -	$ 220,000	$ 1,457,014	$ 1,788,154	$ 2,119,293	$ 1,258,330	$ 89,833	$ 67,375	$ 7,000,000	100%
Total CMSS Funding:	**$ -**	**$ 220,000**	**$ 1,457,014**	**$ 1,788,154**	**$ 2,119,293**	**$ 1,258,330**	**$ 89,833**	**$ 67,375**	**$ 7,000,000**	**100%**

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR SOUNDWALL NO. 11/ CONTRACT NUMBER AE4569400

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 35% Small Business Enterprise (SBE) goal for this solicitation. Ghirardelli Associates, a SBE Prime, exceeded the goal by making a 99.04% SBE commitment.

SMALL BUSINESS GOAL	35% SBE	SMALL BUSINESS COMMITMENT	99.04% SBE

	SBE Subcontractors	% Commitment
1.	Ghirardelli Associates, Inc. (Prime)	83.18%
2.	MNS Engineers	12.75%
3.	SafeWorks, Inc.	1.14%
4.	ZT Consultants, Inc.	1.97%
	Total Commitment	**99.04%**

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP is not applicable to this contract.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2016-0134, **File Type:** Contract **Agenda Number:** 23

CONSTRUCTION COMMITTEE
MARCH 17, 2016

SUBJECT: UNIVERSAL CITY PEDESTRIAN BRIDGE

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET AND CONTRACT MODIFICATION AUTHORITY

RECOMMENDATION

APPROVE:

A. INCREASING the Life of Project Budget (LOP) Budget for **Metro Red Line Universal City Pedestrian Bridge** (CP 809382) by $2,285,000 from $27,300,000 to $29,585,000;

B. INCREASING the Contract Modification Authority (CMA) for Contract C1043 with Griffith Company in the amount of $577,000 from $2,542,000 to $3,119,000; and

C. AMENDING the FY16 Budget by $4,406,000 from $9,732,000 to $14,138,000 as shown in Attachment D.

ISSUE

Design/Build Contract No. C1043 was awarded to Griffith Company in the amount of $21,425,000 on November 14, 2013. The original schedule for completion of the project was January 9, 2016. As of this report, the project is approximately 85% complete and is scheduled to open for revenue service on or before April 6, 2016.

The approved LOP budget was based on the 30% complete design prepared during the Project Development phase of the project. Project staff have been working diligently to complete the project within the approved budget; however, the LOP as established prior to Contract notice-to-proceed (NTP) has been determined to be inadequate given the complexity of the project.

During the course of construction there were numerous unanticipated design issues and differing site conditions which resulted in significant impact to the project budget and scheduled completion date. Additionally, construction management and staff oversight has increased in cost due to the above issues, including multiple shifts, weekend work, and a significantly mitigated construction schedule. This mitigated schedule has been deemed necessary as it is a more cost-effective approach to

project completion and also ensures substantial completion of the bridge construction prior to the opening of NBC Universal's 'Harry Potter' attraction, which opens to the public on April 7, 2016.

This increase addresses all current and future direct and indirect cost impacts, and will provide sufficient funding and CMA to cover the increased costs through completion of the project.

DISCUSSION

During the course of construction, there were several unanticipated design changes that occurred for technical or unforeseen reasons. For example, the project power transformer location shown in the preliminary engineering (PE) drawings had to be changed to a new location, due to an insufficient Los Angeles Department of Water and Power (LADWP) power voltage Point of Connection. The new location required new design development cost and increased construction costs to install the transformer and transport the power to the desired location.

The design of the bridge foundations is another example of significant changes to the PE design. The PE design provided for spread footings, a design chosen due to the significant increase in costs that would be associated with providing a Cast In Drilled Hole (CIDH) piling support system. The spread footing design was based upon geotechnical information obtained during the construction of the Metro Red Line Universal Station, a report which did not contain timely information or any data for the foundation system that was located on Universal property. After award of the contract, the Contractor performed a geotechnical survey of the project site and determined that the liquefaction layer, a geotechnical feature which determines the foundation system for the bridge, was located at a depth that eliminated the possibility of spread footings and in fact dictated the need for a CIDH piling system.

Additionally, several structural connections for the major supports of the bridge were determined to be inadequate to meet the requirements of the American Association of State Highway and Transportation Officials (AASHTO) manual. The structural connections required a new design which resulted in a significant amount of rework and increased fabrication costs.

The project also experienced several differing site conditions such as contaminated soil, unmarked underground utilities and appurtenances, and existing structures not identified on as built drawings.

Because of these unanticipated conditions, as well as a provision for a global claim settlement on various time impact requests and design discrepancies, the construction cost is expected to increase by $977,000 above what was originally budgeted.

Staff has also experienced additional overhead costs, including $166,625 for Third Party reviews and field services, $99,500 for environmental services necessary for noise, hazardous waste, and archeological finding purposes, $605,716 for Agency labor necessary for increased submittal reviews and related design support services needed to support the accelerated schedule, and $176,000 for other professional services such as DEOD consultants and Legal support. Further, to ensure that Metro provides a complete project safely and to the high standards of Metro quality within an aggressive and mitigated completion schedule, staff has increased construction management

oversight by $254,000.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

If all actions are approved, the LOP budget will be increased by $2,285,000. The increase will be distributed to affected project line items with a majority of the increase added to Cost Center 8510 (Construction Contracts/Procurement) Project 809382 (Metro Red Line Universal City Pedestrian Bridge). The project will require a $4,406,000 amendment to the FY16 budget and $2,436,000 in FY17 for contract closeout. Since this is a multi-year project, the Project Manager, Cost Center manager, and Executive Director, Program Management, will be responsible for budgeting the cost in future fiscal years.

Impact to Budget

If recommendation A is approved, the $2,285,000 LOP increase will be funded using Proposition A 35%. If recommendation C is approved, FY16 budget will be increased by $4,406,000 from $9,732,000 to $14,138,000 as funded per Attachment D also using Prop A 35% funds. Project 809382 was originally approved using a combination of Prop A 35% funds and a $3.9 million contribution from NBC Universal. Prop A 35% funds are eligible for rail operations and capital.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize the increases to the LOP Budget, CMA or FY16 amendment for this project. This alternative is not recommended because rejection of the LOP budget and CMA increase would prohibit staff from completing this much-needed Pedestrian Bridge while the project is under construction and to make payment to the contractor against the approved contract modifications.

NEXT STEPS

Upon Board approval, Metro's project team will continue the Universal City Pedestrian Bridge project to substantial completion and diligently work with the contractor to resolve current and potential changes within the revised LOP budget. The construction is scheduled to be substantially complete on April 6, 2016.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification
Attachment C - DEOD Summary
Attachment D - Funding/Expenditure Plan

Prepared by: Milind Joshi, Director Project Engineering, (213) 922-7117
Tim Lindholm, Executive Officer, Capital Projects, (213) 922-7297

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contracts Management, (213) 922-6383
Richard Clarke, Executive Director, Program Management, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

UNIVERSAL CITY PEDESTRIAN BRIDGE
CONTRACT NO. C1043

1.	**Contract Number**: C1043			
2.	**Contractor**: Griffith Company			
3.	**Mod. Work Description**: Increase Contract Modification Authority (CMA) for pending modifications.			
4.	**Contract Work Description**: See Attachment B			
5.	**The following data is current as of** February 2, 2016			
6.	**Contract Completion Status**:			
	Bids/Proposals Opened:	7/25/13	**% Completion $s**:	75%
	Contract Awarded:	11/14/13	**% Completion time**:	98%
	NTP:	1/9/14	**Original Contract Days**:	730
	Original Complete Date:	1/9/16	**Change Order Days**:	89
	Current Est. Complete Date:	4/7/16	**Suspended Days:**	0
			Total Revised Days:	
7.	**Financial Status**:			
	Contract Award:		$21,425,000	
	Total Contract Modifications Approved:		$1,295,876	
	Current Contract Value:		$22,720,876	
	Total Contract Modification Authority:		$2,542,500	
	Requested Additional CMA (See Attachment B):		$576,811	
	Contract Administrator: Diana Sogomonyan		**Telephone Number**: (213) 922-7243	
8.	**Project Manager**: Milind Joshi		**Telephone Number**: (213) 893-7117	

A. Contract Action Summary

This Board action is to approve an increase in Contract Modification Authority (CMA) and Life of Project budget.

The pending contract modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price performing design and construction work of a new pedestrian bridge, hardscape plazas and landscaping, and a right turn lane.

History of the original procurement and post award activity:

The Board authorized the Chief Executive Officer to solicit and award a Design-Build (D/B) contract for the Universal City Pedestrian Bridge on July 26, 2012, per Settlement Agreement and Pedestrian Crossing Agreement dated July 10, 2012, between Universal NBC and LACMTA.

The Life of Project Budget was approved for increase by the Board of Directors on October 24, 2013, in the amount of $27,300,000. Metro Chief Executive Officer approved recommendation of award to Griffith Company, a General Contractor located in Brea, California, on October 28, 2013. Griffith Company was determined to be the lowest price technically qualified responsive responsible bidder and was awarded the D/B Contract on November 14, 2013. Griffith Company's price of $21,425,000 was determined to be fair and reasonable, based on adequate price competition. The CMA of $2,142,500 was established per Metro policy and procedures at ten percent of the Contract Price.

Notice to Proceed was issued to Griffith Company on January 9. 2014, with a Period of Performance of 730 Calendar Days.

On December 3, 2015, Metro Board approved additional CMA of $400,000, increasing the total CMA to $2,542,500. The current contract completion date is February 21, 2016 (773 Calendar Days from NTP). Excusable and compensable delay will extend the current completion date to April 7, 2016.

Refer to Attachment B for modifications issued to date to add/delete work, and the proposed modification currently pending authorization.

B. Cost/Price Analysis

The recommended pricing for the pending changes will be determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations, in accordance with Metro policy and procedures.

See list of pending changes in Attachment B.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL CITY PEDESTRIAN BRIDGE
CONTRACT NO. C1043

Mod/CO No.	Description	Status	Contract Value (A)	Mod/CO Value (B)	Board Approved CMA (C)
N/A	Initial Award		$21,425,000		$2,142,500
N/A	Board Approved CMA Increase		$21,425,000		$400,000
CO No. 1	Perforated Panel Design Change	Approved		$46,637	
CO No. 3	Design Directive Drawings for CSS	Approved NTE		$40,750	
CO No. 4	Perforated Metal Panel Design and Construction	Approved NTE		$106,000	
CO No. 5	Addition of Silica Carbide for Hardscaping	Approved NTE		$19,500	
Mod No. 1	Conversion to Metro CADD Standards	Approved		$49,251	
Mod No. 3	Transformer Relocation (Design Change)	Approved		$38,520	
Mod No. 5	Additional Traffic Control	Approved		$37,733	
Mod No. 6	Additional Plaza Lighting	Approved		$91,781	
Mod No. 7	CIDH Pile Installation and Pile Splice Zone	Approved		$46,083	
Mod No. 8	Transformer Relocation (Construction)	Approved		$320,000	
Mod No. 10	Bridge Mid Chord Connection (Design and Construction)	Approved		$468,714	
Mod No. 11	Field Directed Labor and Martials - Museum Signage	Approved		$2,657	
Mod No. 12	Additional Traffic Control for NBC Universal	Approved		$21,990	
Mod No. 15	Additional Work due to Painting Specification Change	Approved		$6,260	
Subtotal – Approved Changes				**$1,295,876**	
Mod No. 4	Revise DEOD SBE Contract Compliance Manuel	Canceled		$0.00	
TBD	Design Directive Drawings for CSS	Pending		$100,000	
TBD	Use CIDH Pile Foundation and Grade Beams in Place	Pending		$425,781	

	of Spread Footings				
TBD	Perforated Metal Panel Design and Construction	Pending		$22,323	
TBD	Silicate Carbide Asphalt	Pending		$77,190	
TBD	TIA 6: Design Changes Metal Cladding	Pending		$230,000	
TBD	Material Hauling Off-site	Pending		$68,190	
TBD	Differing Site Conditions 1 Concrete Obstructions/Delay During CIDH Construction	Pending		$68,315	
TBD	HVAC Scope	Pending		$110,000	
TBD	TIA 1: LABOE Pushover Analysis	Pending		$59,448	
Mod 14	Additional Curb Ramp Improvements	Pending		$37,188	
TBD	Differing Site Conditions: Concrete at Water Line, Unknown Ductbank at Sta. 3	Pending		$55,000	
TBD	Phase 1 changes due to LADOT	Pending		$20,000	
TBD	LADOT Betterments	Pending		$50,000	
Mod 13	Add Specification Section 07 16 16	Pending		$0.00	
TBD	Mod to Special Provisions and General Conditions	Pending		$0.00	
TBD	Miscellaneous Other Potential Changes: • Area Drain Station 1 • Protection of Existing 10” Force Main • Metro Furnished Equipment Upgrades • BSL Revisions Due to Traffic Realignment • Soffit Construction due to PE Design Error • Reroute of Conduit in Existing Metro Control Rooms	Pending		$500,000	
Subtotal – Pending Changes				**$1,823,435**	
Subtotal Approved and Pending Changes				**$3,119,311**	
TBD	Holding Tanks at Station 1-3	Pending		($50,045)*****	
Subtotal Approved and Pending Changes Including Credits				**$3,069,266**	

Total Contract Value(Including Approved and Pending Changes and Credits) $21,425,000 + $3,069,266 =	**$24,494,266**		
Prior CMA Authorized by the Board			**$2,542,500**
Approved Changes			**$1,295,876**
Remaining CMA for Future Changes			**$1,246,624**
Pending Changes			**$1,823,435**
Increased CMA for this Recommended Action			**$576,811***

*Credit value totaling $50,045 is not included in the CMA request.

ATTACHMENT C

DEOD SUMMARY

UNIVERSAL CITY PEDESTRIAN BRIDGE
CONTRACT NO. C1043

A. Small Business Participation

Griffith Company made a 10% Small Business Enterprise (SBE) commitment for this solicitation. The project is 85% complete. Current SBE participation is 7.48%, a shortfall of 2.52%. The shortfall is a result of Griffith proposing a non-compliant SBE escalator subcontractor, Excelsior Elevator, which represented 8.37% of their commitment. Metro's Project Manager confirmed that the escalator services were removed, because Excelsior did not meet all the specifications required by Metro.

On February 12, 2016, Griffith Company confirmed that they increased their SBE participation by approximately $330,000, which was not enough to account for the percentage of work removed from Excelsior. To date, Griffith Company has added four SBE subcontractors to perform surveying, noise and vibration monitoring, construction career coordination, and community services, amounting to a 0.91% increase in their SBE participation. Griffith Company projects that their SBE participation will be approximately 7.2% at project completion.

Small Business Commitment	10% SBE	Small Business Participation	7.48% SBE

	SBE Subcontractors	% Commitment	Current Participation[1]
1.	Excelsior Elevator	8.37%	4.41%
2.	Intueor Consulting	0.83%	1.20%
3.	Diaz Yourman	0.80%	0.96%
4.	Precision Engineering	Added	0.25%
5.	RT Engineering	Added	0.17%
6.	Langford & Carmichael	Added	0.10%
7.	Morgner Technology Management	Added	0.39%
	Total	**10.00%**	**7.48%**

[1]*Current Participation = Total Actual Amount Paid-to-Date to SBE firms ÷Total Actual Amount Paid-to-date to Prime.*

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. The contractor is not achieving the 40% Targeted Worker Goal at 35.64%, is achieving the 20% Apprentice Worker Goal at 30.05% and is achieving the Disadvantaged Worker Goal at 13.63%. Staff will continue to monitor and report the contractor's progress toward meeting the goals of the PLA/CCP.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract/ modification.

ATTACHMENT D

FUNDING/EXPENDITURE PLAN

Project No. 809382 – Metro Red Line Universal City Pedestrian Bridge

Use of Funds	Inception – FY15	FY16	FY17	FY18+	Capital Costs Total
Construction Contract	9,381,000	13,283,000	1,880,000	-	24,544,000
Special Conditions (3rd Party)	190,000	200,000	98,000	-	488,000
Design Consultants	738,000	65,000	-	-	803,000
Environmental	87,500	12,000	-	-	99,500
Construction Management Consultants	1,146,000	170,000	100,000	-	1,416,000
Other Professional Services	148,000	28,000	-	-	176,000
Agency Costs: Procurement, Safety, Communications, Project Control, etc.	1,320,500	380,000	158,000	-	1,858,500
Project Contingency	-	-	200,000	-	200,000
Total Project Cost	13,011,000	14,138,000	2,436,000	-	29,585,000

Source of Funds	Inception – Jan 2016	Remaining FY16	FY17	FY18+	Capital Costs Total
Proposition A 35% (Rail Development)	13,011,000	6,489,000	-	-	19,500,000
Proposition A 35% (Metro Orange Line/Expo II Exchange)	-	2,500,000	-	-	2,500,000
Proposition A 35% (Preventive Maintenance Exchange)	-	1,400,000	-	-	1,400,000
NBC Universal	-	3,749,000	151,000	-	3,900,000
Additional Proposition A 35%	-	-	2,285,000	-	2,285,000
Total Project Funding	13,011,000	14,138,000	2,436,000	-	29,585,000