Consistent with Third Party Administration Programs in other regions and in recognition that this next phase of alignment development will significantly impact the budget and staff of the project area cities, authorize the Chief Executive Office to allocate $350,000 for “Third Party Administration” of the West Santa Ana Brach Line. Work with the Gateway Cities Council of Governments and the Eco-Rapid Transit Joint Powers Authority to implement a “Third Party Administration” program.
SUBJECT: METRO BLUE LINE STATION REFURBISHMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

A. Establish Life of Project (LOP) Budget for Metro Blue Line Station Refurbishments in the amount of $33,430,000.

B. Transfer $966,000 of costs incurred under Project 204121 Rail Station Refurbishments to the project under Recommendation A.

C. Decrease Life-of-Project (LOP) Budget for Capital Project (CP) 204121 by $17,000,000, from $21,500,000 to $4,500,000.

ISSUE

In July 2013, Metro issued Invitation for Bids (IFB) C1021R for Metro Blue Line Refurbishments which was a re-bid of a previous IFB. In October 2013, Metro received bids that were approximately for half the amount of bids received in the previous solicitation, but still above the LOP Budget. Staff needs an increase to the Metro Blue Line Station Refurbishments LOP budget from $17,000,000 to $33,430,000 in order to award the construction contract and provide necessary construction management support, including professional services and agency costs; to provide and install wayside communication equipment; and to establish a bus bridge to transport patrons to-and-from impacted MBL stations during skip-stop weekends.

DISCUSSION

In May 2011, the Board approved CP 204121, Rail Station Refurbishments, with an LOP of $21,500,000 as part of the annual budget it adopted for FY12. The Project Description of CP 204121 had three components: to refurbish Metro Blue Line (MBL) stations by performing major rehabilitation of all stations and extending existing canopies; to refurbish Metro Green Line (MGL) station canopies at Marine, Douglas, El
Segundo, Mariposa, and Aviation Stations; and to refurbish mezzanine and platform flooring/tile work at Metro Red Line (MRL) Pershing Square and Civic Center stations. In September 2011, the Board authorized the Chief Executive Officer (CEO) to solicit and award design-build contracts for the projects under CP 204121. Metro staff budgeted the $21,500,000 as follows: $17,000,000 for the MBL refurbishments, $2,000,000 for the MGL refurbishments, and $2,500,000 for the MRL flooring/tile work at Pershing Square and Civic Center stations. Please refer to the table below.

<table>
<thead>
<tr>
<th>Rail Line</th>
<th>Scope of Work</th>
<th>Budget Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Blue Line</td>
<td>Add new canopies at 17 station platforms and perform necessary structural repairs.</td>
<td>$ 17,000,000</td>
</tr>
<tr>
<td>Metro Green Line</td>
<td>Abate corrosion at 5 MGL stations and completely repaint stations.</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Metro Red Line</td>
<td>Replace existing mezzanine and platform flooring/tile at Civic Center and Pershing Square Stations</td>
<td>$ 2,500,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$ 21,500,000</strong></td>
</tr>
</tbody>
</table>

In May 2012, staff issued solicitation C021 seeking a qualified Design/Build (D/B) Contractor to design and construct new canopies at 17 MBL stations, and refurbish 21 of 22 MBL stations, the exception being the underground 7th Street/Metro Center Station. In addition, the existing canopies and overhead structures at five MGL stations on the western end of the alignment were to be thoroughly mitigated of corrosion and repainted completely.

In August 2012, Metro opened two bids plus Metro’s Engineering Estimate. The base bids were for $34,263,000 and $36,111,000, both inclusive of the refurbishments to the five MGL canopies on the western end of the alignment. The breakdown of the $34,263,000 bid was $31,854,000 for MBL refurbishments and $2,409,000 for MGL refurbishments. The breakdown of the $36,111,000 bid was $34,223,000 for MBL refurbishments and $1,888,000 for MGL refurbishments. Staff proceeded to reject both bids and cancel the Invitation for Bids (IFB) as both bids significantly exceeded the LOP budget.

After revising and refining the scope of work, in July 2013, staff issued a new solicitation, C1021R, seeking a qualified Design/Build (D/B) Contractor to design and construct the MBL stations refurbishments. The new scope of work focused exclusively on MBL stations. The work specified was for refurbishments of the stations and consisted of new canopy structures at 17 MBL stations, plus repainting, retiling, providing platform vent openings, replacing trash receptacles, replacing station light fixtures, and installing CCTV cameras at all 21 MBL stations.

The scope of work for C1021R was also repackaged differently to offer a more detailed level of design on which contractors could base their bid. The solicitation package
included a set of drawings developed at the Preliminary Engineering (PE) level for all stations plus a detailed set of drawings for the Grand Station to illustrate a typical final design for a station. To facilitate handling and storage of construction material and equipment, Metro provided five staging areas. Staff also better defined the schedule, and to facilitate construction provided a three-week construction window including three skip-stop weekends for all stations, except the Willowbrook Station which was given an eight-week construction work window with no skip-stop provisions.

In October 2013, Metro received bids that were approximately 40% lower than the earlier solicitation, but still above the LOP budget. The low bid of $19,577,000 requires an increase to the LOP budget in order to award the contract and provide necessary construction management support, including professional services and agency costs. Staff has spent approximately $966,000 on the MBL refurbishments component of CP 204121 since the inception of the project, and has calculated that it needs an additional $16,430,000 to complete the construction of the work.

A portion of the $16,430,000 increase of LOP requested is needed to provide the construction contractor three skip-stop weekends for 16 of the 17 MBL stations where new canopies will be installed. During weeknight or weekend construction periods, when a station is closed, Metro will provide shuttle buses for passengers from the closed station to the nearest open station or stations. Staff has calculated that it will cost approximately $5,018,000 to provide the necessary shuttle bus. (Refer to attachment B for bus shuttle cost details)

**DETERMINATION OF SAFETY IMPACT**

The recommended action will improve overall conditions at each station, with the improved lighting and public address system, additional weather protection, increased number of CCTV cameras, and resurfacing of the platforms. In addition, allowing the construction contractor to carry out the work during skip-stop weekends will protect patrons and prevent possible injuries during construction activities.

**FINANCIAL IMPACT**

The LOP for recommendation A will use a combination of Proposition A 35% Bond Funds to support the rail refurbishment workscope and TDA / Proposition A 40% Cash to support the bus bridge workscope. Project 204121 was formerly approved to provide rail station refurbishments at Red line, Blue Line and Green Line locations for $21.5M using Prop A 35% funds. The new Blue line refurbishment project will transfer $17.0M of Prop A 35% funds from 204121 to this new project leaving $4.5M to continue procurement efforts for Green and Red line station refurbishments.

Since this is a multi-year project, the project manager and cost center manager will be responsible for budgeting this project in future fiscal years.
Impact to Enterprise Fund and Bus/Rail Operating Budgets
Prop A 40% will fund $5,018,000 of Bus Bridge related costs and Prop A 35% will fund $28,412,000 of the project. The Prop A 35% and Prop A 40% funds are an eligible source for bus and rail operations. However, the allocation of these funds under this capital project will minimize cost impacts to the planned bus operating budgets for FY15 and FY16.

ALTERNATIVES CONSIDERED

Two alternatives were considered. The first alternative is that the Board may choose to not authorize an increase to the MBL Station Refurbishments LOP budget. This alternative is not recommended because of the 21 MBL stations that staff strongly feels need improvements.

The second alternative considered is authorizing the staff recommendation. Approval of this action will allow staff to incorporate lessons learned and cost reductions achieved from re-bidding the work, and to award Contract 1021R for MBL refurbishments. This is considered to be the best option because staff feels it can quickly award the contract, and avoid soliciting the work a third time.

NEXT STEPS

Upon approval of the additional funding, staff will proceed immediately with the award of Contract C1021R, Metro Blue Line Stations Refurbishments. Conversely, if the recommendation is not approved, staff will evaluate reducing the scope and rebidding the work.

ATTACHMENTS

A. Funding/Expenditure Plan
B. Cost Summary of Bus Bridge and Metro furnished and installed Communication Equipment

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Chief Executive Officer
MOTION BY
SUPERVISOR DON KNABE

Innovative Ways to Improve Customer Access to the Metro Bus and Rail System

The next generation of technology improvements to the Metro Transit System must focus on enhancing customer access to the Metro Bus and Rail System. To do this, Metro must focus on innovative solutions that maximize customer convenience and ridership.

In July, the Board directed staff to study numerous customer-oriented technology improvements with a first status report back this month to our EMC committee. That report was very promising, but I would like to see our staff take our technology innovation efforts a few steps further, not just to study what this Board specifically identifies, but to open the door for Metro staff to be proactive and identify more innovative technologies and strategies to broaden the discussion of what Metro can do to improve customer access to the Metro Bus and Rail System.

Challenging our staff to focus on an array of mobile applications and advanced technology solutions is vital to integrating a technology-based customer service focus into Metro’s operations and capital program.

I, THEREFORE, MOVE THAT THE MTA BOARD:

Instruct the CEO to report back to the Board in March 2014, at a minimum to the EMC Committee and the full Board, with a “top ten” list of ten or more innovative ways to use technology to enhance the customer experience and improve customer access to the Metro bus and rail system, including an evaluation of how these innovations would advance Metro’s strategic goals and improve customer service.