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Agenda - Final

Thursday, January 20, 2022

11:00 AM

To give written or live public comment, please see the top of page 4

Construction Committee

*Tim Sandoval, Chair
Fernando Dutra, Vice Chair
Jacquelyn Dupont-Walker
Janice Hahn
Paul Krekorian
Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at www.metro.net or on CD's and as MP3's for a nominal charge.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

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LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Committee Meeting begins at 11:00 AM Pacific Time on January 20, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 20 de Enero de 2022. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 26 and 27.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

- 26. SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT** [2021-0788](#)

RECOMMENDATION

RECEIVE AND FILE status report on Program Management Quarterly Change Report.

Attachments: [Attachment A - Change Order Log](#)

- 27. SUBJECT: OFFICE OF THE INSPECTOR GENERAL CHANGE ORDER CONSTRUCTION SPOT CHECKS** [2021-0780](#)

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General Change Order Construction Spot Check Report for the period September 1, 2021 to November 30, 2021.

Attachments: [Attachment A - Change Order Details for Spot Checks](#)
[Attachment B - Tracking Sheet of OIG Recs & Last Qtr. Responses](#)
[Presentation](#)

NON-CONSENT

- 28. SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT** [2021-0785](#)

RECOMMENDATION

A. ESTABLISH a life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$115,989,173.

B. AUTHORIZE the Chief Executive Officer to negotiate and execute Project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

Attachments: [Attachment A - Sources and Uses](#)

29. **SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT** [2021-0678](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 27 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the updates to the preliminary engineering design and reports, in the amount of \$2,939,638, increasing the total Contract amount from \$75,419,893 to \$78,359,531.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Change Order Log](#)
 [Attachment C - DEOD Summary](#)

30. **SUBJECT: ENVIRONMENTAL CAPITAL CONSTRUCTION SUPPORT** [2021-0772](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE a bench Contract for Environmental Capital Construction Support services for a three (3) year base period through RFP No. AE79441, with the following firms determined capable to perform the services: Arcadis U.S., Inc. Atlas Technical Consultants LLC. Burns and McDonnell Engineering Company, Inc. ERM West, Inc. Kleinfelder, Inc. Polytechnique Environmental, Inc. TRC Solutions, Inc. on issued Task Orders, within an overall not-to-exceed amount of \$82,650,000 and with a one year option of \$1,650,000 for option year 1 and \$1,600,000 for option year 2 if these options are exercised, subject to the resolution of any properly submitted protest;
- B. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$82,650,000

Attachments: [Attachment A - Procurement Summary RFP No. AE70151ENO85 R3](#)
 [Attachment B- RFP Environmental Construction 85M.11.16.21](#)
 [Attachment C - DEOD Summary](#)

31. **SUBJECT: STATE ROUTE 71 (SR-71) IMPROVEMENTS (SOUTH
 SEGMENT): UPGRADE 1.8 MILES OF THE EXISTING
 EXPRESSWAY TO A 6-LANE FWY BETWEEN MISSION
 BLVD AND LOS ANGELES/SAN BERNARDINO COUNTY
 LINE** [2021-0776](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 17 (CCO 17) for payment to the

California Department of Transportation (Caltrans) for the construction contract of South Segment of the SR-71 Improvements Project between Mission Blvd and Los Angeles/San Bernardino County Line (The Project) in an amount Not to Exceed \$4.5 million within the overall corridor Life of Project (LOP) budget.

Attachments: [Attachment A - SR-71 CCO Log](#)

**32. SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS
REPORT**

[2021-0799](#)

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0007](#)

RECEIVE General Public Comment

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.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION**

Adjournment



Board Report

File #: 2021-0788, File Type: Informational Report

Agenda Number: 26.

CONSTRUCTION COMMITTEE JANUARY 20, 2021

SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Program Management Quarterly Change Report.

BACKGROUND

At the January 26, 2018 Board meeting, the Board approved the continuation and expansion of the delegation of authority within Life of Project (LOP) budget management on all Transit and Regional Rail Capital Projects. Staff was directed to provide quarterly reports to the Board on change orders and modifications that are above \$500,000.

DISCUSSION

The change activities for the reporting period between September 1, 2021 and November 30, 2021 are included in Attachment A.

FINANCIAL IMPACT

The changes included in this report are included in the approved life-of-project budget for each project.

EQUITY PLATFORM

Crenshaw/LAX	Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus
Regional Connector	Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus
Westside Purple Line Ext 1	Equity - This project is not located within or adjacent to Equity Focus Communities

Westside Purple Line Ext 2	Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 3	Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities
Division 20	Equity - 100% of the project is within or adjacent to Equity Focus Communities
Airport Metro Connector	Equity - 100% of the project is within or adjacent to Equity Focus Communities
Soundwall Package 11	Equity - 25% of the project is within or adjacent to Equity Focus Communities
Metro Center Project (ESOC)	Equity - This project is not located within or adjacent to Equity Focus Communities
Eastside Access	Equity - 58% of the project is within or adjacent to Equity Focus Communities

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5 to provide responsive, accountable, and trustworthy governance within the Metro organization by keeping the Board informed of the Projects' change orders and modifications via submitting the Change Order log on a quarterly basis.

NEXT STEPS

The next Change Order Log will cover the period of December 1, 2021 through February 28, 2022 and will be presented to the April 2022 Construction Committee.

ATTACHMENTS

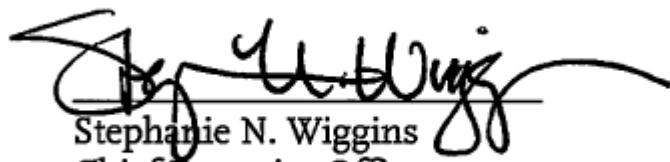
Attachment A - Quarterly Change Orders Log for Reporting Period of September 1, 2021 - November 30, 2021.

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr. EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Mathew Antonelli, Project Manager, (213) 893-7114
- **Westside Purple Line Ext 1** - James Cohen, EO Projects Eng., (323) 900-2114
- **Westside Purple Line Ext 2** - Michael McKenna, EO Projects Eng., (424) 551-4447
- **Westside Purple Line Ext 3** - Kimberly Ong, EO Projects Eng., (424) 551-4501
- **Division 20 Portal** - Rick Meade, Sr. EO Project Mgmt., (213) 922-7917
- **Metro Center** - Jeanet Owens, Sr. EO Project Mgmt., (213) 418-3189
- **Soundwall 11** - Tim Lindholm, Sr. EO Project Mgmt., (213) 922-7297
- **Eastside Access** - Tim Lindholm, Sr. EO Project Mgmt., (213) 922-7297
- **Report** - Julie Owen, Sr. EO Program Control, (213) 922-7313

Reviewed by:

Bryan Pennington, Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

CRENSHAW/LAX TRANSIT PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 - November 30, 2021)

Change Types:						
1 - Betterment	2 - Third Party	3 - Differing Site Conditions	4 - Regulatory Requirements	5 - Scope	6 - Value Engineering	7 - Safety

A. DESIGN BUILD CONTRACT - Contract No. C0988 - WALSH SHEA CORRIDOR CONSTRUCTORS

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts that is why this is unilateral and a modification will follow upon negotiation is finalized between Contractor and Metro).	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00525	8" & 24" Storm Drain Relocation at MLK Air Exhaust Shaft: Contractor shall provide labor, material, equipment required_to construct the air exhaust shaft.	5	8/30/2021	9/22/2021	\$ 740,664	\$ 558,017
MOD-00537 CN-00565 (Resolving older CO250 back in May 2019; paid \$212,800; balance of \$697,200)	<u>COLA Sidewalk, Curb & Gutter Repairs at Park Mesa Heights:</u> The Contractor shall provide labor, materials and equipment to perform the following work: 1. Repair Curb/Gutter Cracks: Work includes, but is not limited to, sawcutting, demolition, disposal/hauling off, fine grading, forming, and concrete placement. 2. Repair Sidewalk Cracks: Work includes, but is not limited to, sawcutting, demolition, disposal/hauling-off, fine grading, forming, and concrete placement. 3. Traffic control as required.	2	9/13/2021	10/1/2021	\$ 1,096,616	\$ 910,000
MOD-00541 CN-00420.1 (Resolving older CO197 from Oct.2018; paid \$200,000; balance of \$965,645.86)	<u>LK Station Plaza Concrete Pavers and Concrete Subslab:</u> Contractor shall construct concrete pavers over a supportive subslab in-lieu of cast-in-place concrete at the MLK plaza. Metro will reimburse the Contractor for re design and engineering services to revise AFC plans as required by LABOE. (\$223,700.86 Design; \$941,945.00 Construction)	2	8/24/2018	11/30/2021	\$ 1,203,878	\$ 1,165,646

B) PROFESSIONAL SERVICES CONTRACTS

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2021 - November 30, 2021)

A) DESIGN BUILD CONTRACT - Contract No. C0988 - WALSH SHEA CORRIDOR CONSTRUCTORS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
PS58665-TO-009-MOD-00006	Arcadis Construction Claims Support Services - Support for Claims and Potential Litigation for the C/LAX through June 30, 2022	5	Between \$1M and \$5M
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACT - Contract MC069 - STANTEC CONSULTING, INC.			
MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

REGIONAL CONNECTOR TRANSIT PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 - November 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BUILD CONTRACT - CONTRACT NO. C0980 - REGIONAL CONNECTOR CONSTRUCTORS

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C0980-MOD-218*	Metro Eastside Access Improvement Project	5	9/15/2021	10/7/2021	\$ 5,664,323	\$ 4,850,023
C0980-MOD-220	Add 'I' AT&T Coordination & Utility Design Work along 2nd St	5	9/21/2021	10/7/2021	\$ 560,484	\$ 539,068

*Funded by Eastside Access Project.

B. PROFESSIONAL SERVICES CONTRACT

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

C. OTHER AGREEMENTS

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
N/A	LADWP - Power conduit & cable design, conduit intercepts and cable construction for the relocation of MH 430 Alameda**	2	6/18/2018	9/15/2021	\$ 976,500	\$ 976,500
N/A	LADWP- Power conduit & cable design, conduit intercept and cable construction for MH359 to MH413 on Temple/Alameda**	2	6/18/2018	9/15/2021	\$ 869,070	\$ 869,070

**Metro and LADWP agreed to issued one-half the LADWP total estimated cost and Metro commits to issue a revision to increase funding up to the original estimated total cost should costs trend higher than half of the total estimate amount.

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2021 - November 30, 2021)

A. DESIGN BUILD CONTRACT - CONTRACT NO. C0980 - REGIONAL CONNECTOR CONSTRUCTORS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C0980-CN-00272	Add'l AT&T Ductbank Installations at 2nd Street - Construction	5	Between \$1 and \$5 Million
C0980-CN-00295	Porcelain Enamel Steel Art Panels	5	Between \$500K and less than \$1M
C0980-CN-00297	Civil B Street Restoration Changes - Construction and Design Support	5	Between \$500K and less than \$1M

B) PROFESSIONAL SERVICES CONTRACTS			
Design Support Services During Construction			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

D. OTHER AGREEMENTS			
MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 – November 30, 2021)

Change Types: 1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety						
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A. DESIGN BUILD CONTRACT - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE

Change Types: 1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

A. DESIGN BUILD CONTRACT - CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP

	None					
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B. PROFESSIONAL SERVICES CONTRACTS

	None					
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2021 – November 30, 2021)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE				
	CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	CN-00163	SCE and LADWP Change to TPSS Rooms and Equipment: This change allows the contractor to comply with Southern California Edison (SCE) and LADWP requirements while constructing the TPSS rooms at all three Stations. SCE requested changes to the TPSS room at the Wilshire/La Cienega Station, and LADWP requested changes to the TPSS rooms at the Wilshire/La Brea and Wilshire/Fairfax Stations.	2	Between \$500K and less than \$1M
	CN-00200	Abandonment of Gas and Observation Wells: Observation water and gas wells from preliminary engineering investigations remain along the entire alignment. This change allows the contractor to abandon these wells as outlined in the County and City of Los Angeles standards. This abandonment was not part of the contractor’s base scope of work.	4	Between \$500K and less than \$1M
	TBD	Art Program Delta: This change provides the contractor compensation for the additional labor and materials required to manufacture and install art at all three Stations. This change is only for compensation over and above the existing Provisional Sums outlined in the contract for the Art Program.	5	Between \$1M - \$5M
A) CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP				
		None		
B) PROFESSIONAL SERVICES CONTRACTS				
		None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS				
		None		

WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (AUGUST 31, 2021-NOVEMBER 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BUILD CONTRACT - C1120

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00121	Remaining Balance of Additional Geotechnical Instrumentation at Launch Box and Century City: The MOD is to provide additional geotechnical instrumentation and credit other geotechnical instrumentation that were deleted at Century City Constellation Station as a result of design changes in MOD-00015 and MOD-0004 which impacted the quantity of instrumentation.	5	8/17/2021	9/16/2021	\$ 1,259,676	\$ 1,111,131
MOD-00124	WRS Temporary Full Closure of Wilshire Blvd: On March 31, 2020 the Beverly Hills City Council voted unanimously to approve a temporary full closure of Wilshire Boulevard to expedite construction of the Wilshire Rodeo Station during the Stay-at-Home order. This MOD is to compensate the Contractor for impacts and changes for the additional costs and credits to perform contract work in Wilshire Boulevard utilizing a full street closure from April 3, 2020 to June 15, 2020.	5	9/21/2021	11/4/2021	\$ 815,779	\$ 763,954

B. PROFESSIONAL SERVICES CONTRACT

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (AUGUST 31, 2021-NOVEMBER 30, 2021)

A) DESIGN BUILD CONTRACT - C1120			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN-00153 (CO-00034)/ CN-00047.1 (CO-00032)	Century City Constellation Station West Ancillary and Over Platform Exhaust (OPE) Reconfiguration Construction : Due to the design reconfiguration at Century City Constellation Station for the West Ancillary and OPE, this combined change is for procurement of long lead piping material, trench shoring design and the construction of the sanitary sewer and storm drain relocation and credit for the reduction to the length of the station box.	5	Between \$10 and \$15 Million
CN-00157 (CO-00035.1)	CCCS Entrance - Construction of Concrete Deck Laydown Area (Per CN-110) : This change is to procure, fabricate and install material which adds additional temporary decking area at the Century City Constellation Station Entrance as depicted in Submittal 1531 CCS SOE Station Entrance (CN-00104) 100% APDU 2.9 - Drawings.	5	Between \$1 and \$5Million

B) PROFESSIONAL SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

D) OTHER AGREEMENTS			
MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (Sep 01, 2021 - Nov 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BUILD CONTRACT - C1151

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

A. DESIGN BUILD CONTRACT - C1152

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C1152-MOD-00007	VA Hospital Replacement Parking for Lot 42 During Station Construction Phase	2	4/15/2021	11/18/2021	\$ 2,639,562	\$ 2,570,689
C1152-MOD-00016.2	VA Steam Tunnel Size Increase and Redundancy – VA Sta	2	4/2/2021	10/28/2021	\$ 1,030,968	\$ 994,689
C1152-MOD-00023	Deletion of the SCE Conduit between Texas Ave. and Western Construction Only	5	10/29/2020	9/3/2021	\$ (1,202,595)	\$ (1,510,992)

A. DESIGN BUILD CONTRACT - C1153

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	Contract Closed					

B. PROFESSIONAL SERVICES CONTRACTS

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
PS20111-030-MOD-00003	WPLE3- Cultural, Paleontological, Environmental Compliance, & Biological Resources Monitoring	5	7/21/2021	11/4/2021	\$ 797,377	\$ 797,377

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (Sep 01, 2021 - Nov 30, 2021)

A) DESIGN BUILD CONTRACT - C1151

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

A) DESIGN BUILD CONTRACT - C1152

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

A) DESIGN BUILD CONTRACT - C1153

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	Contract Closed		

B) PROFESSIONAL SERVICES CONTRACTS

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

DIVISION 20 PORTAL PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 - November 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BID BUILD CONTRACT - CONTRACT NO. C1136 - TUTOR PERINI CORPORATION

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
11.2(CO)	1st Street Viaduct Spall and Repair	3	10/20/2021	11/9/2021	\$ 500,000	\$ 500,000
17.2(CO)	First Street Bridge Continuous Monitoring	2	10/20/21	11/15/2021	\$ 700,000	\$ 700,000
18.2(CO)	1st Street Bridge; Goldline/ Regional connector conduits relocation	3	09/22/21	10/6/2021	\$ 636,000	\$ 636,000
20.2(CO)	Differing site conditions connections to existing ductbanks and unknown utilities	3	10/20/21	11/16/2021	\$ 1,700,000	\$ 1,700,000
52(CO)	Duct Bank Between Manhole D4 and D7	3	08/24/21	9/15/2021	\$ 545,185	\$ 545,185
66(CO)	SWPPP Risk Level 2 Requirements	2	10/07/21	10/11/2021	\$ 1,288,787	\$ 1,288,787
76(CO)	East Union Stn installation of disconnect switches	5	09/03/21	9/15/2021	\$ 1,000,000	\$ 1,000,000

A. DESIGN BID BUILD CONTRACT - CONTRACT NO. C1184 - C3M

	None		
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B. PROFESSIONAL SERVICES CONTRACTS -CONTRACT NO. AE66758000 T.Y.LIN INTERNATIONAL

	None		
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS- CONTRACT NO.MC074 ANSER ADVISORY MANAGEMENT LLC

	None		
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN 500K (September 1, 2021 - November 30, 2021)

A) DESIGN BID BUILD CONTRACT - CONTRACT NO. C1136 - TUTOR PERINI CORPORATION			
CN/CO/MOD #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
50(MOD)	Time Extension	3	Between \$5M and \$10M
B) DESIGN BID BUILD CONTRACT NO. C1184 - C3M			
	None		
C) PROFESSIONAL SERVICES CONTRACTS- CONTRACT NO.AE66758000 T.Y.LIN INTERNATIONAL			
	None		
D) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS - CONTRACT NO.MCO74 ANSER ADVISORY MANAGEMENT LLC			
	None		

AIRPORT METRO CONNECTOR

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 - November 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BID BUILD CONTRACT - C1194 - HPH and C1197 Tutor

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

B) PROFESSIONAL SERVICES CONTRACTS

	Design Support During Construction (DSDC) for AMC:					
Gruen - PS298340011486 Mod 12	Design support through the end of December 2021. Negotiated amount could not be agreed upon for duration of the project and so the scope of Mod 12 was reduced to only cover through 12/31/2021.	5	9/20/2021	10/6/2021	\$ 2,535,739	\$ 2,535,739

B) THIRD PARTY AGREEMENTS

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Rough Order of Magnitude Cost
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2021 - November 30, 2021)

A) DESIGN BID BUILD CONTRACT - Contract C1194 - HPH			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

A) DESIGN BID BUILD CONTRACT - Contract C1197 - Tutor			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
Tutor - C1197 CN 1.2	South Pre-Cast Cisterns (Bulletin 1) : Contractor shall procure and install all drainage system and components as specified in the Contract Documents. The Contractor shall submit shop drawings and layout drawings to Metro. Materials include but are not necessarily limited too: <ul style="list-style-type: none">• Precast cistern modules• HDPE pipe & accessories• Cleanout• Maintenance hole and risers• Bedding• Structural backfill	5	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS - DSDC Gruen			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
Gruen - PS298340011486 Mod 13	Design Support During Construction (DSDC) for AMC: Amount could not be negotiated or agreed upon for duration of the AMC project and so the scope of Mod 12 was reduced to only cover through 12/31/2021. As a result, there is a need for a Mod 13.	5	Between \$10M and \$15M

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

D) THIRD PARTY AGREEMENTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

SOUNDWALL PACKAGE 11

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 - November 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BUILD CONTRACT - C1101 Soundwall Package 11 - Powell							
	MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
		None					

B) PROFESSIONAL SERVICES CONTRACTS						
	None					

B) THIRD PARTY AGREEMENTS						
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Rough Order of Magnitude Cost
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2021 - November 30, 2021)

A) DESIGN BUILD CONTRACT - Contract C1101 - Powell			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	Design Support During Construction		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
D) THIRD PARTY AGREEMENTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
n/a	<u>DWP work</u> DWP has indicated that between 750,000 - 1,000,000 will be need to be added to a work order issued in 2016.	5	Between \$500K and less than \$1M

METRO CENTER PROJECT (FORMERLY ESOC)

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 – November 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BUILD CONTRACT - CONTRACT NO. C1169 - S.J. AMOROSO CONSTRUCTION CO., LLC.							
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
	None					\$	-

B. DESIGN SUPPORT DURING CONSTRUCTION - CONTRACT NO.AE59600-TO-006 - HDR Engineering inc							
	None					\$	-

C. PROFESSIONAL SERVICES CONTRACTS							
	None					\$	-

D. CONSTRUCTION SUPPORT SERVICES CONTRACTS - CONTRACT NO. PS66100MC076001 - CENTER STREET MANAGEMENT PARTNERS, JV							
	None					\$	-

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2021 – November 30, 2021)

A. DESIGN BUILD CONTRACT - CONTRACT NO. C1169 - S.J. AMOROSO CONSTRUCTION CO., LLC.

MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C52151C1169-2-CN-00005.1	Update Network Equipment (LAN,WLAN,VOIP) to current Metro ITS Standards	Change Order	Between \$1M and \$5M

B. DESIGN SUPPORT DURING CONSTRUCTION - CONTRACT NO.AE59600-TO-006 - HDR Engineering inc

	None		\$ -
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C. PROFESSIONAL SERVICES CONTRACTS

	None		\$ -
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D. CONSTRUCTION SUPPORT SERVICES CONTRACTS - CONTRACT NO. PS66100MC076001 - CENTER STREET MANAGEMENT PARTNERS, JV

MOD 5	Addition of Deputy Project Manager and Methane Barrier Inspection	MOD	Between \$500K and less than \$1M
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EASTSIDE ACCESS IMPROVEMENTS PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2021 - November 30, 2021)

Change Types:
1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

A. DESIGN BUILD CONTRACT - C1207 Eastside Access Improvement Project - Contractor Griffith

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

A. DESIGN BUILD CONTRACT - C0980-860228 (Regional connector) 7 Eastside Access Improvement Project - Contractor Regional Connector Constructors

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C0980-860228 (Mod 218)	Eastside Access Improvement Project - "Segment 2" Esplanade and other Improvements along Alameda Street - Construction Only	5	9/16/2021	9/21/2021	\$ 4,850,023	\$ 4,850,023

B) PROFESSIONAL SERVICES CONTRACTS

Ramos - Contract AE71435MC080001 TO 1	Construction Management Support Services (CMSS): AE71435MC080001 Task Order 1 to be issued for CMSS for Eastside Access	5	5/24/2021	9/3/2021	\$ 1,317,418	\$ 1,317,418
Ted Tanaka - Contract AE507130011938 Mod 10	AE507130011938 Mod 10 Design Task 9.1, 9.2, and 9.3 and Design Support During Construction (DSDC)	5	6/21/2021	9/2/2021	\$ 1,349,483	\$ 1,311,819

B) THIRD PARTY AGREEMENTS

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Rough Order of Magnitude Cost
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2021 - November 30, 2021)

A) DESIGN BUILD CONTRACT - C1207 Eastside Access Improvement Project - Contractor Griffith			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

A) DESIGN BUILD CONTRACT - C0980-860228 (Regional connector) 7 Eastside Access Improvement Project - Contractor Regional Connector Constructors			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

B) PROFESSIONAL SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

D) THIRD PARTY AGREEMENTS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		



Board Report

File #: 2021-0780, **File Type:** Informational Report

Agenda Number: 27.

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: OFFICE OF THE INSPECTOR GENERAL CHANGE ORDER CONSTRUCTION SPOT CHECKS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General Change Order Construction Spot Check Report for the period September 1, 2021 to November 30, 2021.

ISSUE

On January 25, 2018, the Metro Board directed the Office of the Inspector General (“OIG”) to conduct random spot checks on change orders for the projects listed in the quarterly program management report to ensure that the CEO Delegation of Authority to approve Construction Change Orders Policy is performing in the manner desired by the Board of Directors.

BACKGROUND

The OIG’s Construction Change Order Spot Check Program (“Spot Checks”) focuses on approved change orders and modifications that exceed \$1,000,000. The four change orders in this report were selected from the Program Management Major Project Status Report (Legistar file # 2021-0788) covering September 1, 2021, to November 30, 2021. The information for the Spot Checks was collected from the Program Management Information System (PMIS) which is the department’s database system. Also, TEAM meetings and telephonic interviews were conducted with Metro Program Management, Project Control, and Procurement staff from each involved project office.

We found that two of the four change orders in this report were:

- Negotiated and executed more expeditiously than would have occurred according to the former Board approval process,
- Approved faster with the new delegation of authority, and
- Negotiated at a lower cost than the contractors’ proposed price.

Each Spot Check summarizes the following areas:

- Description of the change order,
- Change order detail,
- Scope of Work,
- Budget,

- Schedule: Time to execute the change order,
- Safety, and
- Recommendations, if any.

Metro's Program Control department has provided informal responses to this report before its issuance and will provide written responses to the recommendations in this OIG Spot Checks Report within 30 days after this Report is issued. Included with this Report is a spreadsheet on the status of responses concerning former OIG Spot Check Report recommendations.

DISCUSSION

Spot Checks Performed in this Quarter

Spot Check #1 - Regional Connector - Transit Corridor Project

This OIG Spot Check report concerns the Regional Connector - Transit Corridor Project (Contract C0980 MOD-00218): Metro Eastside Access Improvement Project "Segment 2" Esplanade and other improvements along Alameda Street - Construction Only

Change Order Detail

See Attachment A Spot Check #1 chart.

Summary #1

Scope of Work - This Change Order authorizes payment to the Regional Connector Contractor to construct the 1st Street and Central Station Improvement Project plans.

Plans were developed by Metro's Eastside Access Improvement Project team.

Metro thought it would be cost and schedule efficient to have the contractor from Regional Connector bid on and perform the work because the repaving of Alameda Street and other hardscape additions between 1st Street and Commercial Street for the Eastside project overlap with work being done by the Regional Connector contractor for the Regional Connector project.

The Plans were reviewed separately by the Regional Connector contractor and the Metro estimator for the Eastside project to determine similarity in scope between the two projects. By using the Regional Connector contractor, Metro avoids paying for demolition of the newly paved Alameda Street, eliminates the need for a separate contractor mobilization, and reduces in-house procurement activities. The Eastside Access Improvement Project will fund this modification.

Budget -This modification was negotiated, and the award amount is \$4,850,023. The Contractor's proposal was \$5,664,323 and the ICE was \$4,626,775. The award amount was \$814,300 (14.38%) under the Contractor's proposal. The negotiated amount was \$223,248 (4.83%) over the ICE. Staff stated that funds for this change are within the approved Life-of-Project budget.

Schedule - The new delegation process was utilized for this modification. The Contractor and Metro agree on the scope of work on September 3, 2021. The modification including the price, was awarded on October 7, 2021, and was completed in 24 workdays. Under the prior Board approval method for change orders, assuming a November Board meeting date, it would have taken a total of 62 workdays to complete the work.

Safety - Regional Connector Project has 6,651,066 project hours through September 2021 with a Recordable Injury Rate of 0.72 (per the Bureau of Labor Statistics the National Average is 2.4) and a Days Away Rate (DART) of 0.00 (per the Bureau of Labor Statistics National Average is 1.5).

Recommendation - none

Spot Check #2 - Division 20 Portal Widening Turnback Project

This OIG Spot Check report concerns the Division 20 Portal Widening Turnback Project (Contract C1136 CO-00020.2): Differing Site Conditions - Connections to Existing Ductbanks and Unknown Utilities Impacts

Change Order Detail

See Attachment A Spot Check #2 chart.

Summary #2

Scope of Work - This Change Order authorizes the Division 20 project Contractor to continue the work of utility relocations, construct several large concrete manholes, and install high voltage ductbanks that feed into the new traction power substation.

The original change order (CO 20.0) was first issued with a not-to-exceed (NTE) authorization of funds of \$440,860 to transfer unfinished work from the early utility relocations contract to the current Division 20 Portal Widening Turnback Project. During the original site investigations, on-site access was restricted because the rail yard was active and some underground locations were not accessible because of existing tracks, pavement, and buildings. As the Contractor began to dig trenches and install high voltage ductbanks they found abandoned utilities that were not shown on the Department of Water and Power (DWP) as-built plans and other utility site conditions not identified on the plans. The authorized funds were exhausted with further work still to be done. Metro agreed to increase the change order (CO 20.1) NTE amount to \$840,860. This current change order (CO 20.2) further increases the NTE limit to authorize the contractor to perform work up to an additional \$1,700,000 of NTE amount. The recent increase in funds accounts for additional requirements by DWP and work to address the actual site utilities that differ from what was documented in the plan. Metro staff has received a new cost and schedule proposal from the Contractor which incorporates all of change orders: 20.0, 20.1, and 20.2. This full change order remains to be negotiated.

Budget - This change order is to increase the NTE limit to \$2,540,860. The NTE limit has now been increased three times. The work continues to progress and staff stated the work is being tracked on a time and material basis, however unknown utilities remain a potential source of scope increase.

Schedule - The new delegation process was utilized for this change order extension. There has been no change to the scope of work since late 2020 when the contractor began discovering new utility conditions as they performed ductbank work. The NTE value was increased on November 16, 2021. These circumstances do not lend themselves to a determination of time savings by the use of the new delegation process.

Safety - The Division 20 project had too few work hours through September 2021 than is required to calculate a recordable injury rate pursuant to the OSHA incident rate formula.

Recommendation - The OIG recommends that Metro continue to track the time and materials used by the contractor while negotiating the Contractor's cost and schedule proposal and to bring this change order to a final award amount.

Spot Check #3 - Purple Line Extension Section 2 Transit Project

This OIG Spot Check report concerns the Purple Line Extension Section 2 Transit Project (Contract C1120 CO-00034): Century City Constellation Station Storm Drain and Sanitary Sewer Relocation Construction of MOD 70 Design

Change Order Detail

See Attachment A Spot Check #3 chart.

Summary #3

Scope of Work - This change order is part of a larger change notice CN-47.1; to construct the storm drain and sanitary sewer relocation at the Century City Constellation Station. Costs for the design for the storm drain and sanitary sewer were previously completed under MOD 70. The design plans are approved by the City of Los Angeles Bureau of Engineering (BOE). Construction of the new storm drain and relocation of the sanitary sewer has begun. The Contractor still awaits BOE approval for final shoring plans to construct the deep trench for the existing storm drain to be excavated.

Change Notice (CN-47.1) was issued by Metro to the contractor in June 2020. Over 1-year later the Contractor submitted a 318-page, multi-million-dollar cost and schedule proposal (CSP) for Change Notice (CN-47.1) in July 2021 that incorporates three modifications (MOD 2, 70, and 74) and three change orders (CO 32, 26, and 34). Metro staff has stated, this CSP is currently under review by the Metro project team. Negotiations for the final price for all the work included in CN-47.1 could take Metro months to conclude research and confirm before an agreement can begin.

Budget - This change order scope and final award amount have not been agreed upon. The contractor has been issued a change order to proceed with the work up to a cost NTE \$5,436,000 to begin the construction. Issuing a change order to the contractor using the NTE method, mitigates delays to the excavation of the Century City Constellation Station. We cannot disclose the amount of the ICE until the contract is negotiated. Staff stated that funds for this change stay within the approved Life-of-Project budget.

Schedule - The new delegation process was utilized for this change order. The scope and price of the work have not been completely agreed upon. The change order was issued on September 27, 2021. Time-saving efforts using the new delegation process time cannot be determined under the circumstances.

Safety - Purple Line Ext. 2 Project has 2,354,779 project hours through October 2021 with a Recordable Injury Rate of 3.14 (the Bureau of Labor Statistics reports the National Average is 2.4) and DART of 0.67 (the Bureau of Labor Statistics reports the National Average is 1.5).

Recommendation - none.

Spot Check #4 - Purple Line Extension Section 3 Transit Project

This OIG Spot Check report concerns the Purple Line Extension Section 3 Transit Project (Contract C1152 MOD-0007): Replacement Parking at VA Hospital Lot 42 During Station Construction

Change Order Detail

See Attachment A Spot Check #4 chart.

Summary #4

Scope of Work - This change order is to refurbish four parking lots named 43, 3, 5, 7, and perform crack repairs at the American Red Cross parking lot at the West Veterans Administration Hospital (VA). There will be a new bus shelter and ADA walkway. All four parking lots will have new signage, striping of the parking stalls, and the addition of parking space bumpers. To create an ADA path at the north side of parking lot 43, a section of sidewalk will be removed and street lights relocated to make way for the new ADA path. Lot 43 will also have a new ADA-compliant parking section with multiple parking stalls. New concrete islands will be built and various existing concrete planters will be modified to accommodate the new parking lot layout.

This change order is outside the original scope of the contract because the Memorandum of Understanding between Metro and the VA to perform some of these modifications was negotiated after the contract was issued.

Budget - These modifications were negotiated, and the award amount is \$2,570,689. The Contractor's proposal was \$2,716,681 and the ICE was \$2,159,382. The award amount was \$145,992 (5.4%) under the contractor's proposal. The negotiated amount was \$411,307 (19%) over the ICE. Staff stated that funds for this change are within the approved Life-of-Project budget.

Schedule - The new delegation process was utilized for this modification. The agreed-upon scope of work occurred on November 30, 2020. Staff states, the modification was executed on November 18, 2021, and was completed almost one year later, because the transaction was delayed by the contractor for months after being negotiated. The Contractor accepted and signed the modification on October 27, 2021. The modification including the price, was awarded on November 16, 2021, and was completed in 15 workdays. Under the prior Board approval method for change orders, assuming a January Board meeting date, it would have taken a total of 63 workdays to complete the work.

Safety - Purple Line Ext. 3 Project has 1,438,368 project hours through October 2021 with a Recordable Injury Rate of 1.67 (per the Bureau of Labor Statistics the National Average is 2.4) and a DART of 0.70 (per the Bureau of Labor Statistics National Average is 1.5).

Recommendation - The OIG recommends that the Contractor be instructed to timely submit cost proposals, enter negotiations, and sign agreements before work is performed so Metro can process the work order close in time to work being performed, not only to pay the contractor but to help ensure the sub-contractors are paid timely.

FINANCIAL IMPACT

This report will have no Financial Impact on the agency.

Impact to Budget

- For all of the construction change orders reviewed, Metro states the funds are within the approved budget and will utilize the contingency funds to cover the costs from the LOP budget.
- Spot Check #1) \$4,850,023 Regional Connector Transit Corridor Project
- Spot Check #2) \$2,540,860 Division 20 Portal Widening Turnback Project
- Spot Check #3) \$5,436,000 Purple Line Extension Section 2
- Spot Check #4) \$2,570,689 Purple Line Extension Section 3

EQUITY PLATFORM

In the opinion of the OIG, we considered whether these change orders presented any equity related issues on their face. Three of the locations: Alameda and 1st Street in China Town, Division 20 at the old railroad yard, and the West Veterans Administration Hospital on Wilshire Blvd., are within or adjacent to Equity Focus Communities (EFC's). Each of these construction projects is required to install tall (over 20-ft high) sound walls around the construction worksites to protect residential communities and office suites from the nuisance noise of construction. The exterior public side of the walls also serves as community advertisement space for local businesses and keeps the public safe as a barrier from the construction activities.

The work to be performed at the West Veterans Administration Hospital will make significant improvements to improve disabled persons access to the hospital, and the contractor will utilize sound blankets around the equipment while performing noise-generating activities such as saw-cutting and jack-hammering at VA Parking Lots to not disturb the hospital activities, patients, and surrounding neighbors.

The OIG did not receive any data concerning other community impacts. Each of the contractors are striving to have work performed by Disadvantage Business Enterprises (DBE) typically at 12-15% implementation, for these change orders at these EFC sites. The OIG observed no obvious disparate impacts created by these change orders on small businesses, low-income persons, or by the performance of the work in a manner that impacted a disadvantaged community beyond what is typical and usual when conducting any construction.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations that the Office of Inspector General has put forward support Metro's Strategic Plan Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization and CEO goals to exercise fiscal discipline to ensure financial stability. The OIG mission includes reviewing expenditures for fraud, waste, and abuse in Metro programs, operations, and resources. For each selected change order reviewed, the OIG evaluates whether there are red flags of fraud, waste, or abuse taking place. We report the details of the significant change orders and make recommendations consistent with the OIG's Construction Best Practices report dated February 29, 2016, more particularly focusing on lessons learned, improving efficiencies, and prudent spending.

NEXT STEPS

The OIG shall provide every quarter, an ongoing spreadsheet of recommendations to Program Control. Program Control and Program Management agrees to respond to the recommendations of the OIG within 30 days. The OIG continues to meet periodically to discuss reports, recommendations, and the status of implementation of the recommendations with Project Management, and receive updates. The list of OIG recommendations and Metro management responses is an attachment to this OIG report (Attachment B).

ATTACHMENTS

Attachment A - Change Order Details for Spot Checks

Attachment B - Tracking Sheet of OIG Recommendations and Responses to last quarter

Attachment C - Power Point for January 2022 Construction Spot Checks

Prepared by: Prepared by: Suzanna Sterling, Construction Specialist Investigator, (213) 244-7368

Reviewed by: Karen Gorman, Inspector General, (213) 244-7337


Karen Gorman
Inspector General

Spot Check #1 – Regional Connector Transit Corridor Project - Contract C0980**Change Order Detail**

<u>Description of Modification MOD-0218</u> Metro Eastside Access Improvement Project "Segment 2" Esplanade and other improvements along Alameda Street – Construction Only	
<u>Change Order Dates:</u>	
Scope of Work approved	September 3, 2021
Modification Executed	October 7, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	24 workdays
Estimate using former Board approval process Agenda for the November Board	62 workdays
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$4,626,775
Contractor's proposed cost	\$5,664,323
Negotiated amount	\$4,850,023
Percentage of negotiated amount over ICE	4.83%
Amount negotiated less than the Contractor's proposal	\$814,300

Spot Check #2 – Division 20 Portal Widening Turnback Project - Contract C1136**Change Order Detail**

<u>Description of Change Order CO-0020.2</u> Differing Site Conditions – Connections to Existing Ductbanks and Unknown Utilities Impacts	
<u>Change Order Dates:</u>	
Scope of Work partial agreement or Not agreed upon	Late 2020
Change Order Executed as Not-to-Exceed	November 16, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	TBD
Estimate using former Board approval process Not ready for Board	TBD
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	none
Contractor's proposed cost	none
Not to Exceed increase	\$1,700,000
Total of all 3 Not-to-Exceed increases	\$2,540,860

Spot Check #3 - Purple Line Extension Section 2 Transit Project - Contract C1120**Change Order Detail**

<u>Description of Modification CO-00034</u> Century City Constellation Station Storm Drain and Sanitary Sewer Relocation Construction of MOD 70 Design	
<u>Change Order Dates:</u>	
Scope of Work is not agreed upon	TBD
Change Order Executed as Not-to-Exceed	September 27, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	TBD
Estimate using former Board approval process Not ready for Board	TBD
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	TBD
Contractor's proposed cost	TBD
Negotiated amount	TBD
Percentage of negotiated amount over ICE	Not determined
Not-to-Exceed authorization of funds	\$5,436,000

Spot Check# 4 - Purple Line Section 3 Transit Project – Stations Contract C1152**Change Order Detail**

<u>Description of Modification – MOD-0007</u> Replacement Parking at VA Hospital Lot 42 During Station Construction	
<u>Change Order Dates:</u>	
Scope of Work approved	November 30, 2020
Modification signed by Contractor	October 27, 2021
Modification Executed	November 16, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	15 workdays
Estimate using former Board approval process Agenda for the January Board	63 workdays
<u>Cost of Modification:</u>	
Metro independent cost estimate (ICE)	\$2,159,382
Contractor's proposed cost	\$2,716,681
Negotiated amount	\$2,570,689
Percentage of negotiated amount over ICE	19%
Amount negotiated under the Contractor's proposal	\$145,992

ATTACHMENT B (January 2022)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
January 2022 #1 Contract C0980 MOD-00218 Regional Connector - Transit Corridor Project Metro Eastside Access Improvement Project "Segment 2" Esplanade and other improvements along Alameda Street – Construction Only	none		
January 2022 #2 Contract C1136 CO-00020.2 Division 20 Portal Widening and Turnback Project Differing Site Conditions - Connections to Existing Ductbanks and Unknown Utilities Impacts	The OIG recommends that Metro continue to track the time and materials used by the contractor while negotiating the Contractor's cost and schedule proposal and to bring this change order to a final award amount.		
January 2022 #3 Contract C1120 CO-00034 Purple Line Extension Sect. 2 Century City Constellation Station Storm Drain and Sanitary Sewer Relocation Construction of MOD 70 Design	none		
January 2022 #4 Contract C1152 MOD-0007 Purple Line Extension Sect. 3 Replacement Parking at VA Hospital Lot 42 During Station Construction	The OIG recommends that the Contractor be instructed to timely submit cost proposals, enter negotiations, and sign agreements before work is performed so Metro can process the work order close in time to work being performed, not only to pay the contractor but to help ensure the sub-contractors are paid timely.		

ATTACHMENT B (October 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
October 2021 #1 Contract C0980 MOD-00206 Regional Connector - Transit Corridor Project Add Wye Junction Fan Plant - Construction	Since the Board approved of a budget for this item in 2015 at \$12 mil., the cost has increased to a total of \$21,186,000 (a 77% increase). This Fan System cost has been reported in pieces, as parts were completed, but not as a whole to indicate the cost creep overall over time. We recommend that when LOP information is being periodically provided to the Board that it includes a summary, per project, to show historical cost information over the life of each project. That summary should indicate if they anticipate completing the project within the current LOP and how many LOP increases have occurred so far.	The initial board item in 2015 for the fan plant was an ROM at the time and had yet to be fully designed and estimated for a complete change. As the project progressed the design and went into construction, the team worked through the negotiations for the full scope of the fan plant. As of now, there has only been one LOP increase and the project has anticipated that the project would fall within the LOP to date. Project team will work with Program Management leadership on how information is reported and follow Program Management's direction for any changes on how LOP is reported.	
October 2021 #2 Contract C1136 MOD-00020 Division 20 Portal Widening and Turnback Project Additional Scope and Additional Requirements for the Division 20 Portal Widening and Turnback Project	The OIG recommends: 1. When Metro needs to expedite a project, include Operations in the initial planning phase early, prior to and during design so they can provide constant input during the design. 2. Explore with Operations if they need additional resources to dedicate full time to assist in the intense design, planning, and implementation pre-opening phases of Metro's rail infrastructure/capital projects, or other ways in which Program Management and Operations can work together to approach these projects to maximize cooperation, communication, and assistance. 3. Have the Legal Department review our designer contracts to determine if they are adequate to hold contractors accountable, enforceable, and require use of bonds and proof of adequate insurance to cover errors of this type and resulting in cost of this magnitude.	1. Project alignments were revised during planning phase to accommodate additional storage capacity and technical requirements required for turnback headways. As design progressed, Operations participated in frequent design review meetings. 2. Additional Operations resources during design phases would be beneficial and help produce more comprehensive reviews. 3. Project team is coordinating with County Counsel on review of designer contracts.	
October 2021 #3 Contract C1045 MOD-0 137 Purple Line Extension Sect. 1 Increased Well Maintenance at Western Shaft due to Groundwater Chemistry Impacts	see #4 for recommendation		
October 2021 #4 Contract C1045 MOD-00138 Purple Line Extension Sect. 1 Additional Dewatering Treatment and Discharge Impacts at Western	The OIG recommends that all dewatering change orders for this project should be evaluated or audited. The Geotechnical Baseline Report issued by the consultant to Metro was not accurate for the soil type, ground water, and hydrogen sulfide levels for each segment of Purple Line Section 1 and the consultant might be held liable for some of the costs of differing site conditions not correctly determined by the consultant. Unplanned dewatering site conditions also cost Metro \$15.8 mil. at the La Brea Station and \$16.8 mil. at the La Cienega Station in 2020 and 2019 respectively.	The dewatering MODs for WPLE-1 have been already been evaluated as part of the CN process. In order to minimize the potential for future DSCs on other Projects, consideration should be undertaken to expend more resources during Preliminary Engineering (PE) to more accurately project the actual conditions encountered. The costs of additional PE should be weighed against the increased base bid prices, or future Change Order costs if no additional PE efforts are undertaken. Valid additional costs to Metro, via the base bid or Change Order, will be incurred either way. It is premature at this time to hold the PE Consultant liable for all or a portion of the costs of this MOD.	

ATTACHMENT B (July 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
July 2021 #1 Contract C0980 MOD-00196 Regional Connector - Transit Corridor Project Construct the 2nd & Broadway Station Overbuild Load Transfer System	none		
July 2021 #2 Contract C0980 MOD-00202 Regional Connector - Transit Corridor Project Revise Communications Radio System Scope of Work- Construction	The OIG recommends that after installation of the new radio system that interface with Los Angeles fire, police and sheriff departments be tested and verified for their signal strength and connectivity.	Agreed, all radio systems will be fully tested and verified for signal strength and connectivity	
July 2021 #3 Contract C1045 MOD-0131 Purple Line Extension Sect. 1 Wilshire/Fairfax Station Subgrade Differing Site Conditions	The OIG recommends that after a DRB issues its recommendations that favor the contractor, Metro act swiftly to move forward with a change notice to the contractor and not delay payment to the contractor, less any credits owed to Metro. We understand in this particular case the contractor assigned a lower priority for processing this change notice over many others.	In this case there was no requirement for Metro to issue a Change Notice due to the DRB ruling. The Contractor (STS) chose to delay providing Metro with a cost proposal associated with the DRB ruling due to other higher Contractor priorities. After the eventual receipt of the DRB ruling proposal from the Contractor, the costs were negotiated, and a MOD issued (w/o any Change Notice being created). It should be noted that whether a Change Notice is issued or not, the Contractor has the right to submit a proposal whenever and for whatever they perceive as changed work (via a Request for Change). Section 1 has and continues to issue Change Notices in a timely manner when Metro recognizes merited changed scope of work.	
July 2021 #4 Contract C1152 MOD-0014 Purple Line Extension Sect. 3 Revisions to Westwood/UCLA Station Entrances – Design Only	none		

ATTACHMENT B (April 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
April 2021 #1 Contract C0988 MOD-00253.3 Crenshaw/LAX Transit Corridor Project Landscape Changes – Park Mesa	The OIG recommends that we identify quickly the differences in cost between the new scope of work from the contract and finalize plans and the cost with the prime Contractor.	-Agree and recommendation will be incorporated into C/LAX Project Lessons Learned. -C0988 Contract Team has started to identify the differences in cost between the new scope of work from the contract. Additionally, new scope of work will only be processed if it is a safety related change.	
April 2021 #2 Contract C0980 MOD-00188 Regional Connector - Transit Corridor Project 2nd/Hope Pedestrian Bridge - Construction	no recommendation concerning this change order		
April 2021 #3 Contract C1120 MOD-0095 Purple Line Extension Sect. 2 Station and Bicycle Parking, Architectural Features Design and Construction Changes at Wilshire/Rodeo & Century City Constellation Stations	The OIG recommends that Purple Line, Section 3, be immediately evaluated to determine if the MRDC architectural updates and the Metro bike hub system changes have been incorporated into the Purple Line Extension Section 3 Transit project. This will ensure consistency, compliance with the MRDC, and cost assessments to be determined and negotiated at the earliest possible time.	Purple Line Sect #2 response: Noted. Purple Line Sect #3 response: The WPLE3 contract included the latest MRDC requirements for bike hubs at both stations at time of bid, which minimized changes to the WPLE3 contract.	
April 2021 #4 Contract C1120 MOD-0095 0100 Purple Line Extension Sect. 2 Century City Constellation Main Entrance - Construction	The large cost disparities between the ICE and a Contactor's proposal on high dollar transactions should continue to prompt further technical and commercial evaluation in order to arrive at a fair and reasonable price. The OIG recommends that the ICE be evaluated by the Estimating department to further evaluate the significant differences between the Contractor's proposal and their independent estimate utilizing both technical and commercial evaluation.	ESTIMATING response: Metro Estimating will review the ICE and CSP and work with V/CM and Project Management staff to evaluate the differences. Purple Line Sect #2 response: Project staff will continue to involve Estimating staff in scoping discussions to ensure that they have a full understanding of the scope of work for all Change Work.	

ATTACHMENT B (January 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
January 2021 #1 Contract C0980 MOD-00184 Regional Connector - Transit Corridor Project Expanded Duco Yard and Temple Street Sanitary Sewer Work	The OIG recommends that future contracts with the designer should include verification of sewers identified as abandoned, and to document the verification on the construction drawings if the cost of such verification is minor and the consequences of reliance on erroneous information is significant. Additionally, the OIG recommends that the as-built record drawings at the City be updated.	Planning and engineering need to rely on as-built records for much of their work. However, where key utilities are involved, it is best that their condition and status be validated during the preliminary design phase. This investigation is often expensive and not easily performed without site investigation. The engineer must use his/her judgement to determine which utilities require physical investigation and inspection. Project budget contingency should be set aside for utility discrepancies that may be discovered during construction. Agree that even minor utilities, improperly documented, can have a significant cost and/or schedule impact to a project and should be investigated early, to the extent possible. The City is the best entity to ensure that underground maps are complete.	No further action from Regional Connector as project design has already been completed. However, efforts are continually made to perform potholing investigations for verification prior to construction so as to avoid impacts to schedule should discrepancies be found.
January 2021 #2 Contract C1045 MOD-00121 Purple Line Extension Sect. 1 Alternate Soil Disposal	<p>California laws, including Senate Bill 1383 of 2016 set mandatory targets to reduce waste going to landfills. Metro developed a recycling policy (GEN 51) in response to State recycling goals and to support Metro's sustainability goals. The Conditional Use Permit for the Chiquita Canyon Landfill was set to expire and the Landfill operator sought a new permit, which was granted in July, 2017. The new permit requirements limits the rate of tonnage of dumping allowed, hours of operation, and the county set other multiple requirements that Chiquita Canyon must adhere. The OIG recommends:</p> <ol style="list-style-type: none"> 1. Construction waste disposal options are utilized to minimize project costs and to help achieve the reduction goal of a 75% reduction in waste by 2025; 2. Project teams work very closely with the Metro Sustainability Department, State, Los Angeles County, other regulators, landfill owners, and contractor's personnel, to determine options consistent with GEN 51 for the reuse of soils and construction debris in the current or other construction sites; 3. When a Board member has a matter come before them at their respective municipalities that can potentially effect Metro projects, if they would give notice to Metro of the matter, Metro can determine how its projects will be impacted and possibly address the matter with the municipality or 3rd party prior to the matter being approved including possibly negotiate that the terms of a permit not allow price increases or other impacts on Metro projects where contractual commitments have previously been negotiated in reliance on previous conditions; 4. LA Metro evaluate how other LA Metro projects for which a contract was entered may be impacted by the newly imposed landfill mitigations and higher fees. 	<p>Metro acknowledges the recommendations listed and provides the following responses below:</p> <ol style="list-style-type: none"> 1. Per contract, the project must divert/recycle 75% of waste. Purple Line Section 1 has diverted 100% of excavated clean material on the project to be reused as beneficial cover or fill at offsite projects. 2. The Purple Line Section 1 project has a member of the Metro Environmental Compliance and Sustainability Department (ECSD) on staff. This team member updates project management and contractors on opportunities to reduce waste impacts as they become available across the county. 3. Acknowledged 4. ECSD management will review awarded projects and available facilities and make recommendations on where to make changes to disposal practices as needed. 	
January 2021 #3 Contract C1120 MOD-0091 Purple Line Extension Sect. 2 Increase UPS Spare Capacity at Wilshire Rodeo and Century City Constellation Stations	The OIG recommends that immediately prior to sending out an RFP, Metro should insure that the most current MRDC is used.	In this case, the updated MRDC Section 8 was added to the RFP near the end of the solicitation period, but conflicts with other contract documents were not identified because of the late issuance of the update. Staff agree that all future changes to the MRDC should be coordinated by Metro Engineering and issued before future RFPs are released.	

ATTACHMENT B (January 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
January 2021 #4 Contract C1152 CO-0005.1 Purple Line Extension Sect. 3 VA Hospital Replacement Parking for Lot 42 During Station Construction Phase	The OIG recommends that the Project office and Real Estate continue to work closely and aggressively to come to a full resolution with the VA hospital and the contractor on the modified costs.	Agree	

ATTACHMENT B (October 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
October 2020 #1 Contract C0988 MOD-00485 Crenshaw/LAX Transit Corridor Project Case 5 Bedding Required by LABOE	<p>Since the 'Green book' states the support and materials for sewer and storm drain pipe are to be encased in concrete, the OIG recommends that the LA Metro rail standard drawing US-014, be updated to reflect the required City standard and Metro may negotiate with the LABOE to adopt a different standard for specific projects as warranted.</p> <p>We further recommend, as discussed in previous reports, that Metro study the large discrepancies between the Metro ICE and the award amounts to determine if there is a method by which those discrepancies can be narrowed. This recommendation applies to many of the Spot Checks reviewed in this Report, and is based also on a Metro audit completed by the Management Audit Services Department that noted significant discrepancies in these amounts to be a frequent occurrence.</p>	Recommendation will be incorporated into C/LAX project Lessons Learned.	
October 2020 #2 Contract C1045 MOD-00111 Purple Line Extension Sect. 1 Fairfax Paleo Zone Modified Limits	The OIG recommends future GBR's include a more comprehensive underground site assessment to determine a better approximation of the marine and paleo geological layers. In this instance, a robust underground assessment would have avoided the costly change order. However, the additional excavation costs would have been included in the higher base bid value.	Recommendation will be incorporated into PLE1 project Lessons Learned.	
October 2020 #3 Contract C1120 MOD-00080 Purple Line Extension Sect. 2 Demobilization and Remobilization due to COBH Moratorium	<p>The MOA between Metro and COBH imposes additional restrictions on Metro and adds costly change orders to the original contract.</p> <p>The OIG recommends Metro adopts a standardized MOA for use in negotiations with all jurisdictions within Los Angeles County and utilizes this agreement for every construction project going forward in each respective jurisdiction and that budget estimates for projects should be revised as necessary to take into consideration MOAs entered into.</p>	Agreed.	
October 2020 #4 Contract C1151 MOD-0004.1 Purple Line Extension Sect. 3 Increase Ground Water Treatment Plant Capacity at Tail Track Exit Shaft	<p>It is the OIG's understanding that water pump tests and water quality tests were performed, but they were performed at the original location, the Army Reserve site, which is no longer the correct shaft location. Now the site is at the Veterans Administration property. A change in location can greatly affect both the levels and quality of the groundwater, thus increasing the revised dewatering process.</p> <p>It is critical that the Real Estate Department be included at the earliest possible time in negotiating the property requirements for a project. Having to change location plans after a contract award can have significant scheduling and expense consequences.</p>	The location of the Tail Track Exit Shaft had to move from an environmentally cleared site occupied by the Army reserve site to the US Department of Veterans Affairs West Los Angeles campus when it became evident that the US Army Reserve was unwilling to allow the use of this location for either construction laydown or a permanent Metro Facility. Metro Real Estate and Project staff successfully negotiated with the Department of Veterans Affairs to enable relocation of this construction laydown area and permanent facility to their West Los Angeles Campus.	

ATTACHMENT B (October 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
October 2020 #5 Contract C1151 MOD-0005 Purple Line Extension Sect. 3 Addition of Sepulveda Staging Area to Compensate VA Site Reduction	<p>The Purple Line Extension 3 was a 'next decade project' and was accelerated to be completed in the next 5 years with many project processes that had to be compressed to meet the schedule. We also understand that the real estate acquisition process is contingent on the funding being in place.</p> <p>The real estate acquisition process and all other real estate arrangements must be negotiated as early as possible and negotiate those property rights strategically to ensure we have our real estate needs met at the earliest and least expensive manner possible.</p>	<p>The space available for staging at the Tail Track Exit Shaft on the Department of Veterans Affairs Campus is limited; being located in a nationally designated historic district. Metro Real Estate and Project Staff have and are working closely together, in a timely manner to ensure real estate acquisitions are coordinated with project need dates to minimize overall risk and cost to Metro in delivering the project.</p>	

ATTACHMENT B (August 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
August 2020 #1 Contract C1045 MOD-00095 Purple Line Extension Sect. 1 Transit Project: Phase 5 Golder EOR Mitigation Plan Implementation	<p>The OIG is in agreement with applying extra safety precautions that the Metro project office has put forward. Where conditions are relatively unique to the tunneling industry, more prescriptive specifications for means and methods in these zones is warranted.</p> <p>Since the Contractor, Golder Gas, performed the entire mitigation plan including removal and mitigation, the OIG recommends that LA Metro ensure that Golder Gas is held contractually, jointly, and severally liability for any future incident involving gas in the area where the soil vapor extraction wells and the monitoring wells are installed and abandoned. This is the common practice in environmental cases where a "consulting expert" is hired to monitor and mitigate a hazardous substance issue.</p>	The Section 1 Project will review the indemnification text issued to Golder that was required by STS in order for Golder to proceed with the work. This indemnification will determine what Golder's future obligations are.	
August 2020 #2 Contract C1045 MOD-00106 Purple Line Extension Sect. 1 Center Muck Shaft at La Brea (ECI-03)	The OIG recognizes that this type of shaft at the La Brea station can serve a legitimate purpose and that the OIG recommends that use of such methods should be considered and contemplated in future project specifications and a reserve for same should be made when the savings in time, expense, and safety outweigh the cost of such a shaft.	OIG comment received will be included in the lessons learned.	
August 2020 #3 Contract C1045 MOD-00107 Purple Line Extension Sect. 1 Center Muck Shaft at La Brea (ECI-03)	The OIG is concerned that a bid of 40% over an ICE, when you are in a noncompetitive circumstance, may not be a good faith offer or bad communication on specifications. Such behaviors can have the effect of damaging a relationship during an early phase of construction and create distrust that can harm project collaboration in the future. We appreciate a contractor's willingness to proceed on work even without a commitment from Metro in some cases for the payment for that work, but recommend the contractor exercise greater care in formulating its proposals and that Metro be clear and fair but diligent and firm in its ICE calculations and negotiations stance.	OIG comment received. Contractor will be reminded to have appropriate personell attend the fact finding and provide timely complete CSP in order to resolve issues in a collaborative manner.	

ATTACHMENT B (August 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>August 2020 #4 Contract C1120 MOD-00073 Purple Line Extension Sect. 2 Century City Constellation Station Track work Extension</p>	<p>1. The OIG is concerned that a bid is almost 3 times over the ICE, when you are in a noncompetitive circumstance, may not be a good faith offer or bad communication on specifications. Such behaviors can have the effect of damaging a relationship during an early phase of construction and create distrust that can harm project collaboration in the future. We appreciate a contractor's willingness to proceed on work even without a commitment from Metro in some cases for the payment for that work, but recommend the contractor exercise greater care in formulating its proposals and that Metro be clear and fair but diligent and firm in its ICE calculations and negotiations stance.</p> <p>LA Metro is having to absorb the cost of track extension change orders that arose due to errors and omissions on the part of the engineering consultant WSP. The OIG was informed that WSP miscalculated the braking distance in the initial project definition drawings that were supplied to the construction contractor. Metro will have to cover this expense with the contractor, but should look to the design engineering firm for reimbursement to Metro of the costs it would not have had to otherwise incur less amounts saved or mitigations.</p> <p>2. The OIG additionally recommends that Metro review the current Metro Rail Design Criteria (MRDC) compared to the newly released FRA track design standards for accommodating a train entering a stub-end to determine if any modification or update to our MRDC is warranted.</p>	<p>1. If a Cost and Schedule Proposal (CSP) is significantly higher than the Independent Cost Estimate (ICE), Metro's Contract Administrator and the Project Team engages in further meetings with the Contractor to clarify scope in order to determine the source of the discrepancies between the two estimates. These meetings are professional in nature, and often result in favorable resolution on a price that is somewhere between the ICE and the revised CSP. This process ultimately leads to the execution of mutually agreed upon Contract Modifications, and avoids costly disputes related to Changed Work.</p> <p>Related to the cost of the change, if WSP had calculated the braking distance correctly, the Contractor's proposal price would have included the cost for the trackwork that was recently added by Contract Modification. As a result, the awarded contract value would have been slightly higher, and the project contingency slightly lower at Notice to Proceed. The only additional cost that this error by WSP may have created is a theoretical premium for paying for added trackwork in a non-competitive environment, which would be difficult to prove. It should be noted that the difference between the executed Contract Modification price and the ICE was about 17%, or \$171,000. As a result, it is likely that it would be difficult for Metro to determine if it paid a non-competitive premium. That said, the recommendation will be discussed with senior executive management in VCM and Program Management to determine if any action against WSP will take place.</p> <p>2. This recommendation will be referred to Metro Engineering for consideration.</p>	

ATTACHMENT B (April 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
April 2020 #1 C0980 MOD-00161 Regional Connector - Procure Medium Attenuation Fasteners in Lieu of Standard Direct Fixation Rail Fasteners for the 2nd & Broadway Crossover	<p>Regional Connector project is very unique because of all the existing historical buildings above the construction. Noise pollution has become a major concern for urban transit dwellers and authorities. The rule of thumb is a 10decibel technical increase in noise is heard by the human ear as "doubled" in loudness. When constructing underground for tunnels and stations the Environmental Impact Report must remember to always mitigate sound and vibration to protect the potentially impacted fragile surface buildings.</p> <p>The OIG recommends this scenario be written into the Lessons Learned file for future similar situations when constructing under historic or special case existing buildings.</p>	<p>The Regional Connector Project has extensive vibration mitigation elements included in the design where the operating guidway passes nearby sensitive receptors including recording studios, music venues and hotels. The project also requires that noise and vibration monitoring be performed during construction near sensitive facilities.</p> <p>The lesson learned and responded to in the referenced Contract Modification, is that information gathered during construction monitoring should be used to adjust the designed mitigations where field conditions indicate they are necessary.</p>	Completed with issuance of subject contract modification. Equipment to be installed 3rd quarter 2020
April 2020 #2 C1045 MOD-00098 Purple Line Sect. 1 Additional Air Scrubbers at Fairfax Station	<p>The OIG recommends further questioning to Southern California AQMD to determine why on a previous Metro construction contract (at the same location) they set the emission limit at 50 parts per billion, and the published standards are set at an emission limit of 30 parts per billion. On this contract the limits are set at 15 parts per billion. The inconsistency of the emissions limit should be taken under consideration and request in writing from AQMD why the standard emission limit could not be applied to this permit.</p> <p>The OIG further recommends in future construction pre-bid meetings, disclose to all potential contractors that the AQMD permit values necessary for the technical specification, "Temporary Construction Ventilation for Scrubber Units" has varied in the recent past and to verify the amount with an AQMD representative. If possible a commitment needs to be obtained from AQMD by the contractor at the time of submission of a bid amount, that the standard is firm for a defined period.</p>	<p>The emissions limit for equipment was set at the time the Contractor submitted the specific ventilation plan to SCAQMD for permit.</p> <p>The SCAQMD does not have a set standard for hydrogen sulfide, but the states standard is 30 parts per billion. SCAQMD develops their requirements based on specific site conditions. Our EIR states Metro and its contractors will set and maintain work equipment and standards to meet SCAQMD standards.</p> <p>A letter will be sent to SCAQMD for clarification on how SCAQMD can consistently apply emissions regulations for hydrogen sulfide for Metro's future projects.</p>	
April 2020 #3 C1120 MOD-00064 Purple Line Sect. 2 Geotechnical Instrumentation Installation and Monitoring AT&T and Beverly Hills High School	The OIG recommends that the independent estimator visit the field location concerning where the work for this change order will occur. The construction manager should walk the estimator through the scope of the changes for which they are developing a cost estimate. The independent estimate was a 126.7% lower than the negotiated price. Where such significant discrepancies in price estimates exist, either the estimator for Metro, or the estimator for the contractor needs to re-evaluate the scope of the change order.	Agreed. Moving forward the estimating group will endeavor to work even more closely with available subject matter experts to assure a thorough understanding of scope and of the engineering and construction processes involved.	
April 2020 #4 C1151 MOD-00001 Purple Line Sect. 3 Revise the Tail Track Exit Shaft Location from US Army Reserv to Veterans Affairs Property	<p>If the Army Reserve location had been negotiated prior to the contract award, these amounts might have been included in the original bid, although the price then and now might have been the same for this different location.</p> <p>The OIG recommends Real estate arrangements should be negotiated as early as possible.</p>	Metro agrees with the OIG's comment regarding the price of the change. The cost would roughly be the same whether it was negotiated prior to contract award or after award. We agree that real estate arrangements (agreements) should be negotiated as early as possible. The project initiated contact with the property owner for the Exit Shaft property acquisition after the project was identified to be accelerated from the original 2035 Revenue Service Date. Metro did engage in talks with the VA early in the Project but obtaining VA approval to access their property has not been without a few challenges that Metro was able to overcome.	

ATTACHMENT B (January 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
Jan 2020 / #1 C0988-MOD-00437 Crenshaw/LAX UG1 (H2S) Ventilation Fans - Construction	none		
January 2020 #2 C0980 MOD-00154 Regional Connector - Acoustical Treatments for Areas Not on Finish Schedule	none		
January 2020 #3 C1045 MOD-00089 Purple Line Sect. 1 Development and On Site Validation of the Selected Gas Mitigation Option for M13	<p>While the soil at every site is unique, it is possible to create a standard for testing soils for gasses. There is no current rule or technical specification within Metro criteria for extraction of CH₄ or H₂S from the soil.</p> <p>The OIG recommends after the final report is submitted by the contractor, that a technical specification for testing be developed and written into the MDRC to use in the future.</p>	<p>PLE1 Final M13 Mitigation Report will be forwarded to Metro Geotechnical Department for their review and further processing.</p>	
January 2020 #4 C1045 MOD-00090 Purple Line Sect. 1 Oil Well Investigation In Lieu of TBM Probe Ahead	<p>The implementation of the drilling and magnetometer survey from Section 1 has been incorporated into Purple Line Extension Section 2 and 3 contracts.</p> <p>The OIG recommends that the procedures implemented for locating tanks, pipes and other abandoned waste be added to the Lessons Learned database.</p> <p>The OIG further recommends that Metro evaluates whether to pursue recovery for waste removal costs under CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act, also known as Superfund. Passed in 1980). The OIG recommends that Metro's Engineering Program Management provide information on this matter to Metro's Legal department to assist in making this determination and potentially pursuing this recovery.</p>	<p>PLE1 implemented methodologies for locating known tanks, pipes and other abandoned waste will be added to the Lessons Learned database. PLE1 notes that the hazardous waste removal is relatively small/negligible compared with the overall volume of soil removed. After reviewing the potential ROI on pursuing legal actions against any potential responsible parties for cost recovery the current determination based on the available data is that it is not worth the effort and cost at this time. However, it was decided that Metro County Counsel would provide a preliminary review on the issue and it would be revisited in the future.</p>	

Office Of Inspector General Construction Change Order Spot Check Report

Presented By
Karen Gorman
Inspector General

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Spot Check 1

File #
2021-0780

1 - Regional Connector Transit Corridor

- ❖ Metro Eastside Access Improvement Project "Segment 2" Esplanade and other Improvements along Alameda Street – Construction Only

\$4,850,023

- Utilizing the Regional Connector Contractor to construct the Eastside Access Improvement Project plans.

No Recommendations

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Spot Check 2

File #
2021-0780

2 - Division 20 Portal Widening Turnback Project

- ❖ Site Conditions - Connections to Existing Ductbanks and Unknown Utilities Impacts
\$2,540,860

Work to be completed

- continue the work of utility relocations
- construct several large concrete manholes, and
- install high voltage ductbanks that feed into the new traction power substation

Recommendation:

Continue to track Contractor's time and materials costs while negotiating the cost and schedule proposal to finalize the change order.

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Spot Check 3

File #
2021-0780

3 - Change Order for Purple Line Section 2

- ❖ Century City Constellation Station Storm Drain and Sanitary Sewer Relocation Construction
\$5,436,000

Work to be completed

- Construct the New Storm Drain and Relocate Existing Sanitary Sewer at the Century City Constellation Station

No Recommendations

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Spot Check 4

File #
2021-0780

3 - Change Order for Purple Line Section 3

❖ Replacement Parking at VA Hospital Lot 42 During Station Construction

\$2,570,689

Work to be completed

- Refurbish four VA parking lots
- Addition of bus shelter and ADA walkway
- ADA-compliant parking section with multiple parking stalls

Recommendation:

Instruct the Contractor to timely submit cost proposals, enter negotiations, and sign agreements before work is performed so Metro can process the work order close in time to work being performed, not only to pay the contractor but to help ensure the sub-contractors are paid timely.

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Spot Check Schedule Comparison

File #
2021-0780

Schedule Comparison: new delegated process vs. former Board approval process

PROJECT	Title of Change Order	Time Saved Executed date to Board Mtg.	NEW Delegated Process final SOW to Executed date	Former Board Approval Process
REGIONAL CONNECTOR	Metro Eastside Access Improvement Project "Segment 2" Esplanade and other improvements along Alameda Street – Construction Only	38	24	62
DIVISION 20 PORTAL WIDENING TURNBACK	Differing Site Conditions – Connections to Existing Ductbanks and Unknown Utilities	Undetermined		
WESTSIDE PURPLE LINE SECT 2	Century City Constellation Station Storm Drain and Sanitary Sewer Relocation Construction of MOD 70 Design	Undetermined		
WESTSIDE PURPLE LINE SECT 3	Replacement Parking at VA Hospital Lot 42 During Station Construction	Undetermined		

Spot Check Costs

File #
2021-0780

Summary of Selected Change Order Costs

Four OIG spot checks of Change Orders / Modifications reported

1 Change Order for Regional Connector Transit Corridor

- ❖ Metro Eastside Access Improvement Project "Segment 2" Esplanade and other improvements along Alameda Street – Construction Only = \$ 4,850,023

2 Change Order for – Division 20 Portal Widening Turnback

- ❖ Site Conditions – Connections to Existing Ductbanks and Unknown Utilities = \$ 2,540,860

3 Change Order for Purple Line Section 2

- ❖ Century City Constellation Station Storm Drain and Sanitary Sewer Relocation Construction of MOD 70 Design = \$ 5,436,000

4 Change Order for Purple Line Section 3

- ❖ Replacement Parking at VA Hospital Lot 42 During Station Construction = \$ 2,570,689



Board Report

File #: 2021-0785, **File Type:** Project

Agenda Number:

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$115,989,173; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute Project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

ISSUE

A Life of Project (LOP) budget for the Project is required to execute contracts and pursue completion of the Project. Establishing the LOP budget at the time of contract award is consistent with the recommendations in the Office of the Inspector General (OIG) Construction Management Best Practices Study Report and lessons learned regarding establishing final budgets, when adequate information (such as the receipt and validation of responsiveness of hard bids) is available.

BACKGROUND

The Rail-to-Rail Active Transportation Corridor (ATC) Project ("Project") spans 6.4 miles along an east/west alignment from the future Metro K Line Florence/West station to just east of the existing Metro A Line Slauson station, improving multimodal connectivity in historically disadvantaged communities in South Los Angeles. This investment in a multi-use corridor for bicyclists and pedestrians will link together three regionally significant north-south transit lines in Metro's system (the Metro K Line (Crenshaw/LAX) Light Rail Transit (LRT), the Silver Line Bus Rapid Transit (BRT) located on the 110 Harbor Transitway, and the Metro A Line LRT, increasing mobility options, enhancing access to community-prioritized destinations, connecting with local Metro and municipal bus services located adjacent to and within one-quarter mile of the corridor, and provide a safer path of travel for the thousands of students, residents, and commuters who are anticipated to use the Project corridor daily for a variety of trip purposes. Upon completion, more than six miles of Class 1

bicycle path infrastructure will be in place, and safety for pedestrians and bicyclists will be significantly enhanced. Specific Project improvements to the corridor include:

- Remove existing rail track, ties, and ballast along the Metro ROW
- Pave asphalt concrete path for Class I multi-use Path and Class II Bike Lane
- Install safety features such as crosswalk markings, curb ramps, repainted stop bars, crossing signage, pedestrian crossing signals, striping, and medians at several intersections
- Construct new crosswalks at the I-110 ramps between the Metro station (located on the south side of Slauson Avenue) and the new facilities (located on the north side)
- Install landscape features such as trees, shrubs, and benches

Currently, pedestrians and bicyclists travel in this corridor with virtually no facilities to support their safe passage. Corridor characteristics can be described as an inconsistent mix of sidewalks, railroad, and roadway, and include residential neighborhoods on the south and light industrial and commercial abutting the western portion of the corridor on the north. Once the rail right-of-way (ROW) emerges on the north side of Slauson Avenue, the corridor is characterized as heavily traversed with automobile, truck, and public transit traffic. Safe, comfortable, and convenient access for existing bicycle and pedestrian volumes is significantly impeded by restricted amenities on the south side of Slauson Avenue, with narrow and over-crowded sidewalks. On the north side of Slauson Avenue (location of the Project ROW) sidewalks are nonexistent, creating an inadequate and unsafe passage for all users, including bus rider access to multiple bus stops along the Project corridor.

The Project is constructed upon right of way previously owned by Burlington Northern Santa Fe Railroad (BNSF). Negotiation with BNSF for the abandonment of freight rail operating easement on the ROW was completed in 2019 and included discussions, negotiations, and an easement abandonment determination made by the Surface Transportation Board. Metro now controls all abandoned rail right of way needed to complete the Project. Multi-use path conversion from rail usage typically requires dealing with known, potential, or perceived contamination along the railroad corridor. Soil contamination does not prevent the development of the path if necessary steps are taken to ensure safety to users. Metro staff has worked closely with the Department of Toxic Substances to develop a soil handling plan that mitigates contaminants on the right of way. In January 2021, soil mitigation and rail removal began along the right of way.

DISCUSSION

Funding for this transformative project comes from various partners and sources, including local, state, and federal, as shown on Attachment A. A federal discretionary Transportation Investment Generating Economic Recovery grant (TIGER grant) anchors the project with a \$15,000,000 investment into the corridor. The California State Transportation Agency (CalSTA) provided

\$8,000,000 in funding to resolve contaminated soil conditions along the right of way, and the state Active Transportation Program granted \$8,300,000. Local funding is provided through a County of Los Angeles “repurposed earmark” contribution in the amount of \$2,159,760 and a Measure W Safe, Clean Water Program grant of \$7,925,000. The City of Los Angeles (City) is also a financial partner for this Project, and the City Council has committed to performing the construction work within the public right of way located in the City jurisdiction in accordance with Metro’s schedule and grant deadline requirements. A Memorandum of Understanding (MOU) has been drafted and Metro and City staff continue to work closely to complete this action.

In addition, the County through Director Mitchell is considering a contribution of \$15,000,000 to enable the project. This funding is not yet included in the funding plan (Attachment A). If the county provides additional funding to support the project, this will reduce burden on other Metro funding sources.

There are several unique aspects related to the City funding and its impact on the LOP budget. The Project Issue for Bid (IFB) was released on April 5th, 2021. At the time of IFB, the scope of City commitment to the Project was unknown. The IFB documents were released with both public right of way and Metro right of way scope of work included, and work within the public right of way was separated into distinct design packages. Bids were received on July 16th, 2021, and upon receipt of bids the City requested to meet with Metro to discuss an appropriate way to fund public right of way work. On October 5, 2021, City Councilmembers Price and Martinez introduced a motion to the City Transportation and Public Works Committees, which directed City staff, in part, as follows:

INSTRUCT the City Administrative Officer (CAO), working with the Bureau of Engineering (BOE), StreetsLA, Los Angeles Department of Transportation (LADOT), Bureau of Street Lighting (BSL), and any other relevant City departments to:

- a. Review the work plan for the Segment A of the Rail-to-Rail Project scope elements in the City’s right-of-way to verify the funding amount necessary to complete the work.
- b. Prepare a multi-year funding plan that includes a comparison of the cost and availability of using City forces versus contractors to construct the necessary improvements and a recommendation whether to fulfill the City’s contribution via in-kind work or a cash payment.
- c. Negotiate an MOU with the Metro, with the final MOU to be presented to Council for approval, which effectuates the above recommendations, memorializes the City’s contribution, valued at up to \$30 million, and highlights the roles and responsibilities of the City’s construction and that of Metro and their contractor.

The Transportation Committee approved the motion on October 5th, 2021 and the Public Works Committee approved the motion on October 13th, 2021.

Because the IFB included all scope for the Project, including elements of work within the public right of way, the City’s commitment to fund elements of the Project in the public right of way made it necessary to negotiate with the low bid Contractor to remove those elements. Therefore, the LOP budget in this recommendation considers the City’s contribution to the project in an amount yet to be determined and reflects a reduction of \$24,437,000 in the low bid Contractors contract value. The reduction in the low bid Contractors contract value combines the removal of all scope within the

public right of way with schedule and value engineering savings, which reduce the Project's overall costs.

Metro and the City continue to operate in good faith to finalize the MOU and reach amenable terms that allow both parties to deliver the Project in a befitting manner.

Equity Platform

The Project will expand economic opportunities for the residents of Los Angeles, particularly the historically underserved community located in the Project area, by ensuring that local and regional residents can move safely to and from home, work, school, and various other activities. The corridor has a high volume of people that rely on public transit and elevated bicycle and pedestrian activity. Specifically, 18.7 percent of households in the Project area have zero car available. Nearly 4,300 pedestrians and 2,500 cyclists utilize the corridor daily and the corridor lies within the City of Los Angeles Vision Zero Network. The latest American Community Survey (ACS) estimates show that the Project area has nearly doubled the Los Angeles County average for transit usage and near-average percentages of commuters walking and cycling to work. The Project area also has a much higher population density than the county average. Neighborhoods within and adjacent to the Project area contain some of the highest population densities in the county. All census tracts within the Project area have median household incomes below the county median and the Project area has a large Black and Latino population. The Project area's population density, percentage of zero-vehicle households, people relying on transit, and median household income of less than \$15,000 all indicate not just a need for this Project, but a favorable demographic profile for usage of an ATC with clear equity benefits including safer pedestrian and bicycle infrastructure, greater public health (walking/biking), and improved connections to public transit including both bus and rail.

Compared to other communities in Los Angeles County, the Project area has many unique destinations, including many Social Service Organizations (SSOs) and other agencies that provide various services for the area's economically disadvantaged children, adults, and seniors. Because the Project area has such a high number of disadvantaged residents, access to the nine different social service centers is very important. The pedestrian and bicycle path will provide safer and more direct travel for current residents, enhancing their ability to access regional employment centers including downtown Los Angeles, Los Angeles International Airport (LAX), the Ports of Los Angeles and Long Beach, and the University of Southern California, and many others throughout Los Angeles County. There is an array of amenities available within the project area, including multiple schools, parks, and medical centers. Many individuals walk or bike to these facilities, and this project will support their ability to access important services. Between 1/2-mile to 3-miles, a comfortable and convenient distance for most cyclists, are many more key destinations. There are several key employment centers in the project area that are accessible within a 3-mile radius. The Rail to River Active Corridor Project will enhance travel to these employment centers via active transportation modes. Key retail destinations include Chesterfield Square, which houses the local Home Depot with active and organized day-labor activities. The Project area includes key medical facilities accessed by residents that offer a broad spectrum of services to area residents. In summary, the Project will establish a strong backbone system for connectivity between residential areas, schools, recreational facilities, medical facilities, community services, employment areas, and shopping centers. By

enhancing links to existing multimodal connections, developing a new, safer route for pedestrians and bicyclists, the Project will address existing transportation barriers and connect residents to these key social and employment hubs. This improved connectivity for various transportation modes will provide ladders of opportunity to area residents and support existing businesses in the corridor. The benefit-cost analysis conducted for the TIGER application estimates that this Project will generate economic Competitiveness benefits of nearly \$9 million.

DETERMINATION OF SAFETY IMPACT

This recommendation would significantly improve pedestrian and bicycle safety along the Slauson corridor. The current Slauson corridor provides limited bicycle and pedestrian facilities. Sidewalks are used where possible but are discontinuous, and traffic volumes on the roadways are significant. Bicyclists weave between sidewalks and roadways and in some areas of the corridor, pedestrians walk on existing railroad facilities. Pedestrian and bicycle crossings are unsafe in some parts of the corridor as well. The Project scope addresses these safety concerns and strives to lower interactions between vehicles and pedestrians/bicyclists.

FINANCIAL IMPACT

This is a multi-year Project. Upon approval of the Life of Project budget, staff will manage the Project within the Board approved fiscal year budgets. It is the responsibility of the Chief Program Management Officer to budget for this project in future fiscal years.

The funding plan for the project, including sources and uses, is included as Attachment A.

Impact to Budget

The funding sources are subject to change based on availability and eligibility at the time of expenditure. These funds are not eligible for bus or rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project furthers goals outlined in Metro's Bicycle Transportation Strategic Plan (2006 Bike Plan) and First Last Mile Strategic Plan (2014) by creating safe connections to surrounding neighborhoods, expanding the reach of transit through infrastructure improvements, and maximizing multi-modal benefits. Metro plays an important role in bicycling planning across Los Angeles County, facilitating first mile/last mile connections to transit and supporting bicycle transportation through various policies and programs. Metro's 2006 Bike Plan established policies and priorities for bicycle transportation, improving access to transit, and encouraging and promoting bicycling-specific activities and events

Additionally, this recommendation supports Metro's strategic goal #1 by providing high-quality mobility options that enable people to spend less time traveling. Metro acknowledges the need for partnerships with local, regional, and state authorities to leverage funding to maintain streets, highways, and shared freight rail corridors in a state of good repair for all users.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the establishment of an LOP budget. This is not recommended as this will jeopardize TIGER grant deadlines.

NEXT STEPS

Upon Board approval of the recommendations, staff will move the Project forward into construction.

ATTACHMENTS

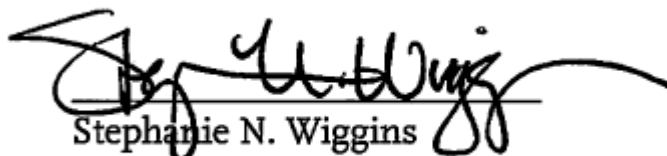
Attachment A - Sources and Uses

Prepared by:

Brad Owen, Executive Officer Program Management (213) 418-3143

Reviewed by:

Bryan Pennington, Chief Program Management Officer. (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

FUNDING AND EXPENDITURE PLAN
Rail to Rail (R2R Segment A)

ATTACHMENT A

Use of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Total Capital Costs
Design Phase Total	18.9	-	-	-	-	18.9
Construction Phase						
TRC Hazardous Materials Clean-up/Taxes	8.0	-	-	-	-	8.0
Construction Contract C1166	5.0	15.5	25.5	14.8	-	60.8
City Infrastructure Coordination (incl. traffic control)	0.3	0.8	0.8	0.5	-	2.3
3rd Party Agreements - City/County/Others	0.3	1.1	0.9	0.8	-	3.1
Design Support During Construction	0.7	0.7	0.8	0.7	-	2.9
CMSS and Program Mgmt Consultants	0.8	1.4	2.4	1.4	-	5.9
Environmental Cleanup (DTSC)	0.5	0.5	0.5	0.1	-	1.6
Other Professional Services (DEOD)	0.0	0.2	0.2	0.2	-	0.5
Outreach/Unhoused	0.0	0.2	0.2	0.2	-	0.6
Artwork/Signage (Fabrication/Installation/Staff)	-	0.0	0.1	0.2	-	0.3
Agency Costs: Project Control, V/CM, Safety, Communications, Quality, Sustainability., etc.	0.5	1.6	1.6	1.6	-	5.2
Unallocated Project Contingency	-	-	-	-	6.1	6.1
Construction Phase Total	16.0	21.8	32.9	20.3	6.1	97.0
Total Project Cost	34.9	21.8	32.9	20.3	6.1	116.0
Source of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Totals
TIGER Grant	10.5	4.5				15.0
Soil Mitigation Grant	8.0					8.0
Mmeasure R - Admin (1.5%)	16.4					16.4
LA County Measure W Grant		7.5	0.5			7.9
LA County Repurposed Earmark		2.2				2.2
LA County ARP Funds						-
Active Transportation Program Grant		6.0	2.3			8.3
Other Federal, State, Local fund*		1.7	30.1	20.3	6.1	58.2
Total Project Funding	34.9	21.8	32.9	20.3	6.1	116.0

* Metro will continue to seek eligible federal, state and local funds for Active Transportation.



Board Report

File #: 2021-0678, **File Type:** Contract

Agenda Number: 29.

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT

ACTION: AUTHORIZE CONTRACT MODIFICATION TO UPDATE VARIOUS PRELIMINARY ENGINEERING DESIGN AND REPORTS TO COMPLETE THE CPUC APPLICATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 27 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the updates to the preliminary engineering design and reports, in the amount of \$2,939,638, increasing the total Contract amount from \$75,419,893 to \$78,359,531.

BACKGROUND

The Project is a light rail system that will extend north from the Van Nuys Metro G-Line, previously known as the Metro Orange Line station, to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles with 14 at-grade stations. The Board certified the Final Environmental Impact Report on December 3, 2020. The Project achieved Record of Decision on January 29, 2021.

Included in the Project environmental document was the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street running in the middle of Van Nuys Boulevard and includes 11 at-grade stations along with the maintenance facility. The remaining northern 2.5-mile environmentally cleared segment is going through additional analysis as directed by the Board in December 2020 and is not included in the IOS.

As the IOS was cleared and the design has advanced, the IOS portion of the Project is proceeding into the next phase of final design and construction to keep to the Measure M completion schedule. The IOS procurement process for a Contractor is anticipated to begin in early 2022 followed by groundbreaking later in the year

Final design for select, advanced utility relocations was approved by the Board in December and is currently being advanced. Authorization requested in this report will complete work needed to submit

CPUC crossing applications.

ISSUE

The recommended Contract Modification is to update the preliminary engineering design to include in the California Public Utility Commission (CPUC) crossing applications, which are required for the Progressive Design-Build (PDB) contractor to complete their final design. The CPUC approval process can take up to eighteen (18) months and thus submitting the applications to CPUC is critical for advancing the PDB contract work and therefore the overall project schedule. This action will assist in mitigating the risk associated with CPUC approval of the crossings.

DISCUSSION

In 2019, Metro awarded to Gannett Fleming, Inc. a cost-plus fixed fee (CPFF) contract for Architecture Engineer (AE) services to advance the design for the design build project delivery method (Phase 1), support during the solicitation process (Phase 2) and design support during construction (Phase 3) for the Project.

The Phase 1 design was completed in accordance with City Standards, but subsequent comments provided by the City of Los Angeles and the CPUC require the design to be modified. The updated design will be applied to the CPUC applications and submitted for approval. Furthermore, the updated design will be incorporated into the design updates by Metro's Systems Consultant, SECOTrans, for an overall consistent project design.

The updates impacting the CPUC applications include adjustments to station entrances, adjacent intersections, and pedestrian crossings along the guideway on Van Nuys Blvd. These adjustments will require changes to multiple plan sheets and project elements, which include roadway, track/guideway, traffic signals, light poles, drainage, and other design elements.

EQUITY PLATFORM

The Gannett Fleming (GF) contract has SBE commitments of 25.29% and 5.54% DVBE (see Attachment C), and the contract modifications requested in this report do not change the level commitments. Current level of participation is 16.09% SBE and 5.25%, although GF has not yet reached their goals, they are currently trending up, and are also making changes to include more SBE firms in the contract work to be performed. In addition, there are 7 more years left in the contract to achieve the 25.29% and 5.54% respectively. Five (5) SBE's will be participating in this contract modification, which will be beneficial to the SBE community and help bring GF closer to their commitment.

The stations were shown to the public during the environmental process and the community was given an opportunity to provide comments. Continued coordination meetings with City of Los Angeles have allowed design to progress and consolidate station entrances and pedestrian crossings along Van Nuys Blvd. This design update being applied to CPUC applications will also benefit the community by normalizing the station entrances to consolidate with signalized intersections and

minimize mid-block crossings. Updating the preliminary engineering design followed by submission of the CPUC applications will assist the ESFV Progressive Design-Build (PDB) contractor in meeting the opening day schedule of 2028 and facilitate new high-quality transit in an area of high need.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

This Project is funded on a fiscal year basis under Project number 865521 East San Fernando Valley Light Rail Transit Corridor, cost center 8510, under various accounts including Professional/Technical Services and \$251,167,442 is included in the FY22 Adopted Budget. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

Impact to Budget

Sources of funds for the recommended actions are Measure M 35% and State Grants. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

The purpose of the Project is to provide high-capacity transit service in the San Fernando Valley.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The at-grade light rail system will attract bus ridership and improve the trip experience for users of the transportation system.

Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity.

With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community

Strategic Goal 4: Transform LA County through regional collaboration and national leadership.

Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the Project.

ALTERNATIVES CONSIDERED

The Board could decide not to approve this contract modification. The design for submitting the CPUC applications would then proceed after the PDB Contract is awarded and Notice To Proceed is authorized. Staff does not recommend this alternative because this design work is necessary for the CPUC applications irrespective of which consultant/contractor performs the work. If the designs are completed as part of this request for modification to the GF contract, the CPUC applications will be advanced immediately, and enhance our ability to accelerate delivery of the project to ensure revenue service by the 2028 Olympic and Paralympic Games.

NEXT STEPS

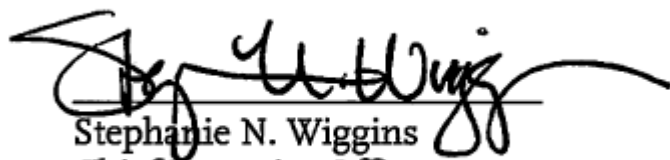
Upon Board adoption, staff will complete negotiations and execute the contract modifications.

ATTACHMENTS

Attachment A: Procurement Summary
Attachment B: Contract Modification / Change Order Log
Attachment C: DEOD Summary

Prepared by: Rick Meade, Acting Deputy Chief Program Management Officer, (562) 524-0517

Reviewed by:
Bryan Pennington, Chief Program Management Officer, (213) 922-7557
Debra Avila, Deputy Chief Officer Vendor/Contract Management, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

1.	Contract Number: AE58083E0129		
2.	Contractor: Gannett Fleming, Inc.		
3.	Work Description: Perform additional design work to various Preliminary Engineering 30-60% Design and Reports to Complete CPUC Applications. Design updates to the PE plans and reports for various design elements are required based on comments received from the Los Angeles Department of Transportation (LADOT), with California Public Utilities Commission (CPUC) concurrence, and Metro agreement to implement to address LADOT concerns.		
4.	Contract Work Description: Engineering design and oversight services for the East San Fernando Valley (ESFV) Transit Corridor Project. This action is for part of Scope of Services Phase 1 development of Preliminary Engineering (PE) design.		
5.	The following data is current as of: 11/23/21		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/25/19	Contract Award Amount: \$61,974,852
	Notice to Proceed (NTP):	8/15/19 (Contract Execution)	Total of Contract Changes Approved: \$13,445,041
	Original Complete Date:	8/15/28	Pending Modifications (including this action): \$4,865,691
	Current Est. Complete Date:	8/15/28	Current Contract Value (with this action): \$75,419,893
7.	Contract Administrator: Diana Sogomonyan		Telephone Number: (213) 922-7243
8.	Project Manager: Monica Born		Telephone Number: (213) 418-3097

A. Procurement Background

On July 25, 2019, the Board of Directors approved award of Contract No. AE58083E0129 to Gannett Fleming, Inc. in support of the East San Fernando Valley Transit Corridor Project, a proposed light rail system that will extend north from the Van Nuys Metro Orange Line Station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. Consultant's Scope of Services consists of three phases: Preliminary Engineering (PE); Solicitation Support (SS); and Design Support During Construction Services (DSDC). The Period of Performance for the Contract is nine (9) years from execution date of the contract.

Twenty-one (21) Contract Modifications (MODs) and three (3) Contract Change Orders (CO) have been approved and executed to date, one CO of which has been superseded and converted to a Contract Modification. Three (3) Contract Modifications are in progress, one

of which consists of this action. (Refer to Attachment B – Contract Modification/Change Order Log).

This action is to authorize the Chief Executive Officer (CEO) to execute a Contract Modification No. 27 to Contract No. AE58083E0129 with Gannet Fleming, Inc. to Update Various Preliminary Engineering 30-60% Design and Reports to Complete CPUC Applications.

This Scope of Services is part of Consultant's Phase 1 Preliminary Engineering work and consists of providing updates to the Preliminary Engineering (PE) plans and reports for various design elements. Revisions to these drawings are based on comments received from the Los Angeles Department of Transportation (LADOT), with California Public Utilities Commission (CPUC) concurrence, in order to address LADOT concerns. The 30/60% design plans were submitted in January, February, and March 2021 for LADOT review and approval, which generated comments requiring elimination of mid-block pedestrian crossings and the relocation of stations from mid-block to end of block. Alternative concepts were proposed, but LADOT determined the relocations were required and Metro agreed to implement. Some resulting design changes consist of eliminating left turn gates and left turn pockets, widening the tracks for access and circulation, drainage and roadway changes, structural changes, changes to vertical elements (elevators, escalators, stairs), and revisions to various PE Reports. Additionally, four (4) Traction Power Substation (TPSS) sites were relocated and up to two (2) were eliminated to accommodate lower cost property acquisitions.

The revised PE documents and reports will be provided to the Progressive Design-Build Contractor for incorporation into their development of the Final Design.

The Contract Modification will be processed in accordance with Metro's Acquisition Policy. Contract No. AE58083E0129 is a Cost Reimbursable Fixed Fee Contract (CPFF).

B. Cost/Price Analysis

Subsequent to receipt of Metro's Independent Cost Estimate (ICE), during negotiations and further fact finding on the Scope of Services (SOS), clarifications were made to better understand the Consultant's proposed level of effort (LOE) and cost; this effort identified additional scope of services for Drainage Design, Roadway Design, and Structures Design required for this change that were not clearly detailed in the cost breakdown and narrative of the SOS provided by the Consultant, but was not included in the ICE. Metro project staff review of the clarified scope determined it was warranted. Metro negotiated Consultant's proposed LOE from 22,452 hrs. to a final 16,610 hrs. (a 26% reduction), still that included 5,834 hours and \$731,316 dollars more than the ICE.

The recommended cost for the Contract Modifications is determined to be fair and reasonable based upon fact finding, technical evaluation, cost analysis, and negotiations. The Contract Modification will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

MOD NO.	PROPOSAL	INDEPENDENT COST ESTIMATE	FINAL NEGOTIATED
27	\$3,932,405	\$2,208,323	\$2,939,638

CONTRACT MODIFICATION/CHANGE ORDER LOG

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

Mod./ CO No.	Description	Status	Date	\$ Amount	Board Approved CMA
N/A	Initial Award		7/25/19	\$61,974,852	\$12,394,970
MOD 1	Contract Conforming and Clarifications	Approved	11/12/19	\$0.00	
MOD 2	Underground Utility Detection Services along Van Nuys Blvd.	Canceled	5/28/20	\$0.00	
MOD 3	Geotechnical Test Plan and Hazardous Material Work Plan	Approved	8/24/20	\$53,164	\$12,341,806
MOD 4	Underground Utility Detection Services Along Van Nuys Blvd. – Segment A	Approved	10/14/20	\$437,646	\$11,904,160
MOD 5	Underground Utility Detection Services Along Van Nuys Blvd. – Segment B	Approved	11/5/20	\$481,156	\$11,423,004
MOD 6	Underground Utility Detection Services Along Van Nuys Blvd. – Segment C	Approved	11/5/20	\$358,665	\$11,064,339
MOD 7	Underground Utility Detection Services Along Van Nuys Blvd. – Segment D	Approved	11/5/20	\$74,079	\$10,990,260
MOD 8	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment A	Approved	11/5/20	\$159,832	\$10,830,428
MOD 9	Utility Investigation - Potholing and Slot Trenching for Segment A	Approved	11/23/20	\$1,691,789	\$10,830,428
MOD 10	Coordination With Third Party Utility Owners to Assess Utility Conflicts	Approved	4/12/21	\$734,547	\$10,095,881
MOD 11	Preliminary Engineering of Composite Utility Rearrangement Plans	Approved	2/23/21	\$738,979	\$9,356,902
MOD 12	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment B	Approved	3/23/21	\$150,153	\$9,206,749

MOD 13	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment C	Approved	3/23/21	\$140,163	\$9,066,586
MOD 14	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment D	Approved	4/6/21	\$101,777	\$8,964,809
MOD 15	Utility Investigation - Potholing and Slot Trenching for Segment B	Approved	2/25/21	\$1,772,143	\$8,964,809
MOD 16	Utility Investigation - Potholing and Slot Trenching for Segment C	Approved	2/25/21	\$1,565,506	\$8,964,809
MOD 17	Utility Investigation - Potholing and Slot Trenching for Segment D	Approved	3/1/21	\$627,590	\$8,964,809
MOD 18	Geotechnical Subsurface Investigation	Approved	9/1/21	\$987,531	\$8,964,809
MOD 19	Additional Coordination with Third Party Utility Owners to Assess Utility Conflicts	Approved	6/28/21	\$534,376	\$8,430,433
MOD 20	Van Nuys Blvd. Re-Design Level of Effort	Approved	9/22/21	\$715,901	\$7,714,532
MOD 21.1	Additional Level of Effort for Completion of Phase 1 - Preliminary Engineering	Approved	9/3/21	\$670,630	\$7,043,902
MOD 24	Advanced Planning for Geotechnical Subsurface Investigation	Pending	11/10/21	\$567,906	\$6,475,996
CO 1	Coordination With Third Party Utility Owners to Assess Utility Conflicts (See Mod 10)	Superseded	11/4/20	\$0.00	\$6,475,996
CO 2	Utility Investigation - Additional Potholing for Segment A	Approved	7/7/21	\$285,542	\$6,190,454
CO 3	Advance Utility Design for Advance Utility Relocation (AUR) for LADWP Power Underground Design 1	Approved	9/22/21	\$595,966	\$5,594,488
	Subtotal Approved Changes (Mods and COs):			\$13,445,041	
MOD 23	Coordination With Telecommunication Utility Owners to Assess Utility Conflicts	Pending	TBD	TBD	\$5,594,488
MOD 26	Advance Utility Design for Advance Utility Relocation	Pending	TBD	\$1,926,053	\$5,594,488

	(AUR) for LADWP Power Underground Design 2 & 3				
MOD 27	Update Various Preliminary Engineering 30-60% Design and Reports to Complete CPUC Applications	Pending	TBD	\$2,939,638	\$5,594,488
	Subtotal Pending Changes:			\$4,865,691	
	CMA Authorized by the Board and Remaining				\$5,594,488
	Approved Mods			\$12,563,533	
	Approved COs			\$881,508	
	Pending Modifications:			\$4,865,691	
	Original Contract:			\$61,974,852	
	This Board Action:			\$2,939,638	
	Revised Contract Total (including Approved Changes +This Board Action):			\$75,419,893	
	Revised Contract Total (including Approved Changes +Pending Changes):			\$78,359,531	

DEOD SUMMARY

**EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT
AE58083E0129001**

A. Small Business Participation

Gannett Fleming, Inc. (Gannett) made a 25.29% Small Business Enterprise (SBE) and 5.54% Disabled Veteran Business Enterprise (DVBE) commitment. The contract is 41% complete and the current level of participation is 16.09% SBE and 5.25% DVBE, representing a 9.20% SBE shortfall and 0.29% DVBE shortfall (an improvement from the 12.12% SBE and 2.13% DVBE shortfalls reported to the Board in May 2021).

Gannett explained that their utilization plan was projected to use the SBE/DVBE's over the first two years at 21.3% SBE and 3.4% DVBE and in subsequent years the utilization will be higher. Gannett explained that the SBE shortfall is due to the SBE work starting later than originally anticipated and some areas of the design scope being put on-hold to accommodate further Metro studies. Gannett further states that they have redirected design work to SBE subconsultants in an effort to make up for the shortfall and are monitoring the situation on a monthly basis. In reference to the DVBE shortfall, Gannett provided, although the contract shows a current DVBE shortfall of 0.85%, Gannett's staffing plans for the years 3 through 9 include a significant ramp up in DVBE participation and the current projections show Gannett meeting the 5.54% DVBE commitment.

Nonetheless, Metro's Project Management and Contract Administration teams will continue to work with the Diversity & Economic Opportunity Department (DEOD) to monitor contract progress at key milestones (i.e., 50%, 75% and 90% contract completion) to ensure that Gannett meets or exceeds its small business commitments.

Small Business Commitment	25.29% SBE 5.54% DVBE	Small Business Participation	16.09% SBE 5.25% DVBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	BA Inc.	1.66%	1.30%
2.	Cross Spectrum Acoustics	added	0.29%
3.	Diaz Consultants, Inc.	1.44%	0.67%
4.	FPL and Associates, Inc.	5.95%	3.25%
5.	Here Design Studio, LLC	0.60%	0.00%
6.	Lenax Construction Services, Inc.	0.29%	0.00%
7.	PacRim Engineering Inc.	2.18%	1.88%
8.	Ramos Consulting Services, Inc.	8.28%	5.44%

9.	Sanchez Kamps Associates Design	0.59%	0.24%
10.	Zephyr UAS, Inc.	4.30%	3.02%
	Total	25.29%	16.09%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Casamar Group, LLC	5.54%	2.44%
2.	E-Nor Innovations Inc.	Added	2.81%
	Total	5.54%	5.25%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. 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).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0772, **File Type:** Contract

Agenda Number: 30.

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: ENVIRONMENTAL CAPITAL CONSTRUCTION SUPPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE a bench Contract for Environmental Capital Construction Support services for a three (3) year base period through RFP No. AE79441, with the following firms determined capable to perform the services: Arcadis U.S., Inc. Atlas Technical Consultants LLC. Burns and McDonnell Engineering Company, Inc. ERM West, Inc. Kleinfelder, Inc. Polytechnique Environmental, Inc. TRC Solutions, Inc. on issued Task Orders, within an overall not-to-exceed amount of \$82,650,000 and with a one year option of \$1,650,000 for option year 1 and \$1,600,000 for option year 2 if these options are exercised, subject to the resolution of any properly submitted protest;
- B. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$82,650,000

ISSUE

Under federal, state, and local law and to avoid fines, civil or criminal liability, Metro is required to evaluate hazardous substances, contamination, and/or regulatory compliance for nearly every capital project and all transit projects undertaken by Metro. This bench contract is a critical component for managing and mitigating known and unknown hazardous conditions and mitigation prior to and during the execution of Capital Construction projects. The bench contract provides technical expertise and specialty licenses required to execute this type of work. Furthermore, this bench contract plays a critical role in mitigating risk in order to keep projects on schedule, obtain cleaner and more accurate bids from Prime Contractors, and keep the agency within regulatory compliance requirements.

BACKGROUND

A critical component of executing our Capital projects requires us to continually evaluate, mitigate, remove, and/or manage hazardous substances and contamination. We need to simultaneously act

towards regulatory compliance under federal, state and local law. Metro must adhere to all environmental laws to avoid fines, and civil or criminal liability.

The scope of work identified in this environmental services and construction support contract is specifically for support on Metro's Capital Construction program.

The passing of Measure M and continuation of Measure R projects in recent years has further increased the number of Capital projects developed. Metro staff does not have the internal resources to do all environmental construction, waste handling, and environmental compliance support work in-house. Metro has contracted for such vendors with specialized environmental equipment and technical capabilities to complement and supplement limited resources, including licensed hazardous waste contractors, analytical laboratories, field services, and evaluation/remediation equipment. Metro, in effect, would incur more cost to do the work internally than by employing these types of consultants and specialized vendors.

DISCUSSION

The Bench Contracts established through RFP No. AE79441, will be used to assist Metro's Capital projects with emergency response, hazardous substances abatement, and transport and disposal of encountered hazardous and non-hazardous classified soil and liquid wastes, which also includes management of asbestos and lead-containing materials. The contract also includes environmental demolition services for Metro owned properties and environmentally related construction services for Capital projects. Additional contract requirements include permit assistance, remediation system construction, implementation, and installation.

The scope of services in this contract is primarily for the support for numerous major Capital projects. The support provided by previous environmental services and construction support contracts has historically saved major Capital projects money and avoided additional months of construction work due to our ability to rapidly respond to unforeseen environmental issues encountered during construction.

This contract is awarded as a Bench - Indefinite Delivery/Indefinite Quantity (IDIQ) contract. The total contract value is the aggregate total of all Task Orders and changes issued within the Board authorized funding amount. The consultant(s) are not guaranteed any work. When the need for environmental waste handling and environmental-related construction services arises, only then will staff be able to issue Task Orders. These Task Orders and any changes will be funded from an existing project's budget with consideration of any information available at the time of planning and applicable time constraints on performance of the work.

Awarding of the issued Task Orders will be accomplished by selection from a Proposal Evaluation Team (PET) from the bench of qualified contractors. All the Task Orders will be fully negotiated based on agreed upon rates that will be negotiated at the onset of the Bench Contract. Staff applies strict project controls in the execution of each of these Task Orders to closely monitor the Consultant's budget and Task Order schedules. No funds are obligated until a Task Order is awarded against a valid Metro Project.

The Diversity and Economic Opportunity Department (DEOD) will establish Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goals prior to the issuance of each Task Order.

To accomplish the issued Task Orders, the consultant(s) will provide necessary staff, sub-consultants, equipment, software, supplies, and services. The consultant shall employ or subcontract as necessary with diverse environmental professionals such as professional engineers, registered geologists, Construction Managers, stormwater professionals (QSD/QSP), Certified Industrial Hygienists (CIH), Certified Asbestos Consultants (CAC), contaminated waste professionals, Occupational Safety and Health Administration (OSHA) Construction Certified staff, and 40-Hour Hazardous Waste Operations and Emergency Response (HAZWOPER) certified staff.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro. It will increase safety as environmental compliance related projects and programs are implemented to increase the health and safety of our staff and enhance customer experience of our system.

FINANCIAL IMPACT

All Task Orders are individually negotiated and the level of effort is fully defined prior to the authorization of any project-specific funds. The Chief Program Management Officer, DEO Environmental Services, and Project Managers are responsible for providing appropriate budgets and following the Task Order award process protocols during the execution of each Task Order. Execution of work under those Task Orders can continue beyond the contract end date as specified in the contract.

Obligations and authorizations made within the total Contract authorized funding amount will be against specific capital project budgets which were approved through a separate board action. The Project Managers of each of the projects utilizing this contract will be responsible for providing appropriate budgets.

Impact to Budget

The source of funds for this contract is provided within the Life of Project (LOP) budget or annual appropriation of the respective Capital projects shown in Attachment B. Funding sources for these Capital projects are approved as part of the project LOP or through the annual budget adoption. No additional funds are required upon approval of this contract award. These funds are not eligible for bus and rail operating expenses.

EQUITY PLATFORM

The design of this RFP and implementation of the procurement process prioritizes the use of small and disadvantaged businesses through a bench contract. The RFP was advertised in local and cultural publications relevant to the geographic and demographic communities within the project

area. The RFP Statement of Services, highly recommends contractors work with Community Based Organizations (CBO) for community engagement, including economic opportunities and jobs to individuals with barriers to employment.

The work focuses on those communities already impacted by pre-existing health and environmental factors as supported by the EFC maps. This contract for technical environmental support services allows projects experiencing unique and non-routine situations to be nimble and responsive. The health and safety of workers, businesses, residents, and passers-by could be negatively affected without this contract's timely demolition and remediation services.

During construction, this contract allows Metro multiple ways to support project compliance with regulatory requirements and keeping it on schedule through prompt response to unforeseen situations, minimizing potential negative impacts to air, land and water quality. This contract is expected to reduce project delays and facilitate community benefits from the ecosystem services in the long term.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This consultant contract supports Strategic Goal 2 by optimizing the delivery and performance of Metro's transportation system by incorporating environmental compliance through environmental services activities to reduce impacts to the environment and increase system efficiency.

ALTERNATIVES CONSIDERED

If the Bench Contract under RFP No. AE79441 is not awarded, staff's ability to provide technical and environmental engineering support for environmental waste handling and environmental-related construction services for many of our Capital projects will be limited. Consequently, Metro would not be able to immediately address potential and existing environmental liabilities.

In the Capital projects supported by this contract, Metro could experience increased liability for contractor claims for delay to schedule completion milestones or risk of fines due to violations from regulatory agencies.

As another alternative, Metro could perform all the environmental waste handling and environmental-related construction services in-house. However, to do so, Metro would need to hire additional staff with expertise in many different subjects, such as engineers, geologists, surveyors, asbestos/lead inspectors, laboratory scientists, and waste profiling technicians. Metro would also need to purchase specialized equipment such as loaders, excavators, remediation systems and drill rigs, which are not practical or cost-effective to acquire or maintain. Metro would incur more short-term capital and long-term maintenance costs to do the work internally than employing consultants.

Alternately, staff may solicit and award individual contracts for each environmental task on an as-needed basis. Staff does not recommend this alternative. Individually procuring these Task Orders have associated inconsistencies and likely greater cumulative administrative and execution costs and inefficiencies.

A last alternative would be to have the construction Contractor perform the unforeseen work as a change order as these issues arise. However this is not seen as feasible as hazardous material management involves specialty contractors and it would likely cost the Agency more if this work was executed by a change order. Additionally, some projects are in the early stages and do not yet have contractors on board to issue this work. The use of this contract will also be valuable to mitigate potential risks prior to issuance of RFPs and to obtain more accurate bids.

NEXT STEPS

After Board approval, staff will execute the conformed contracts and proceed with issuing Task Orders.

ATTACHMENTS

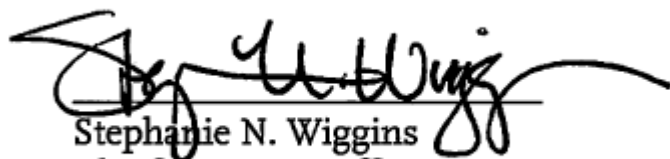
- A. Procurement Summary
- B. Types and Total Value Estimates of Projects - FY22 to FY24
- C. DEOD Summary

Prepared by: Jesus Villanueva, Principal Environmental Specialist
Environmental Services (213) 806-9245

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(213) 418-3051


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT
CONTRACT NO. AE79441**

1.	Contract Number: AE79441	
2.	Recommended Vendors: Arcadis U.S., Inc. Atlas Technical Consultants LLC. Burns McDonnell Engineering Company, Inc. ERM West, Inc. Kleinfelder, Inc. Polytechnique Environmental, Inc. TRC Solutions, Inc.	
3.	Type of Procurement (check one) : <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued August 19, 2021	
	B. Advertised/Publicized: August 24, 2021 (Periodicals of General Circulation)	
	C. Pre-Proposal Conference: August 31, 2021	
	D. Proposals Due: September 21, 2021	
	E. Pre-Qualification Completed: October 18, 2021	
	F. Conflict of Interest Form Submitted to Ethics September 29, 2021:	
	G. Protest Period End Date: January 24, 2022	
5.	Solicitations Picked up/Downloaded: 73	Proposals Received: 7
6.	Contract Administrator: Daniel A Robb	Telephone Number: 213.922.7074
7.	Project Manager: Jesus Villanueva	Telephone Number: 213.922.7304

A. Procurement Background

This Board Action is to approve the award of Contracts under RFP No. AE79441 Environmental Services and Construction Support for Capital Projects to a bench of qualified teams to provide environmental services for a numerous Capital projects, in support of Metro's Environmental Compliance and Sustainability Department (ECSD). Services include emergency response, hazardous substances abatement, transport and disposal of encountered hazardous and non-hazardous classified soil and liquid wastes, management of asbestos and lead containing materials, environments demolition services, environmentally related construction services, plus permit assistance, remediation system construction, including engineering services to design and manage Metro's solid waste, recycling, and hazardous waste compliance issues at identified Metro capital project sites. Board approval of contract awards are subject to resolution of any properly submitted protest.

The recommended consultants will furnish all of the labor, materials, equipment, and other related items required to perform the services on a Task Order basis for a project. Task Orders will be issued for specific Scopes of Services and Periods of Performance.

The Request for Proposals (RFP) was an Architectural and Engineering (A & E) services, qualifications based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures and California Government Code §4525-45429.5. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a term of three (3) base years plus two (2) one-year options. A virtual pre-proposal conference was held on August 31, 2021 in accordance with the California Governor's Executive Order N-33 related to Covid-19. Seventy-three (73) firms downloaded the RFP package.

One Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, was issued on September 14, 2021 to update the Letter of Invitation to clarify the method of selection and to distribute the Form 60

Seven (7) proposals were received on September 21, 2021 from the following firms:

1. Arcadis U.S., Inc.
2. Atlas Technical Consultants LLC.
3. Burns McDonnell Engineering Company, Inc.
4. ERM West, Inc.
5. Kleinfelder, Inc.
6. Polytechnique Environmental, Inc.
7. TRC Solutions, Inc.

All seven of the Proposals were responsive to the requirements of the RFP Documents, including Amendment No. 1.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET) was comprised of representatives from the following departments: Engineering Department, and Environmental Compliance and Sustainability. The PET conducted a comprehensive evaluation of the proposals received.

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

Experience and Capabilities of the Firms on the Team	(25%)
Skill and Capability of Individuals on the Team.....	(25%)
Effectiveness of Management Plan.....	(25%)
Project Understanding and Approach.....	(25%)
Total.....	100%

The evaluation criteria are appropriate and consistent with criteria developed for other similar A & E procurements. Several factors were considered when developing the weightings, giving equal importance to all criteria.

This is an A & E qualification-based procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

Qualifications Summary of Recommended Firm(s):

The evaluation performed by the PET determined that all the proposers were capable to join the bench of qualified consultants and teams to provide Environmental Engineering and Construction Support Services Capital Projects, as provided in the RFP Scope of Services.

Each Proposer demonstrated, through their written proposals, extensive technical experience and significant expertise in meeting the requirements identified in the Scope of Services. The Proposers demonstrated long histories of working with public agencies and each with a record of success in the environmental waste management field along with a thorough understanding of how to handle simultaneous assignments. The teams are highly experienced in delivering similar projects and can access extensive resources to respond to Metro's needs.

Furthermore, the Proposers demonstrated that they are well versed in providing the Scope of Services related to this contract and have the capabilities to provide key personnel with broad knowledge and experience with this type of work that is required under this contract. The key personnel identified by each proposer possess strong and relevant technical backgrounds and qualifications to meet Metro's needs.

The final scoring was based on evaluation of the written proposals received from the Proposers. The results of the scoring are shown below:

Firm	Evaluation Factor	Average Score	Factor Weight	Weighted Score
TRC Solutions, Inc.	Experience, and Capabilities of the Firms on the Team	90.52	25%	22.63
	Skill and Capability of Individuals on the Team	89.80	25%	22.45

	Effectiveness of Management Plan	90.28	25%	22.57
	Project Understanding and Approach	93.92	25%	23.48
	TOTAL		100.00%	91.13
Kleinfelder, Inc.	Experience, and Capabilities of the Firms on the Team	88.40	25%	22.10
	Skill and Capability of Individuals on the Team	91.88	25%	22.97
	Effectiveness of Management Plan	89.40	25%	22.35
	Project Understanding and Approach	88.32	25%	22.08
	TOTAL		100.00%	89.50
Arcadis U.S., Inc.	Experience, and Capabilities of the Firms on the Team	89.48	25%	22.37
	Skill and Capability of Individuals on the Team	85.88	25%	21.47
	Effectiveness of Management Plan	87.60	25%	21.90
	Project Understanding and Approach	90.52	25%	22.63
	TOTAL		100.00%	88.37

Burns & McDonnell Engineering Company, Inc.	Experience, and Capabilities of the Firms on the Team	84.72	25%	21.18
	Skill and Capability of Individuals on the Team	90.72	25%	22.68
	Effectiveness of Management Plan	89.00	25%	22.25
	Project Understanding and Approach	86.20	25%	21.55
	TOTAL		100.00%	87.67
Atlas Technical Consultants LLC	Experience, and Capabilities of the Firms on the Team	84.40	25%	21.10
	Skill and Capability of Individuals on the Team	79.80	25%	19.95
	Effectiveness of Management Plan	82.28	25%	20.57
	Project Understanding and Approach	79.52	25%	19.88
	TOTAL		100.00%	81.50
ERM West, Inc.	Experience, and Capabilities of the Firms on the Team	78.28	25%	19.57
	Skill and Capability of Individuals on the Team	84.80	25%	21.20
	Effectiveness of Management Plan	83.32	25%	20.83

	Project Understanding and Approach	75.20	25%	18.80
	TOTAL		100.00%	80.40
Polytechnique Environmental, Inc.	Experience, and Capabilities of the Firms on the Team	62.08	25%	15.52
	Skill and Capability of Individuals on the Team	77.68	25%	19.42
	Effectiveness of Management Plan	82.92	25%	20.73
	Project Understanding and Approach	77.48	25%	19.37
	TOTAL		100.00%	75.03

Note: All Scores rounded to the second decimal.

After award of the bench contracts, individual task orders will be competed among the bench and the most qualified firm to perform each task order scope will be determined and awarded the task order.

C. Cost Analysis

A cost analysis of labor rates, indirect rates and other direct costs was completed in accordance with Metro's Procurement Policies and Procedures, including fact-finding, clarification and cost analysis and the cost factors were determined to be fair and reasonable. Metro negotiated and established indirect cost rates and as appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost for each task order, during the contract term to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to retroactive Contract adjustments upon completion of any necessary audits. 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.

Proposer:			
Contract Duration	Proposal Amount	Metro ICE	NTE Funding Amount
Base Period – 3 Years	N/A ⁽¹⁾	\$82,650,000 ⁽²⁾	\$82,650,000 ⁽²⁾
Option Year 1	N/A ⁽¹⁾	\$1,650,000 ⁽³⁾	\$1,650,000 ⁽³⁾
Option Year 2	N/A ⁽¹⁾	\$1,600,000 ⁽⁴⁾	\$1,600,000 ⁽⁴⁾

- (1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Services at the time of proposal. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) The amount \$82,650,000. is the Independent Cost Estimate (ICE) for 3-year base Period of the Contract.
- (3) The amount \$1,650,000. is the Independent Cost Estimate (ICE) for Option Year 1 Period of the Contract.
- (4) The amount \$1,600,000. is the Independent Cost Estimate (ICE) for Option Year 2 Period of the Contract.

The probable costs are based on the anticipated level of effort estimated for each year that will be required to perform the Scope of Services by the Consultant and sub-consultants.

D. Background on Recommended Consultants

TRC Solutions, Inc., located In Los Angeles, California, is a national leader in the environmental compliance, engineering, remediation, and demolition, as well as hazardous waste compliance consulting services with direct, relevant experience in environmental compliance, engineering, remediation, and demolition as well as hazardous waste compliance issues, which are important elements within the scope of this contract. TRC has assembled a team with relevant expertise capable of supporting Metro across multiple task orders simultaneously without jeopardizing quality, or on-schedule delivery of projects. The TRC team has successfully worked with Metro's Environmental Compliance and Sustainability Departments for more than 15 years, supporting the department on similar tasks to support Metro Orange Line, PLE Section 1, PLE Section 2, Airport Metro Connector, Link US, Rail to Rail, and Portal Widening Turnback projects.

ARCADIS U.S., Inc. located In Los Angeles, provide a full spectrum of consulting, design, engineering, project and construction management services related to infrastructure, environment, and waste solutions in the public and private business sectors. The Company is a Delaware corporation and maintains offices throughout the United States, including several in the greater-Los Angeles area. Arcadis U.S., Inc. is a wholly owned subsidiary of its ultimate parent entity, Arcadis N.V., a leading global design and consultancy organization for natural and built assets based in the Netherlands. Arcadis N.V. is a publicly traded company with its shares traded on the EuroNext exchange. Arcadis US Inc. has significant experience working with Metro, specifically related to providing environmental and construction support expertise for large capital projects. Arcadis has four active contracts with LA Metro, three as a prime

(Construction Claims Management, Regional Connector Construction Management, and Environmental Operations Support and AST/UST management).

Burns & McDonnell, located In Los Angeles, is a \$3 billion transportation environmental, and energy engineering/construction firm, with a lengthy history in transportation, technical depth, and experience providing solid waste, recycling, and hazardous waste compliance support services with multiple Southern California offices that include more than 200 professionals. Much of Burns & McDonnell's work has been on long, linear, highly-visible local projects with high visibility and extensive environmental and sustainability components. Burns & McDonnell has assembled a team of experts and qualified subcontractors to help support Metro's anticipated needs. The team consists of very strong companies that have a very good understanding of the project goals.

Atlas located in Monterey Park, is a world-class organization, dedicated to creating lasting infrastructure. Connected to the communities they service and committed to keeping people safe, connected, and productive by providing infrastructure that lasts for generations. Atlas serves a broad range of clients in government and industry, implementing complex projects from initial concept to delivery and operation. Atlas has over 100 years of combined experience offering a full suite of comprehensive professional services to include testing, inspection and certification; engineering and design, environmental services; and program, construction and quality management.

Environmental Resources Management (ERM) located In Walnut Creek, California, brings to Metro varied perspectives, innovation, and creative solutions to the capital project issues with decades of experience supporting clients such as Metro in Southern California. As the largest global pure play sustainability consultancy, ERM has created innovative solutions to sustainability challenges. ERM's diverse team of world-class experts supports clients across the breadth of their organizations to operationalize sustainability, underpinned by ERM's deep technical expertise in addressing environmental, health, safety, risk and social issues

Kleinfelder, Inc. (Kleinfelder), a California Corporation headquartered in San Diego, California, has been in business since 1961, and is a leader in the fields of Engineering, Architecture, and Science Consulting. Kleinfelder has nearly 2,800 employees across 74 offices across the United States, Canada, and Australia. They have been working in Los Angeles since 1984. Kleinfelder has previously performed Environmental Services and Construction Support for Capital Projects under various Metro contracts since 2008 and has successfully performed contracts of identical scope, size, and complexity for Metro and other public agencies, Kleinfelder has the expertise, experience, licenses, and certifications to provide services to handle hazardous materials, environmental waste handling, and certain environmentally related construction services for Metro's major transit capital projects, other capital projects, and Metro Property improvements.

Polytechnique Environmental, Inc. (Polytechnique), headquartered in Cerritos, California, is a Los Angeles County environmental engineering company. Polytechnique has assembled a diverse and dynamic team experienced in all of the tasks described in

the Los Angeles County Metropolitan Transportation Authority (Metro) RFP AE79441 Scope of Services. The proposed team has successfully delivered environmental support for capital projects for the transportation industry, including all phases of environmental engineering, design, construction, and the complex real estate development process. Polytechnique staff members have provided responsive, high-quality environmental services to Metro for over 25 years; are currently supporting Metro with engineering, compliance, and sustainability projects as a subconsultant; and will be a great addition to Metro's team.

Attachment B
5 Year Forecast for CAPITAL PROJECTS

Future Projects	Option Year 1				Option Year 2	
	FY23	FY24	FY25	FY26	FY27	Total
	Immediate after award	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value
Capital Projects						
Los Angeles						
Downtown						
Airport Metro Connector*	\$200,000.00	\$200,000.00	\$0.00			\$400,000.00
Division 20 - Portal Widening Turnback*	\$200,000.00	\$0.00	\$0.00			\$200,000.00
LINK US phase A	\$5,000,000.00	\$5,000,000.00	\$3,500,000.00	\$1,000,000.00	\$1,000,000.00	\$15,500,000.00
Metro Center Street Project*	\$200,000.00	\$200,000.00	\$0.00			\$400,000.00
						\$0.00
Drop Forge	\$14,000,000.00					\$14,000,000.00
East Side Access Improvement Project*	\$50,000.00	\$50,000.00	\$50,000.00			\$150,000.00
Eastside Transit Corridor Phase II	\$600,000.00	\$600,000.00	\$600,000.00			\$1,800,000.00
DOWNTOWN REGION TOTAL	\$20,250,000.00	\$6,050,000.00	\$4,150,000.00	\$1,000,000.00	\$1,000,000.00	\$32,450,000.00
South LA						
Green Line Core Capacity*	\$50,000.00	\$50,000.00	\$50,000.00			\$150,000.00
Green Line Extension*	\$200,000.00	\$200,000.00	\$200,000.00			\$600,000.00
Active Transportation Rail to Rail Corridor*	\$250,000.00	\$0.00	\$0.00			\$250,000.00
Vermont Transit Corridor*	\$0.00	\$300,000.00	\$300,000.00			\$600,000.00
SOUTH LA REGION TOTAL	\$500,000.00	\$550,000.00	\$550,000.00			\$1,600,000.00
West LA						
Division 6 - Demolition/abatement/Remediation	\$600,000.00		\$0.00			\$600,000.00
Purple Line Extension-Section 1 / Location 64*	\$100,000.00	\$0.00	\$0.00			\$100,000.00
Purple Line Extension-Section 2*	\$200,000.00	\$200,000.00	\$200,000.00			\$600,000.00
Purple Line Extension-Section 3*	\$400,000.00	\$400,000.00	\$400,000.00			\$1,200,000.00
WEST LA REGION TOTAL	\$1,300,000.00	\$600,000.00	\$600,000.00			\$2,500,000.00
East of LA						
Rosecrans / Marquardt Grade Separation*	\$250,000.00	\$250,000.00	\$250,000.00			\$750,000.00
West Santa Ana Branch Transit Corridor	\$24,000,000.00	\$14,000,000.00	\$2,000,000.00			\$40,000,000.00
EAST OF LA REGION TOTAL	\$24,250,000.00	\$14,250,000.00	\$2,250,000.00			\$40,750,000.00
San Fernando						
East San Fernando Valley Transit Corridor	\$2,000,000.00	\$2,000,000.00	\$1,000,000.00			\$5,000,000.00
Metro Orange Line Improvements	\$250,000.00	\$250,000.00	\$250,000.00			\$750,000.00
Metro Soundwall Program (Package 11)*	\$75,000.00	\$0.00	\$0.00			\$75,000.00
SAN FERNANDO REGION TOTAL	\$2,325,000.00	\$2,250,000.00	\$1,250,000.00			\$5,825,000.00
Santa Clarita						
Interstate 5*	\$400,000.00	\$400,000.00	\$250,000.00	\$150,000.00	\$100,000.00	\$1,300,000.00
SANTA CLARITA REGION TOTAL	\$400,000.00	\$400,000.00	\$250,000.00	\$150,000.00	\$100,000.00	\$1,300,000.00
Various Locations						
Real Estate Property acquired for East San Fernando Valley			\$500,000.00	\$500,000.00	\$500,000.00	\$1,500,000.00
VARIOUS LOCATION REGION TOTAL	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$500,000.00	\$1,500,000.00
Overall ROM	\$49,025,000.00	\$24,100,000.00	\$9,550,000.00	\$1,650,000.00	\$1,600,000.00	\$85,925,000.00

DEOD SUMMARY

ENVIRONMENTAL CAPITAL CONSTRUCTION SUPPORT / AE79441

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will determine a Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goal for this multiple-funding source, single award contract, prior to the issuance of each task order for energy and climate services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract.

For each task order, a DBE or SBE/DVBE goal will be recommended based on scopes of work and estimated dollar value for a task order that is federally and/or state/locally funded. Arcadis U.S., Inc., Atlas Technical Consultants LLC, Burns McDonnell Engineering Company, Inc., ERM West, Inc., Kleinfelder, Inc., Polytechnique Environmental, Inc., and TRC Solutions, Inc. will be required to meet or exceed the **DBE** contract-specific goal or demonstrate good faith efforts to do so. Arcadis U.S., Inc., Atlas Technical Consultants LLC, Burns McDonnell Engineering Company, Inc., ERM West, Inc., Kleinfelder, Inc., Polytechnique Environmental, Inc., and TRC Solutions, Inc. will be required to meet or exceed the **SBE/DVBE** contract-specific goal to be eligible for task order award.

Prime: Arcadis US, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Advanced Technical Laboratories	X		X
2.	Alaniz Associates Corp	X		X
3.	C2PM	X		X
4.	Chateau Vallon	X	X	
5.	Coleman Environmental Engineering, Inc.		X	X
6.	CTI Environmental, Inc.	X		X
7.	AVA Environmental, Inc.	X		X
8.	Harbor Environmental Group, Inc.	X		X
9.	J. & H. Drilling Co., dba M R Drilling	X		X
10.	JC Palomar Construction, Inc.	X		X
11.	Martini Drilling Corp	X		X
12.	OFRS, Inc.	X		
13.	Performance Analytical Laboratories, Inc.	X		X
14.	SunWest Engineering Constructors, Inc.	X		X
15.	Tri Span Inc.	X		X

Prime: Atlas Technical Services LLC

	Subcontractors	SBE	DVBE	DBE
1.	Conaway Geomatics	X		
2.	C2PM	X		X
3.	Cross Spectrum Acoustics	X		X
4.	Thomas Land Clearing	X		X
5.	DC Traffic	X		X
6.	Harness Industries LLC	X		X
7.	MA Engineering	X	X	X
8.	Martini Drilling	X		X
9.	NH Environmental Inc.		X	
10.	Performance Analytical Laboratories, Inc.	X		X
11.	Phase 5	X		
12.	SunWest Engineering	X		X
13.	Ultrasystems	X		X

Prime: Burns & McDonnell Engineering Co., Inc.

	Subcontractors	SBE	DVBE	DBE
1.	ASSET Laboratories	X		X
2.	A-Tech Consulting, Inc.	X		X
3.	AVA Environmental, Inc.	X		X
4.	OFRS, Inc.	X		X
5.	Summit Consulting & Engineering, Inc.	X		X

Prime: ERM-West, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Aurora Industrial Hygiene, Inc.	X	X	X
2.	Martini Drilling	X		X
3.	Morgner Construction Management	X		X
4.	OFRS, Inc.	X		
5.	Performance Analytical Laboratories, Inc.	X		X
6.	Phase 5 Environmental	X		

Prime: Kleinfelder

	Subcontractors	SBE	DVBE	DBE
1.	Morgner Construction Management	X		X
2.	Tri Span, Inc.	X		X
3.	Action Cleanup Environmental Services, Inc	X		X
4.	Aero Environmental Services	X		
5.	All About Waste LLC			X

Prime: Kleinfelder (cont.)

	Subcontractors	SBE	DVBE	DBE
6.	ASSET Laboratories	x		x
7.	AVA Environmental Inc.	x		x
8.	BriteWorks, Inc.	x		x
9.	D'Leon Consulting Engineers			x
10.	EcoTeal, Inc.	x		x
11.	eWaste disposal Inc.	x		
12.	FRS Environmental, Inc.	x		x
13.	Geospatial Professional Solutions, Inc. (GPSI)	x		x
14.	Harbor Environmental Group, Inc.	x		x
15.	Harris Miller Miller & Hanson, Inc. (HMMH)	x		x
16.	InterPhase Environmental, Inc.	x		x
17.	JC Palomar Construction, Inc.	x		x
18.	Leland Saylor Associates		x	
19.	Northgate Environmental Management, Inc.	x		x
20.	OFRS, Inc.	x		
21.	Phase 5 Environmental	x		
22.	SunWest Engineering Constructors, Inc.	x		x
23.	Watearth, Inc.	x		x

Prime: Polytechnique Environmental Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Polytechnique Environmental Inc. (SBE Prime)	x		
2.	ADV-SOC, Inc.		x	x
3.	AETL	x		
4.	Aurora Industrial Hygiene	x	x	x
5.	AVA Environmental, Inc.	x		x
6.	J & I Trucking	x		x
7.	GlobalASR Consulting, Inc.	x		x
8.	OFRS	x		
9.	Phase 5 Environmental	x		
10.	Spectrum Geophysics	x		

Prime: TRC Engineers, Inc. (CA)

	Subcontractors	SBE	DVBE	DBE
1.	Alameda Construction Services	x		x
2.	B & D Construction, Inc.	x		
3.	Surf to Snow Environmental Resource Management	x		
4.	Creation World Safety	x		x
5.	GCAP Services	x		x
6.	Integrated Demolition and Remediation	x		x
7.	JHHA Drilling	x		
8.	Martini Drilling	x		x
9.	MS Hatch Consulting, LLC	x		x
10.	Northstar Environmental Remediation	x		x
11.	NOVA Services		x	
12.	OFRS, Inc.	x		
13.	Performance Analytical Laboratory	x		x
14.	Sigma Engineering			x
15.	Spectrum Geophysics	x		
16.	Surf to Snow Environmental Resource Management	x		
17.	Tri Span, Inc.	x		x

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. 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).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0776, **File Type:** Contract

Agenda Number: 31.

**CONSTRUCTION COMMITTEE
JANUARY 20, 2022**

SUBJECT: STATE ROUTE 71 (SR-71) IMPROVEMENTS (SOUTH SEGMENT): UPGRADE 1.8 MILES OF THE EXISTING EXPRESSWAY TO A 6-LANE FWY BETWEEN MISSION BLVD AND LOS ANGELES/SAN BERNARDINO COUNTY LINE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE Contract Modification No. 17 (CCO 17) for payment to the California Department of Transportation (Caltrans) for the construction contract of South Segment of the SR-71 Improvements Project between Mission Blvd and Los Angeles/San Bernardino County Line (The Project) in an amount not to exceed \$4.5 million within the overall corridor Life of Project (LOP) budget.

ISSUE

The construction contract for SR-71 improvements between Mission Blvd and Los Angeles/San Bernardino County Line encountered several problems including special requirements for excavation near the SCE power poles, utilities conflicts not identified during design, contaminated soil, and third-party delays. When the contractor started excavating for the construction of drainage culverts in August 2021, contaminated soil was encountered. Further investigations confirmed the presence of arsenic. The excavation work was immediately halted. Caltrans determined that the contaminated soil had to be appropriately disposed under the EPA regulations.

After consulting with disposal sites that are permitted to accept arsenic-contaminated soil, Caltrans estimated an approximated cost of \$4.5 million to properly dispose the excavated soil.

Contract modifications exceeding \$500,000 require Board authorization.

BACKGROUND

The existing SR-71 is a four-lane expressway and has signalized intersections between Mission Boulevard and Los Angeles/San Bernardino County Line. The Project will upgrade SR-71 from a four-lane expressway to a six mixed-flow lane and two HOV lane freeway within the specified limits. This Project is eligible for funding under Line 12 of the Measure M Expenditure Plan to improve the operation and safety of the facility. This Project includes extensive utility relocations, new retaining and soundwalls. Total budget for Construction Capital is \$124,097,000. Of the total budget for

Construction Capital, \$3,052,707 is spent to date; of this amount \$3,026,265 was funded with Measure M (17%) Highway Funds.

DISCUSSION

The SR-71 Improvement Project from Mission Blvd to Los Angeles/San Bernardino County Line was awarded on February 5, 2021. Caltrans designed and is currently managing the construction of the Project.

Construction of the Project started on May 10, 2021 and is currently in progress.

The construction of the Project is divided into five stages. The first stage is to construct the new drainage culverts. When the contractor started excavation for construction of the new drainage culverts, a strong organic smell was encountered in the soil in most areas. The work was immediately halted, and the soil was tested. Later the contractor informed Caltrans that the potential for the presence of arsenic was not stated in the contract documents and requested directions and additional funding to resolve the problem. Four dump sites were identified for the transfer of the contaminated material. Caltrans selected a dump site, which would perform the required soil tests and will accept any contaminant levels of arsenic soil for disposal.

The volume of the contaminated soil to be transported to various dump sites is estimated to be 64,000 cubic yards.

DETERMINATION OF SAFETY IMPACT

There are no safety impacts resulting from this action.

FINANCIAL IMPACT

The LOP budget of SR-71 South Segment Improvements in Construction Capital per FUNDING AGREEMENT NO. FA# 9200000000M500501 is \$124,097,000 and included \$86,072,000 in Local Measure M (17%) Highway Funds and \$38,025,000 in State Funds (TCEP). Metro's contribution to this project for Construction Capital is limited to the \$86,072,000 of Measure M (17%) Highway funds.

The up to \$4.5 million funds needed for CCO 17 is within the LOP budget. For FY22, \$27,659,821 has been budgeted for the SR-71 Improvements South Segment within the Highway Subsidies, Cost Center 0442, SR-71 Improvements, Project 475005, Account 54001 (Subsidies to Others). No Budget adjustment is needed at this time. Upon approval of this recommendation, staff will reassess the budgetary needs for the corridor, and proceed with the payment of the CCO amount.

Since this is a multi-year project, the Chief Countywide Planning Officer, Senior Executive Officer-Highway Program and Cost Center Manager will be responsible for budgeting the project costs in future fiscal years.

Impact to Budget

The source of funds for this recommendation is Measure M (17%) Highway Funds and TCEP Funds from SB1 which are not eligible for bus or rail operating expenditures.

EQUITY PLATFORM

The Project is administrated by Caltrans. Throughout the construction phase, the outreach efforts consist of sending press releases to the city, community, media outlets, and elected offices regarding construction work. Caltrans Public Affairs unit responds to constituent inquiries. The scheduled and as-needed community meetings will be conducted. Progress reports and updated information will be posted on Caltrans and Metro websites. Every effort will be made to avoid, minimize, and/or mitigate construction impacts on the corridor communities.

This action is necessary to minimize the presence of hazardous contaminants in the State ROW and allow the exports of the hazardous material to the appropriate dump site(s). The Project will be constructed within the Caltrans-owned right-of-way. Temporary construction easements (TCE) have been acquired for the necessary preparatory and temporary work on parcels adjacent to the freeway with proper compensation to the property owners. All those TCEs will be restored to their original or improved conditions and returned to the owners of record.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of staff recommendation would allow for the payment to the contractor to clean up the contaminated soil found in the Project. The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling by providing improved mobility at this location through upgrading the Expressway to an access-controlled freeway and HOV lanes to encourage carpooling and improve transit efficiency.

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the Corridor Cities by contributing funds and providing resources to assist Caltrans in the management and delivery of this Project.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in further schedule delay, legal complications, and cost increase.

NEXT STEPS

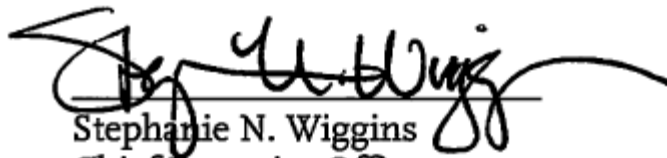
Upon Board's approval of the recommended action, Metro staff will authorize payment to the Contractor.

ATTACHMENT

Attachment A - SR-71 CCO Log

Prepared by: Victor Gau, Director of Engineering, Highway Programs, (213) 922-3031
Abdollah Ansari, Senior Executive Officer, Highway Programs (213) 922-4781

Reviewed by: Jim de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

07-210624 --- SR-71 South Segment

CCO NO.	CCO DESCRIPTION	CCO AMOUNT	APPROVAL DATE
1	Maintain Traffic	\$ 500,000.00	05/03/21
2	Maintain Existing and Temporary Electrical Systems	\$ 85,000.00	05/03/21
3	Partnering	\$ 65,000.00	05/13/21
4	Establish DRB	\$ 40,000.00	05/19/21
5	Structures- Change W8 Spiral to #3 Spiral CIDH Piles	\$ -	08/11/21
6	Structures- Replacing Section 46-1.01A Special Provisions	\$ -	08/12/21
7	Additional SWPPP	\$ 20,000.00	08/13/21
8	QEW to Hold SCE Power Poles	\$ 49,000.00	09/20/21
9	Provided Specialized Hazardous Waste Contractor	\$ 40,000.00	09/21/21
10	Remove Buried Manmade Objects	\$ 50,000.00	09/21/21
11	Temporary Stormwater Diversion Plan (Rev		
12	Remove HOA Wall and Trees	\$ 50,000.00	10/15/21
13	DS 11-7 Realignment		
14	NSSP- Build RCB Rainy Season		
15	Sewer Siphon Structure Plan (Unilateral)	\$ -	11/15/21
16	Illegal Dumping	\$ 40,000.00	10/20/21
17	Contaminated Soil Disposal	\$ 4,500,000.00	
18	Remove Buried Manmade (CTPB)	\$ 50,000.00	
<u>TOTAL OF ALL ABOVE-LISTED CCO's</u>		\$ 5,489,000.00	



Metro

Board Report

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

File #: 2021-0799, **File Type:** Oral Report / Presentation

Agenda Number: 32.

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

ACTION: ORAL REPORT

RECOMMENDATION

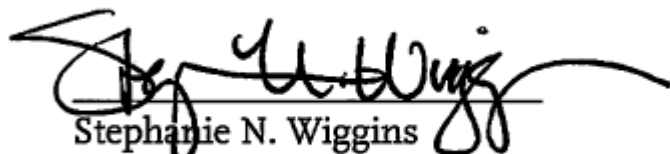
RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

DISCUSSION

Update report covering the month of January 2022 by the Chief Program Management Officer.

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Kimberly Ong, EO Project Mgmt., (323) 903-4112
- **Airport Metro connector (AMC)** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **G Line BRT Improvements Project** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **I-5 North County Enhancements** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **Division 20 Portal Widening Turnback** - Rick Meade, Sr EO Project Mgmt., (562) 524-0517
- **I-210 Barrier Replacement** - Androush Danielians, Sr EO Project Engr., (213) 922-7598
- **Presentation** - Yohana Jonathan, Mgr, Project Control, (213) 418-3031



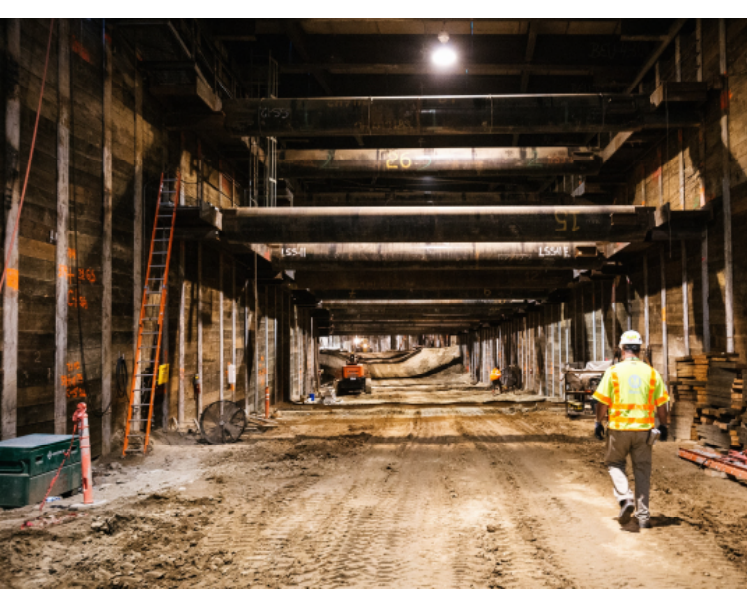
Stephanie N. Wiggins
Chief Executive Officer

Program Management Major Project Status Report

Presented By

Bryan Pennington

Chief Program Management Officer



CONSTRUCTION MARKET TRENDS 2021 - 2022

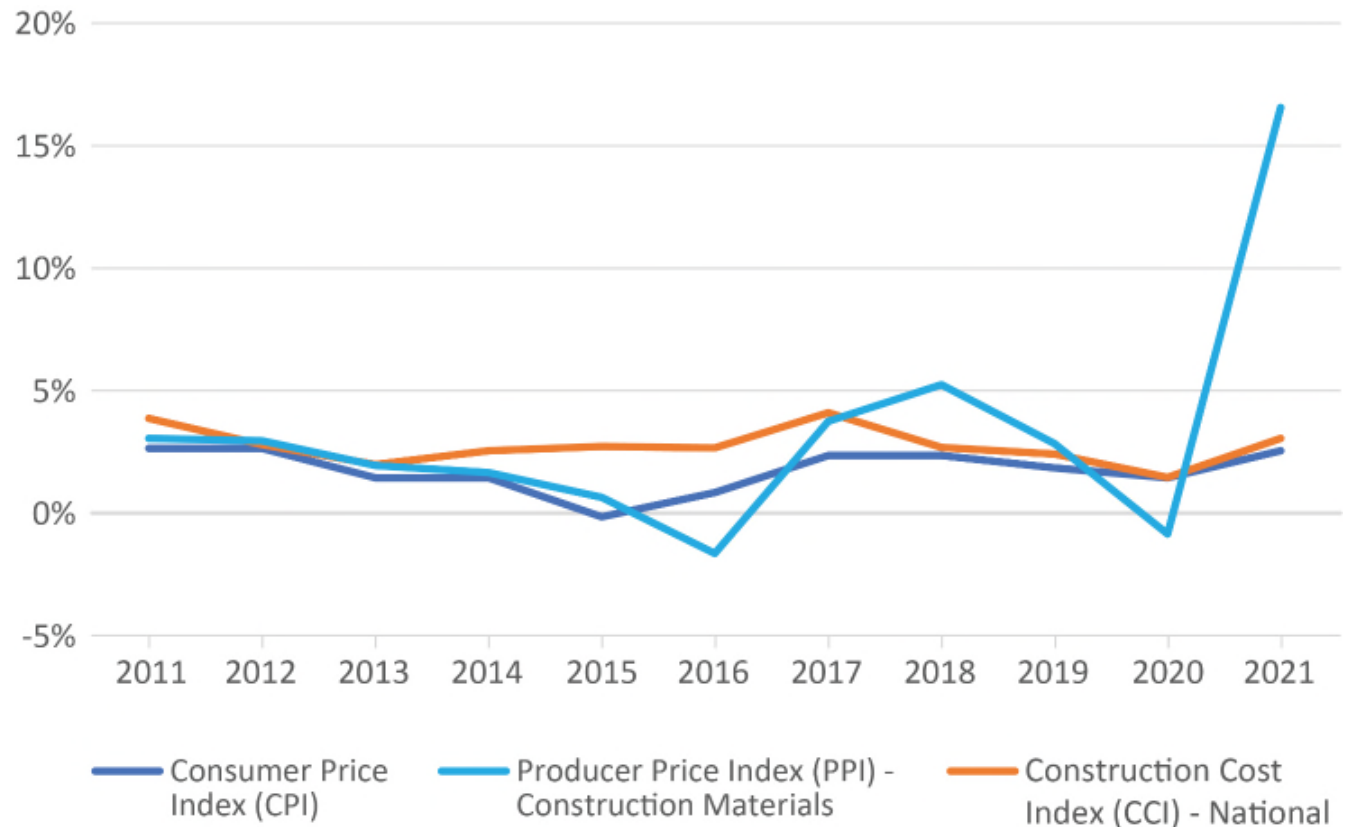


Metro™

2021

SOARING CONSTRUCTION MATERIAL PRICES - MAY 2021

- Construction materials are seeing rapid cost escalation
- Largely due to:
 - Impediments to importation
 - Uptick in demand
 - COVID-19 impacts to domestic production, and transport/delivery

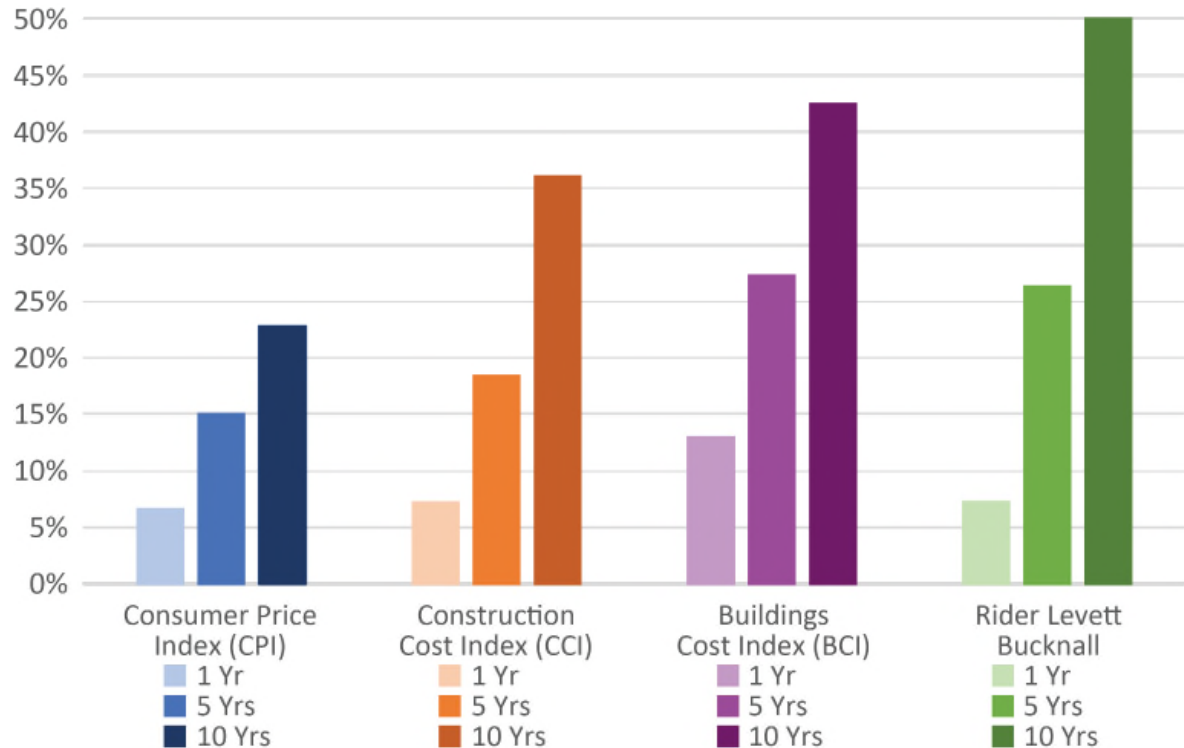


Source: Bureau of Labor Statistics

CONSTRUCTION COSTS OUTPACING MARKET – MAY 2021

- November's consumer market inflation rate of 6.8% (the highest since 1982) is lower than the construction inflation rate of 7.4%
- Since the passage of Measure M, construction costs have outpaced consumer market inflation
- Over the past ten years, increase in construction prices are near double the consumer market inflation rate

Percent Change in 1-Year, 5-Year, and 10-Years by Index

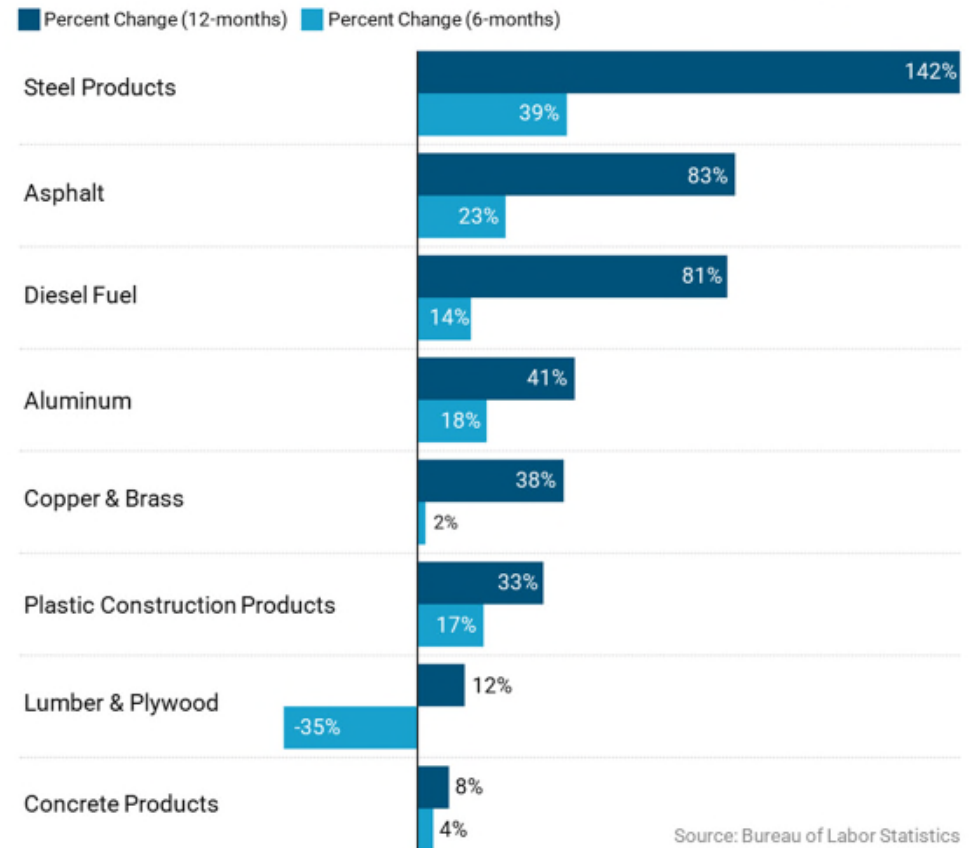


Sources: Bureau of Labor Statistics, Engineering News Record, Rider Levett Bucknall

CONTINUED INCREASE IN MATERIALS PRICES – DEC 2021

- Majority of materials prices have jumped in the past year
- Lumber prices are normalizing
- Key drivers increasing the price of steel products:
 - High demand
 - Tariffs
 - Supply chain issues
 - Consolidation in the industry
 - Pandemic related shutdowns of steel mills

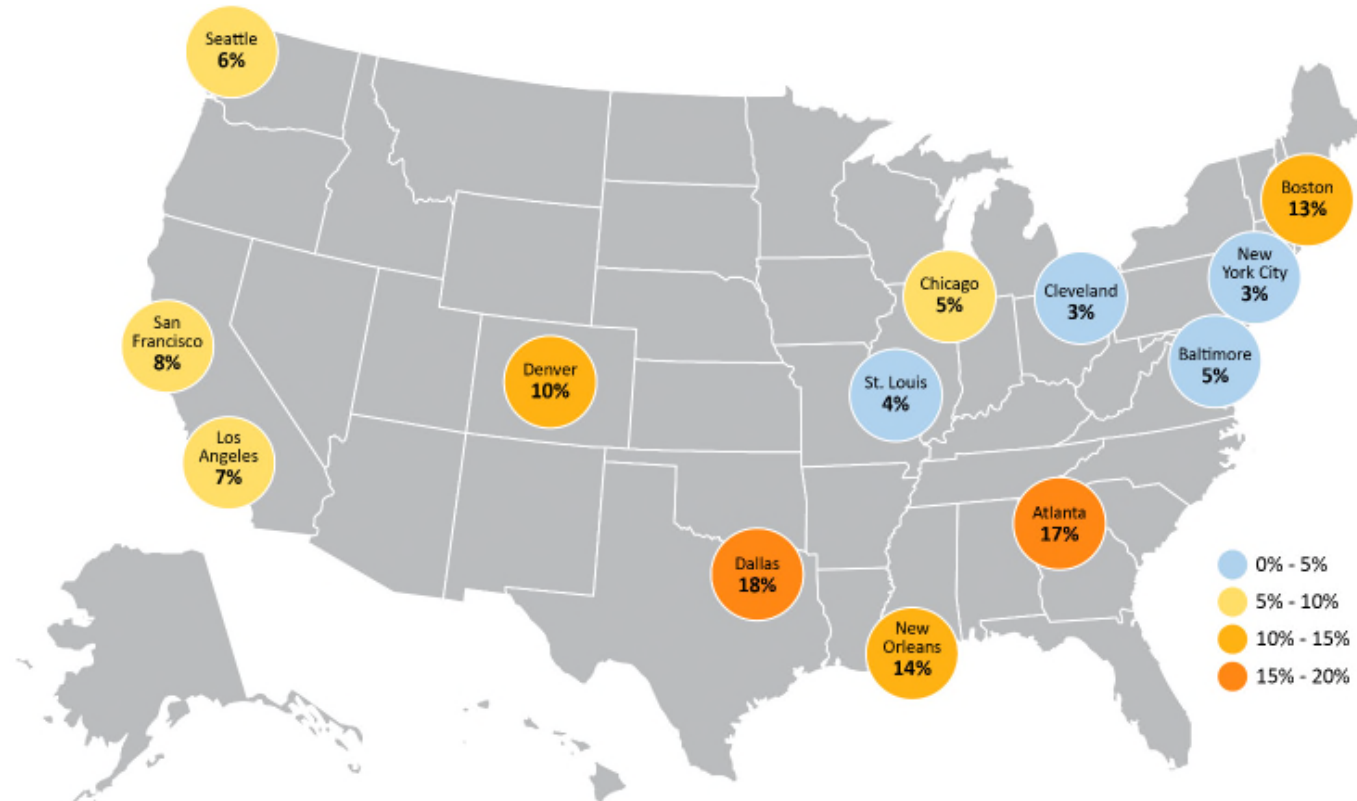
Construction Materials Cost: Percent Change



Source: Bureau of Labor Statistics

COVID IMPACT ON CONSTRUCTION INFLATION – DEC 2021

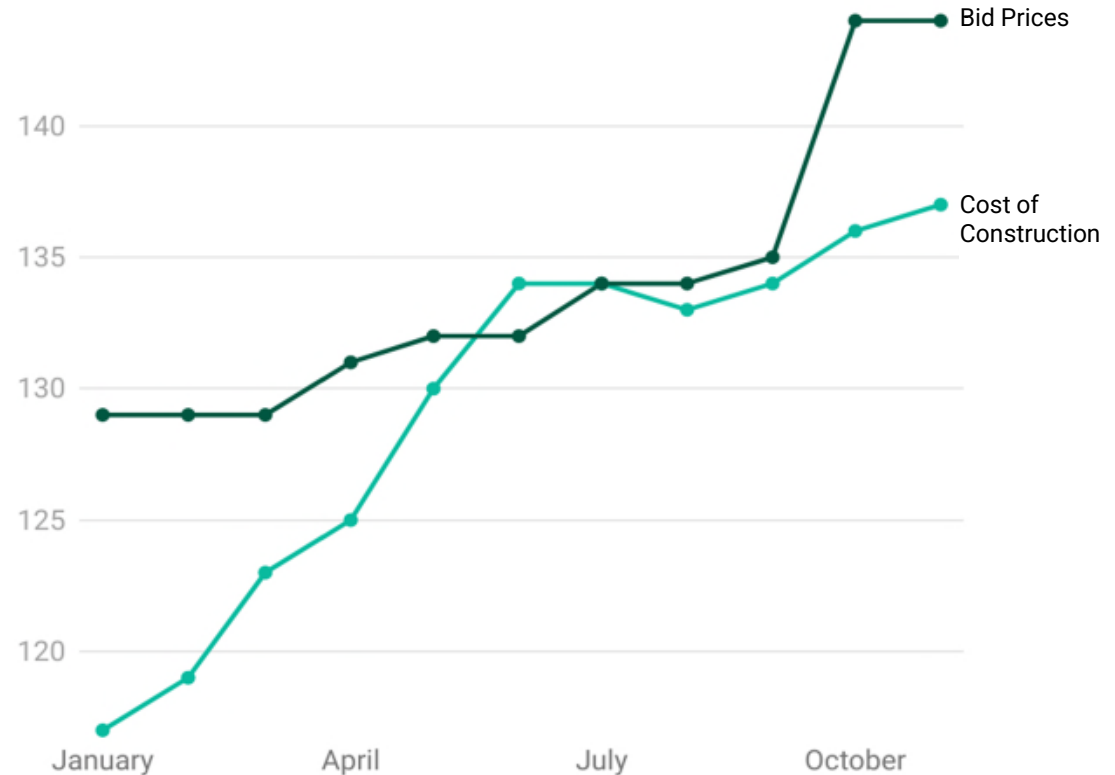
- Los Angeles and national average peaked in the summer at 11% and 9% respectively
- Los Angeles experienced similar increases to the national average over the past year
- Current construction inflation rates for Los Angeles and national average are at 7%



BID PRICES VS CONSTRUCTION COST – DEC 2021

- Cost of construction has increased by 19% this year
- Bid prices have increased by 12% this year
- Within the last 3 months, bid prices have jumped by 7%
- Contractors are passing along higher costs to owners
- High bid prices are anticipated to continue through the first half of 2022

Bid Prices vs Cost of Construction



Source: Engineering News Record Construction Cost Index

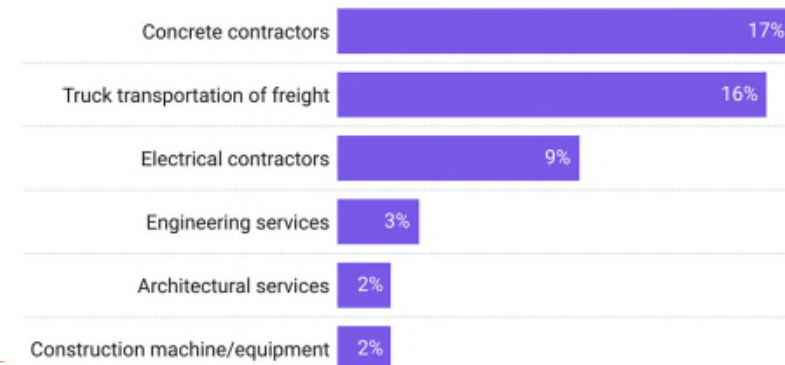
2022 CONSTRUCTION MARKET OUTLOOK – DEC 2021

- Transportation construction activity to increase by 5% compared to last year
- Inflation likely to remain high with a drop in the later half of the year
- Challenges likely to continue in 2022:
 - Supply chain disruptions
 - High construction materials and services costs
 - Labor shortages
 - COVID-19 variants

AGC Workforce Survey Results

- 86%** of contractors are having a hard time filling positions
- 72%** of contractors have difficulty finding quality workers
- 61%** of contractors say shortage of workers resulting in delays





































Labor-Related Construction Costs Increase in the Past Year



CONCLUSION

- Market factors arising from the ongoing recovery from the Covid pandemic continue to escalate project related costs. Updated economic projections indicate that this will continue into 2022 and supply chain issues and labor impacts will continue to be potential cost and schedule drivers.
- Staff will address the implication for Metro projects in our upcoming fiscal year Annual Program Evaluation. Staff will continue to monitor the market condition, develop and initiate mitigation strategies and continue Federal and State funding advocacy.


PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART


Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
Crenshaw/LAX					Project is 99.54% complete. Contractor is not applying sufficient work force to complete their remaining scope of work. Remaining work is primarily underground station finishing, completion of system integration testing, and punch-list repair for substantial completion. Metro continues to work with contractor to mitigate the delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems. Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.
Regional Connector					Project is 88% complete. Comprehensive testing underway for 7th/Metro Center and adjacent facility interfaces; Site work and restoration throughout alignment continues; as well as MEP and systems work in stations and guideway. Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 1					Project is 74% complete. The current forecast Revenue Service Date is Fall 2024. Efforts to minimize schedule risk continue. Equity - This Project is not located within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 2					Project is 48% complete and proceeding on schedule and within budget. Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Extension-Section 3					Project is 31% complete and proceeding on schedule and within budget. Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Airport Metro Connector					Early Works Phase is 43% complete. Site work is complete with underground storm system in preparations to begin. Main communications line ductbank within SWY in progress. Primary station contract NTP issued in October. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
G Line BRT Improvements					Progressive Design Build Contract being finalized for Industry review anticipated Oct 2021. Contract award anticipated Summer 2022. Pilot Gate construction and testing complete. Test results to be delivered in December 2021. AURs and property acquisitions underway. Equity: 8 of 18 stations (45%) are within or adjacent to Equity Focus Communities
1-5 North County Enhancements					Contractor started field work in October 2021 with temporary signage/stripping and pre-construction site survey. Equity - This project is not located within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback					Project is approximately 30% complete. Construction continues with the excavation and grading for duct banks and vaults, Portal excavation, utility installation, the 1st Bridge, duct banks and manholes for the Traction Power Substation cutover is ongoing. Microlok II cutover successfully complete, providing Division 20 yard a new train control software & hardware system. Unallocated contingency remaining is approximately 2% and is below the Contingency Project Reserve of 3%. An increase in Life of Project (LOP) is in need and anticipated to be presented on the February 2022 Board meeting. In addition, the project schedule continues to be developed as the project team is working with the contractor to finalize an updated schedule. Equity - 100% of the project is within or adjacent to Equity Focus Communities.


January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority

 On target

 Possible problem (5-10% variance)

 Significant Impact (over 10% variance)

SMALL BUSINESS PROJECT STATUS SUMMARY CHART

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Variance	Comments
Crenshaw/LAX	Design	DBE	20.00%	20.79%	Exceeding	Walsh/Shea Corridor Constructors, JV is exceeding the DBE commitment by 0.79% on Design and 8.59% on Construction.
	Construction	DBE	20.00%	28.59%	Exceeding	
Regional Connector	Design	DBE	22.63%	24.49%	Exceeding	Regional Connector Constructors is exceeding the DBE commitment by 1.86% on Design and 1.58% on Construction.
	Construction	DBE	18.00%	19.58%	Exceeding	
Westside Purple Line Extension-Section 1	Design	DBE	20.25%	20.14%	Shortfall	Skanska-Traylor-Shea Joint Venture (STS) has a DBE shortfall of 0.11% on Design and 2.65% on Construction. STS has provided a updated DBE utilization forecast. STS contends the reason for the shortfall is the Tunneling issue set them back and that many of the DBEs have not started due to this set back. STS indicated they still have 2 years of work to completed.
	Construction	DBE	17.00%	14.35%	Shortfall	
Westside Purple Line Extension-Section 2	Design	DBE	25.31%	35.32%	Exceeding	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 10.01% and has a shortfall of 3.06% on Construction. TPOG has a shortfall mitigation plan on file. TPOG contends the shortfall is due to a timing issue/work scheduling of when DBEs will start work; expect DBE utilization to increase in the 1 st quarter of 2022 and the 4 th quarter of 2022. Further, a reporting error in B2GNow is expected to be updated by 9/2021.
	Construction	DBE	17.00%	13.94%	Shortfall	
Westside Purple Line Extension-Section 3 – Tunnels	Design	DBE	11.19%	19.37%	Exceeding	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on Design by 8.18% and has a shortfall on Construction by 2.79%. FKTP contends the shortfall is due timing/work scheduling. FKTP expects shortfall to mitigate when the excavation work ramps up.
	Construction	DBE	17.10%	14.31%	Shortfall	
Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing	Design	DBE	19.25%	17.86%	Shortfall	Tutor Perini/O&G, A Joint Venture (TPOG) has a shortfall of the DBE commitment on Design by 1.39% and 16.56% on Construction. TPOG contends the shortfall is due to change orders/modifications that have not been distributed yet unreported DBE participation.
	Construction	DBE	21.00%	4.44%	Shortfall	
Airport Metro Connector (Station)	Construction	SBE	20.79%	0.00%	TBD	Contractor received their first payment in November 2021 but no participation has been reported to-date.
		DVBE	4.96%	0.00%	TBD	
G Line BRT Improvements	PDB	TBD	TBD	TBD	TBD	Contract Award anticipated Summer 2022.
1-5 North County Enhancements	Construction	DBE	13.01%	0.00%	TBD	Contractor received their first payment in September 2021 but no participation has been reported to-date.
Division 20 Portal Widening Turnback	Construction	SBE	19.34%	5.37%	Shortfall	Tutor Perini Corporation (TPC) has a shortfall of the SBE/DVBE commitments by 13.97% SBE and 0.75% DVBE. TPC has a shortfall mitigation plan. TPC contends the shortfall is due to project delayed for over a year and much of the small business utilization is scheduled to take place later in the project.
		DVBE	3.31%	2.56%	Shortfall	

January 2022

Construction Committee



Los Angeles County Metropolitan Transportation Authority

CRENSHAW/LAX TRANSIT PROJECT

BUDGET	Approved	Previous	Current
TIFIA	LOP*	Period**	Forecast**
\$2,148M	\$2,058M	\$2,148M	\$2,148M
Variance from Approved LOP:		\$90M (4%)	\$90M (4%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract - Board Approval June 2013

**Excludes finance costs and includes \$10M Non-TIFIA activities

SCHEDULE		(REVENUE OPERATION)	
<u>Original</u>	<u>Approved</u>	<u>Previous</u>	<u>Current</u>
<u>Oct.2019</u>	<u>Rebaseline</u>	<u>Period</u>	<u>Forecast*</u>
Oct.2019	May 2020	Winter 2021	Summer 2022
Variance from Original:		+905d (29%)	+ 943d (30%) 
Variance from Revised Schedule:		+682d (28%)	+ 736d (30%) 

*Current Forecast is Contractor's October Schedule update

- **Safety:** Project Hours: 11,241,515 Recordable Injury Rate: 1.81 vs The National Average: 2.4 (as of October 2021)
- Overall Project Progress is 99.54% complete.
- Contractor is not applying sufficient specialty work force to complete remaining work, testing/test reports on time.
- Remaining work is primarily underground station finishing, the completion of system integration testing, and punch-list repair for substantial completion.
- Metro continues to work with contractor to minimize delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems.
- **Equity** - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.



MLK Station – Art glass panel installation around the perimeter of the main entrance canopy at the plaza.



Expo Station – Smoke Test on October 21, 2021

January 2022

OK On target

◆ Possible problem
(5-10% variance)



! Significant Impact
(over 10% variance)

Construction Committee

Los Angeles County Metropolitan Transportation Authority

REGIONAL CONNECTOR TRANSIT PROJECT



BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$1,402M	\$1,420M	\$1,755M	\$1,755M
Variance from Approved LOP:		\$335M (24%)	\$335M (24%) 
Variance from Revised Budget:		\$0	

*At time of the award of contract – Board Approval April 2014

**Excludes finance costs

SCHEDULE

<u>Original</u>	<u>Approved**</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
May 2021	Fall 2022	Fall 2022	Fall 2022
Variance from Original:		+480d (19%)	+480d (19%) 
Variance from Revised Schedule:		0d	

*Current Forecast is Metro's October 2021 update

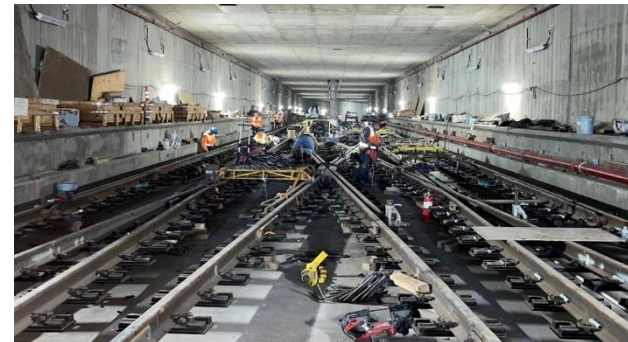
**Approval in process

(REVENUE OPERATION)

- Safety: Project Hours: 6,651,066 Recordable Injury Rate: 0.72 vs The National Average: 2.4 (as of October 2021)
- Overall Project Progress is 88% complete.
- **Little Tokyo/Arts District Station & Surrounding Area:** Station operations continue to be active at all levels and include MEP, finishes and systems installations. Backfill and street restoration complete.
- **Historic Broadway Station:** Structural backfill, MEP, finishes, and systems installations are all underway. At street-level, backfill and street restoration continue.
- **Grand Av Arts/Bunker Hill Station:** Finishes, systems operations, backfill and street restoration continue. Elevators are the focus and pacing element for the station.
- **Flower Street:** MEP and systems installations continue along the completed guideway. Utility tie-ins are also progressing and backfill complete.
- **Trackwork:** Alameda No. 10 crossover completed. Remedial work along alignment continues on various installations to prepare for acceptance inspections. Grinding and profiling of rail expected to complete early 2022.
- **Systems:** Installations of traction power, train control and communications continuing; entire alignment now on permanent power; comprehensive systems testing continues.
- **Equity:** 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.



Concrete curb & gutter at 2nd Place/Flower



Alameda No. 10 crossover

January 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)





Metro 5

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 1



BUDGET

<u>FFGA</u>	<u>Approved LOP* **</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$2,822M	\$2,774M	\$3,129M	\$3,129M
Variance from Approved LOP:		\$355M (13%)	\$355M (13%) 
Variance from Revised Budget:		\$0	

*At time of the award of contract – Board Approval July 2014

**Excludes finance costs

SCHEDULE

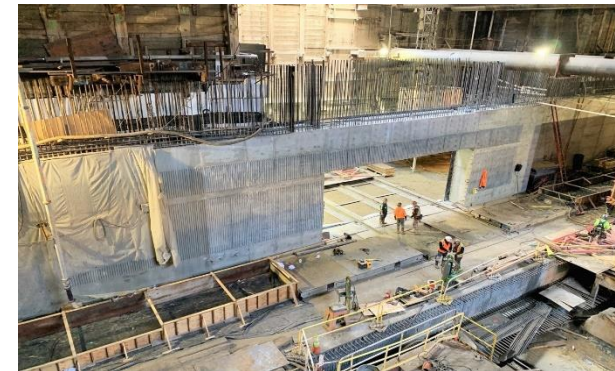
		(REVENUE OPERATION)	
<u>Original</u>	<u>Approved Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Nov.2023	Fall 2024	Fall 2024	Fall 2024
Variance from Original:		+365d (11%)	+365d (11%) 
Variance from Revised Schedule:		0d	

*Current Forecast is Contractor's October Schedule update

- Safety: Project Hours: 6,306,023 Recordable Injury Rate: 1.24 vs. The National Average: 2.4 (as of October 2021)
- Overall Project progress is 74% complete.
- **Wilshire/La Brea Station:** West hammerhead and the entrance structure work move forward, along with interior MEP installation and appendage construction.
- **Wilshire/Fairfax Station:** Structural work at both the east and west hammerheads is progressing. Entrance plaza and appendage work are ongoing. Electrical conduit installation at the roof plenum level is underway.
- **Wilshire/La Cienega Station:** East/west hammerhead structure work and appendage construction is ongoing.
- **Reach 1 Tunnel:** On the south tunnel, invert concrete placement is complete, while walkway concrete activities continue. Track installation on the north tunnel moves forward.
- **Reach 2 Tunnel:** Four out of six cross passages (CPs) have been excavated. Concrete placement has commenced (CP 20).
- **Budget/Schedule:** An FTA/PMOC risk assessment has been performed. Results will be shared once findings are analyzed.
- **Equity:** This Project is not located within or adjacent to Equity Focus Communities.



Reach 1 North Tunnel Trackwork Installation



Track Level View (SW) of Wilshire/La Brea Station

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 6

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$2,499M	\$2,441M	\$2,441M	\$2,441M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract – Board Approval January 2017

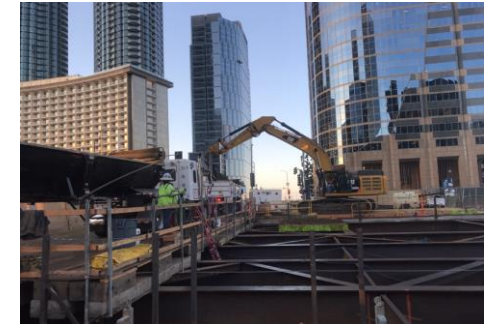
**Excludes finance costs

SCHEDULE

		(REVENUE OPERATION)	
<u>Original</u>	<u>Approved Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Aug. 2025	N/A	Summer 2025	Summer 2025
Variance from Original:		+0d (0%)	+0d (0%) OK
Variance from Revised Schedule:			0d OK

*Current Forecast is Contractor's October Schedule update

- Safety: Project Hours: 2,354,779 Recordable Injury Rate: 3.14 vs The National Average: 2.4 (as of October 2021)
- Overall Project progress is 48% complete as of period ending November 2021.
- **Century City Constellation Station**
 - Excavation of the station box was 25% complete as of December 6, 2021.
 - Excavation of the station entrance box was 13% complete as of December 6, 2021.
- **Wilshire/Rodeo Station**
 - Concrete placement for the first level Station walls is 72% complete. The remaining station walls will be completed after the TBMs are walked across the station.
- **Tunneling**
 - Both tunnel boring machines (TBMs) "Ruth" and "Harriet" are operating within the City of Beverly Hills. Progress as of December 7, 2021, is as follows:
 - Ruth "BL TBM" (eastbound subway tunnel) – 5360ft (47%)
 - Harriet "BR TBM" (westbound subway tunnel) – 5,176ft (45%)
- **Equity** - This project is not located within or adjacent to Equity Focus Communities



Constellation Station Box Excavation



First Level Walls at Wilshire/Rodeo Station

January 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 7

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$3,599M	\$3,224M	\$3,224M	\$3,224M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract – Board Approval February 2019

**Excludes finance costs

SCHEDULE

		(REVENUE OPERATION)	
<u>Original</u>	<u>Approved Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Mar. 2027	N/A	Spring 2027	Spring 2027
Variance from Original:		+0d (0%)	+0d (0%) OK
Variance from Revised Schedule:			0d OK

*Current Forecast is Contractor's March Schedule update

**Approval in process

- Safety: Project Hours: 1,438,368 Recordable Injury Rate: 1.67 vs The National Average: 2.4 (as of October 2021)
 - C1151: Project Hours: 647,792; Recordable Injury Rate: 3.70
 - C1152: Project Hours: 790,576; Recordable Injury Rate: 0.0
- Overall Project Progress is 31% complete.
- Final design progress is 91% complete.
- Tunneling
 - TBM Iris (BR) – TBM has mined over 2631 feet; crossed the I-405 and Metropolitan Water District 96" water line in Sepulveda Blvd.
 - TBM Aura (BL) – Resumed mining on 11/14/21; mined over 803 feet.
- Stations
 - Westwood/VA: Utility relocations continue. Contractor in process to procure the VA steam line carrier pipe and other materials for the utility relocation.
 - Westwood/UCLA: Utility relocations continue; Support of Excavation pile installation continues along Wilshire Blvd.
- Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station Overview



Westwood/UCLA Station Overview

January 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 8

Construction Committee

Los Angeles County Metropolitan Transportation Authority

AIRPORT METRO CONNECTOR (AMC) PROJECT

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$898.6M	\$898.6M	\$898.6M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

OK
OK

*Approved May 2021 Board

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	Fall 2024	Fall 2024
Variance from Original:		+0d (0%)	+0 d (0%)
Variance from Revised Schedule:			0d

OK
OK

*Current Forecast is Metro's May Schedule update

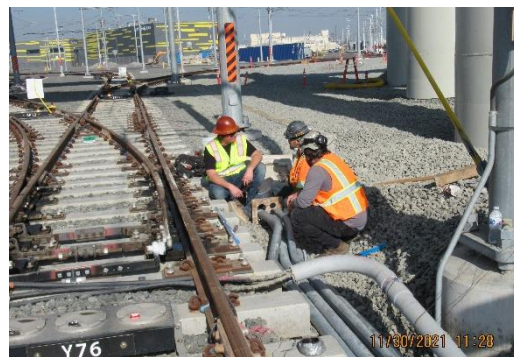
- Early Works Phase construction (43% complete) continues with installation of temp systems ductbank within Southwestern Yard and preparation for underground stormwater capture system.
- Primary Station Construction Contract Notice To Proceed issued on October 25, 2021. Preliminary project administrative work and mobilization in progress.
- Automated People Mover (APM) Station structural concrete completed. Structural Steel installation in progress.
- Equity - 100% of the project is located within or adjacent to Equity Focus Communities.



Potholing for Stormwater Capture System



LAWA APM Steel Work in Progress



Installation of Temporary Systems Ductbank



Mobilization for Main Station Construction

January 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 9

Construction Committee

Los Angeles County Metropolitan Transportation Authority

G LINE BRT IMPROVEMENTS PROJECT

BUDGET	Approved LOP	Previous Period	Current Forecast
TOTAL COST	N/A	N/A	\$361M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

**Project will work within the annual budget constraints until LOP is established*

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	N/A	Dec 2026
Variance from Original:		+0d (0%)	+0 d (0%)
Variance from Revised Schedule:			0d

**Current Forecast is Metro's Internal Schedule, Baseline schedule not yet approved at time of update*

- Progressive Design Build Contract in final draft.
 - Contract issued for Industry Review week of November 15th
 - RFP anticipated for a January 2022 advertisement
 - PDB Contract Award anticipated Summer 2022
- Pilot Gate construction and testing completed November 2021. Test results will be available mid December 2021
- Utility owner-performed AURs underway at Sepulveda, Vesper and Sylmar
- Nine Property Acquisitions underway:
 - Preparing two acquisitions for condemnation after 7 months of unsuccessful negotiations
 - Seven acquisitions in appraisal stage
- Equity: 8 of 17 stations (47%) are within or adjacent to Equity Focus Communities



Pilot Gate - Testing

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-5 NORTH COUNTY ENHANCEMENTS

BUDGET				SCHEDULE			
	Approved LOP*	Previous Period	Current Forecast	Original July 2026	Approved Rebaseline N/A	(Substantial Completion) Previous Period Summer 2026	Current Forecast* Summer 2026
TOTAL COST	\$679.3M	\$679.3M	\$679.3M				
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)	Variance from Original:		+0d (0%)	0d (0%)
Variance from Revised Budget:			\$0	Variance from Revised Schedule:			N/A
*At time of the award of contract – Board Approval (March 2021)				*Current Forecast is Metro's Internal Schedule, Baseline schedule not yet approved at time of update			

- Groundbreaking event following necessary Covid-19 protocols held on December 1st
- Contractor started field work by placing temporary signs and performing pre-construction preparations in October 2021.
- Equity - This project is not located within or adjacent to Equity Focus Communities



Contractor is taking survey of pre-construction existing conditions along project corridor

January 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 11

Construction Committee

Los Angeles County Metropolitan Transportation Authority

DIVISION 20 PORTAL WIDENING TURNBACK

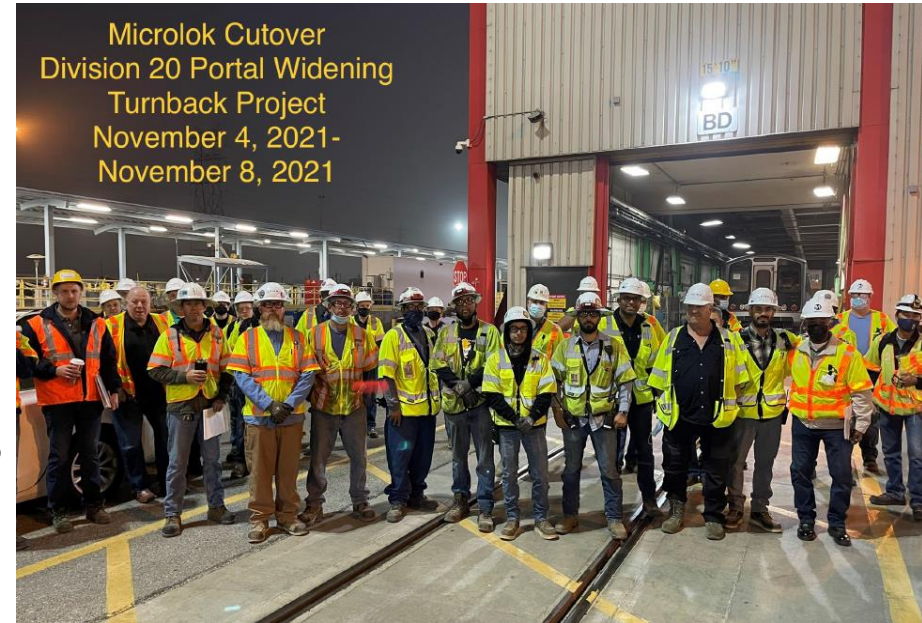
BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$801.7M	\$801.7M	\$801.7M
Variance from Approved LOP:		\$TBDM (0%)	\$TBD ▲
Variance from Revised Budget:			\$TBD ▲

**At time of the award of contract – Board Approval (February 2020)*

SCHEDULE	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
Original June 2024	N/A	June 2024	TBD
Variance from Original:		+0d (0%)	TBD ◆
Variance from Revised Schedule:			TBD ◆

**Current Forecast is Contractor's Schedule update*

- Overall Project progress is 30% complete.
Includes Real Estate Acquisitions, Environmental, Design, Contract Mobilization, Early Demolition, Power, Utility contracts and contract change orders. Microlok II cutover successfully complete, providing D20 yard a new train control software & hardware system.
- C1136 TPC Portal Widening Turnback Contract**
PWT C1136 Contract progress is 36%.
Microlok II cutover successfully complete.
Phase 1 Track, utilities, and civil work continues
1st Street Bridge Rehabilitation and Portal excavation
- Major Change Orders to Date:**
Hazardous Material Removal
1st Street Bridge Rehabilitation
Completion of Utility Contracts
3rd Party Unforeseen Interfaces
Design Revisions (*in progress*)
- C1184 C3M Traction Power Substation Contract** at 64%
- Coordination with Adjacent Projects**
Purple Line Extension (PLE1)
Regional Connector; Metro Center Project
6th Street Bridge (City of L.A. Project)
- Continued Regular risk assessments to determine budget/schedule**
- Equity - 100% of the project is located within or adjacent to Equity Focus Communities



January 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 12

Construction Committee

Los Angeles County Metropolitan Transportation Authority