

Metro

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



Metro[®]

Agenda - Final

Thursday, January 17, 2019

10:15 AM

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

Construction Committee

Robert Garcia, Chair

Jacquelyn Dupont-Walker, Vice Chair

Kathryn Barger

Janice Hahn

James Butts

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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 should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

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

CALL TO ORDER**ROLL CALL**

31. **SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT** [2018-0783](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

32. **SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT** [2018-0780](#)

RECOMMENDATION

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

Attachments: [Attachment A to January Construction Committee Final](#)

33. **SUBJECT: OFFICE OF THE INSPECTOR GENERAL CHANGE ORDER/MODIFICATION CONSTRUCTION SPOT CHECKS** [2018-0779](#)

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General Change Order/Modification Construction Spot Check Report.

Attachments: [Attachment A - Chart for Spot Checks](#)
[Attachment B - May, July, and October Recommendations and Engineering Res](#)
[Presentation](#)

34. **SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT** [2018-0789](#)

RECOMMENDATION

DIRECT the Chief Executive Officer to pursue negotiations with the Gold Line Authority to ensure the extension of the Foothill Alignment to Pomona station as a first phase, consistent with the provisions of Board-adopted Measure R and Measure M Unified Cost Management Policy.

Attachments: [Attachment A - Board Motion #40](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2018-0811](#)

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 #: 2018-0783, **File Type:** Oral Report / Presentation

Agenda Number: 31.

**CONSTRUCTION COMMITTEE
JANUARY 17, 2019**

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 2019 by the Chief Program Management Officer.

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Gary Baker, EO Project Mgmt., (213) 893-7191
- **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** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Willowbrook/Rosa Park Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **The New Blue** - Androush Danielians, EO Project Engr., (213) 922-7598
- **I-210 Barrier Replacement** - Androush Danielians, EO Project Engr., (213) 922-7598
- **I-5 North** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **I-5 South** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **Presentation** - Yohana Jonathan, Principal Program Mgmt. Analyst, (213) 922-7592

Program Management Major Project Status Report

Presented By

Richard Clarke

Chief Program Management Officer

January 2019

Construction Committee

Los Angeles County Metropolitan Transportation Authority



PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Project is 88% complete. Metro issued non-compensable time extension to contractor extending Contract Substantial Completion Milestone to December 2019. The forecast revenue service date is Spring 2020.
Regional Connector			Project is 54% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 1			Project is 43% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 2			Project is 14% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 3			<ul style="list-style-type: none"> Received FTA conditional approval for Letter of No Prejudice (LONP) on September 19, 2018. Contract award to Frontier-Kemper/Tutor Perini Joint Venture was issued on November 30, 2018. C1151 Tunnel Contract Notice to Proceed is subject to FTA approval of 130C environmental document.
Patsaouras Plaza			Project is approximately 65% complete. Metro issued Order of Suspension August 3 rd due to archaeological and Native American issues. With anticipated construction delay of 10 months, significant impacts to project schedule and budget expected. Project will resume construction by late January/early February 2019
Willowbrook/Rosa Parks Station			Early Start Construction Work completed. Foundations for Plaza Buildings complete with vertical structural steel being installed. Project teams preparing for New Blue shut down.
Metro Blue Line Projects			Early Start Work is at 95% completion. Established a combined schedule for three projects (including Willowbrook Station) and Metro internal work
I-210 Barrier Replacement			Finding effective mitigation measures to some of the non-standard freeway features along with mitigation measures to alleviate freeway traffic disruption during construction are delaying the project.
I-5 North: SR 118 to SR 134			Segment 1 & 2 (SR 118 to Buena Vista) are complete and open to traffic. Segment 3(Empire) is 71% complete. Segment 4 (Magnolia to SR-134) is 84% complete.
I-5 South: Orange County Line to I-605			Segment 2 (Valley View) is 34% complete. Segment 3(Rosecrans) is open to traffic. Segment 4 (Imperial) is 94% complete. Segment 5 (Florence) is 74% complete.

January 2019



On target



Possible problem



Major issue



Metro 2

Construction Committee

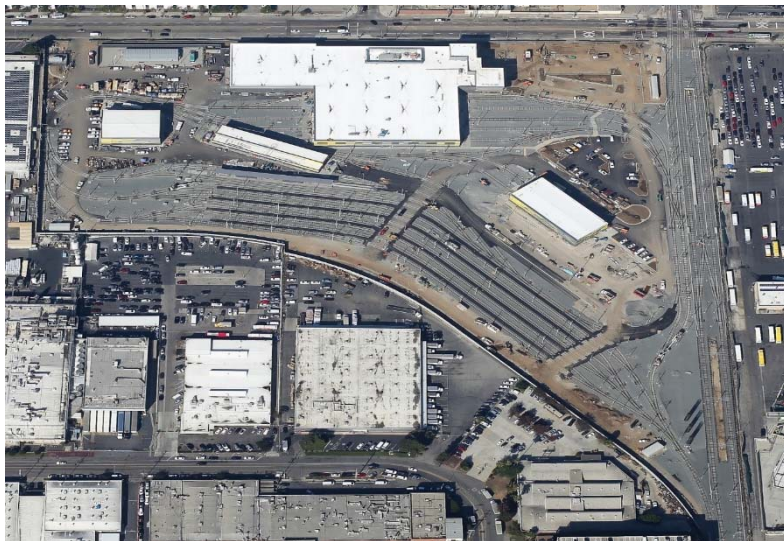
Los Angeles County Metropolitan Transportation Authority

CRENSHAW/LAX TRANSIT PROJECT

 BUDGET		
	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$2,058M	\$2,058M

 SCHEDULE		
	<u>Current</u>	<u>Forecast</u>
REVENUE	Fall	Spring
OPERATION	2019	2020

- Overall Project Progress is 88% complete; working with contractor to address construction schedule
- Contractor continues critical construction efforts in the five underground structures in the north end
- Major work in January for Crenshaw Line track and systems cut-over to Green Line
- Southwestern Yard Maintenance Facility (Division 16) nearing substantial completion



Aerial view of Division 16



Trains delivered to Division 16 for yard systems testing

January 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 3

REGIONAL CONNECTOR TRANSIT PROJECT

OK BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$1,810M	\$1,810M

* Includes Board approved LOP budget plus finance costs.

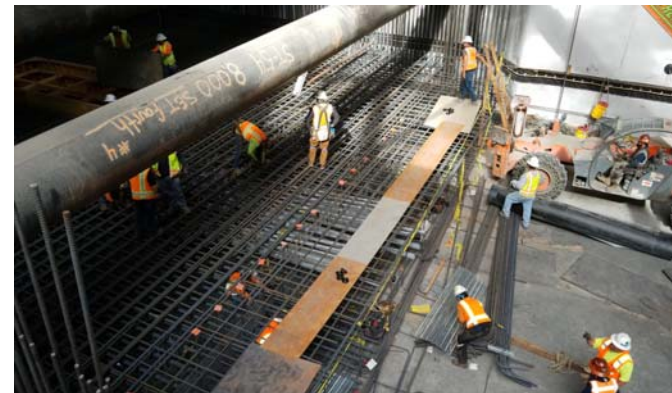
- Overall Project Progress is 54% complete
- Underground:** SEM crossover cavern excavation progressing per plan; approximately 70% complete
- Little Tokyo/Arts District Station and 1st Street:** Excavation and related support of utilities are ongoing; utility work on Alameda in planning to support mid 2019 cut and cover operations
- Historic Broadway Station:** Structural concrete operations continue in station box with HDPE, rebar, and forms
- Grand Av Arts/Bunker Hill Station:** Permanent structural concrete operations continue throughout station
- Flower Street:** Excavation and utility protection are ongoing; excavation complete 4th through 5th Streets; structural concrete underway

OK SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE OPERATION	Winter 2021-2022	Winter 2021-2022



Preparations for sewer bypass under Flower Street



Track invert slab reinforcement at Historic Broadway Station

January 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 4

WESTSIDE PURPLE LINE EXTENSION – SECTION 1

BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST*	\$3,154M	\$3,154M

* Includes Board approved LOP budget plus finance costs.

SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	Fall	Fall
OPERATION	2024 (FFGA)	2023

- Overall Project Progress is 43% complete
- Wilshire/Western Retrieval Shaft:** Excavation to the bottom of the Western Retrieval Shaft completed in early December 2018.
- Wilshire/La Brea Station:** TBM #1 tunnel muck removal and precast tunnel segments delivery is on-going. TBM #2 was launched on November 30, 2018. Station concrete activities for interior load bearing walls have commenced.
- Wilshire/Fairfax Station:** Installation of canopy/soil nails is complete. Heavy excavation and lagging has resumed.
- Wilshire/La Cienega Station:** Level B excavation and struts are complete. Installation of Level C walers has commenced. Excavation on the main station box continues. Maintenance of surface aesthetics per the City of Beverly Hills Memorandum of Understanding is ongoing.



Wilshire/La Brea Station – Setting forms for Interior Walls



Wilshire/La Brea Station – Hanging Ventilation at Tunnel Heading



WESTSIDE PURPLE LINE EXTENSION – SECTION 2

BUDGET

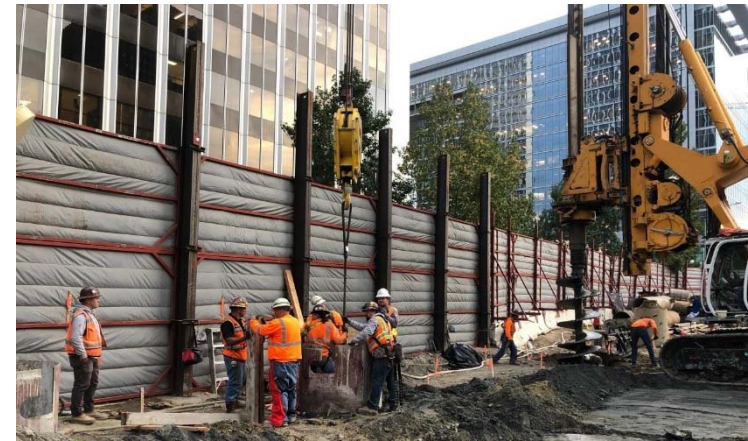
	<u>Current</u>	<u>Forecast</u>
TOTAL COST*	\$2,530M	\$2,530M

* Includes Board approved LOP budget plus finance costs.

SCHEDULE

	<u>Current</u> Winter 2026 (FFGA)	<u>Forecast</u> Summer 2025
REVENUE		
OPERATION		

- Overall project progress is 14% complete.
- Final design progress is 87% complete.
- **Century City Constellation**
 - Civil work completed in August 2018 for LADWP Power and in December 2018 for AT&T. Cable pulling and splicing continues through November 2019.
 - Installation of power substation continues.
 - Contractor completed all 88 soldier piles at the tunnel boring machine (TBM) launch box in December 2018.
 - Santa Monica bus layover construction is ongoing with an anticipated completion in January/February 2019.
- **Wilshire/Rodeo**
 - Demolition of former Ace Gallery completed in November 2018.
 - Preparation for contractor utility relocations is ongoing.



Pile Installation in Century City



Former Ace Gallery Demolition in Beverly Hills

January 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 6

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

BUDGET

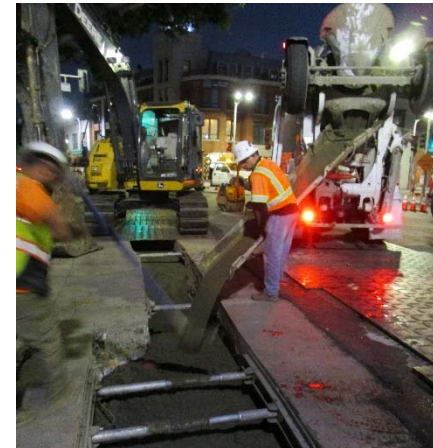
	<u>Current</u>	<u>Forecast</u>
TOTAL COST*	TBD	\$3,664M

* Includes finance costs.

SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE OPERATION	TBD	2027

- Received FTA's conditional approval for Letter of No Prejudice (LONP) for the Tunnel Contract on September 19, 2018.
- C1151 Tunnel Contract – Contract award to Frontier-Kemper/Tutor Perini Joint Venture was issued on November 30, 2018. C1151 Tunnel Contract Notice to Proceed is subject to FTA approval of 130c environmental document.
- C1152 Stations, Trackwork and Systems Contract – Proposals were received on August 22, 2018. Contract award is subject to Board approval and FTA's approval of a Full Funding Grant Agreement (FFGA).
- C1153 Advanced Utility Relocations (AUR) Contract – Overall progress is 60% complete.



Line B Slurry Backfill on Gayley Avenue



Power Conduit Installation at Wilshire and Westwood Boulevards

January 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 7

PATSAOURAS PLAZA BUSWAY STATION

 BUDGET		
	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$39.7M	\$TBD

 SCHEDULE		
	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Winter 2018	Winter 2019

- Overall project progress approximately 65% complete
- Project contractor and construction suspension continues due to archaeological and Native American resource issues
 - Project team is working diligently to resume construction with FTA and the consulting parties by late January/early February 2019
- Mobilization of archaeological field work began on November 12, 2018 with investigation and evaluation of architectural features and soil screening and consultations with SHPO
- Archaeological and Native American issues have deplete project contingency, requiring Life of Project (LOP) budget increase once full extent of impact realized
 - Metro is currently working with contractor on settlement negotiations with expected Board Report in February 2019

January 2019



On target



Possible problem



Major issue



Metro 8

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WILLOWBROOK/ROSA PARKS STATION

OK BUDGET		
	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$109.3M	\$109.3M

OK SCHEDULE		
	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Summer 2020	Summer 2020

- Early Start Phase (Package E) construction at Substantial Completion.
- Project trailers are operational and the Willowbrook Rosa Park (WRP)/New Blue team are now based at the WRP site.
- Package A+C Plaza Buildings foundations are complete. Vertical structural steel being installed.
- Package B is in full coordination with Caltrans with plans for procurement for early 2019.



Early Start Construction and Demolition for Package A+C

January 2019



On target



Possible problem



Major issue


Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 9

THE NEW BLUE

 BUDGET		
	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$221.3M	\$221.3M

 SCHEDULE		
	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Fall 2019	Fall 2019

- MBL Resignaling 95% complete: Early Start underground work is proceeding
- Factory Testing for South Segment Train Control work began in December 2018
- Established baseline construction schedule for all three projects (including Rosa Parks Willowbrook Station)
- The Metro Blue line southern shutdown will begin at 0200 hours on January 26, 2019



UG conduits crossing the street



New conduits

January 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

Metro E3 Initiative – New Blue

Metro Youth Career Experience (Pilot program with Compton High School)

Impact: 125 Compton High School 9th graders with GPA of 2.0-2.5 that have not yet decided on a Career Technical Education (CTE) career path/sector

Roll-Out: First module will be facilitated in January 2019—one module will be facilitated each month thereafter (Jan-May)

5 full day project based learning modules that will examine: Transportation Planning, Systems Engineering, Operations, Communications and Construction Engineering

- Each module will accommodate 25 students

Communication Plan: Partner and coordinate with Compton Unified School District and Compton High School Educators

- Facilitated 8 information sessions to get students excited about this opportunity



Metro Youth Career Experience - New Blue

Module 1: Build-a-Station

Transportation Career Path: Transportation Planner, Architect, Landscape Architect, Civil Engineer, Environmental Engineer

Summary:

In order to provide students with an in-depth look at the development stages involved in this major capital improvement project, the “Build-a-Station” module will provide direct exposure to the variety of tools that will be used to build the physical and social infrastructure needed to modernize the station.

- The students will use creative sustainable “placemaking” strategies including an integrated multi-use plaza (including a bike hub and bike lanes), wayfinding, circulation and connections to the community as well as security, and safety.

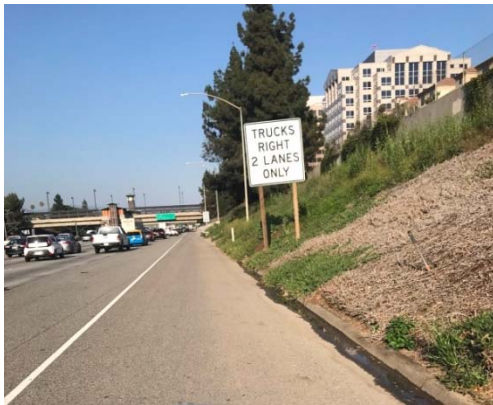


I-210 BARRIER REPLACEMENT PROJECT

◆ BUDGET		
	Current	Forecast
TOTAL COST	\$11.08M Design	\$22.54M Design

◆ SCHEDULE		
	Current	Forecast
Complete Design (Proj 1)	Summer 2019	Summer 2019
Complete Design (Proj 2)	Spring 2020	Spring 2020

- Conducting traffic micro-simulation studies to quantify the traffic delays during construction which are expected to be beyond the normal acceptable range and provide for effective mitigation measures.
- Coordinating mitigation measures with Caltrans to address existing non-standard freeway features and other non-standard features caused by this project
- Project 1: Segment from Michillinda to Iconic Bridge – Continuing environmental studies
- Project 2: Segment from west end of the project to Michillinda – Continuing traffic micro-simulation studies
- Separate Board report to request authorization to complete final design.



Newly Installed Caltrans Freeway Sign



Incident in 2014



Newly Installed Speed Limit Sign

January 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 13

I-5 NORTH: SR 118 TO SR 134



January 2019
Construction Committee
Los Angeles County Metropolitan Transportation Authority

I-5 NORTH: SR 118 TO SR 134

◇ BUDGET		
	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$880.9M	TBD

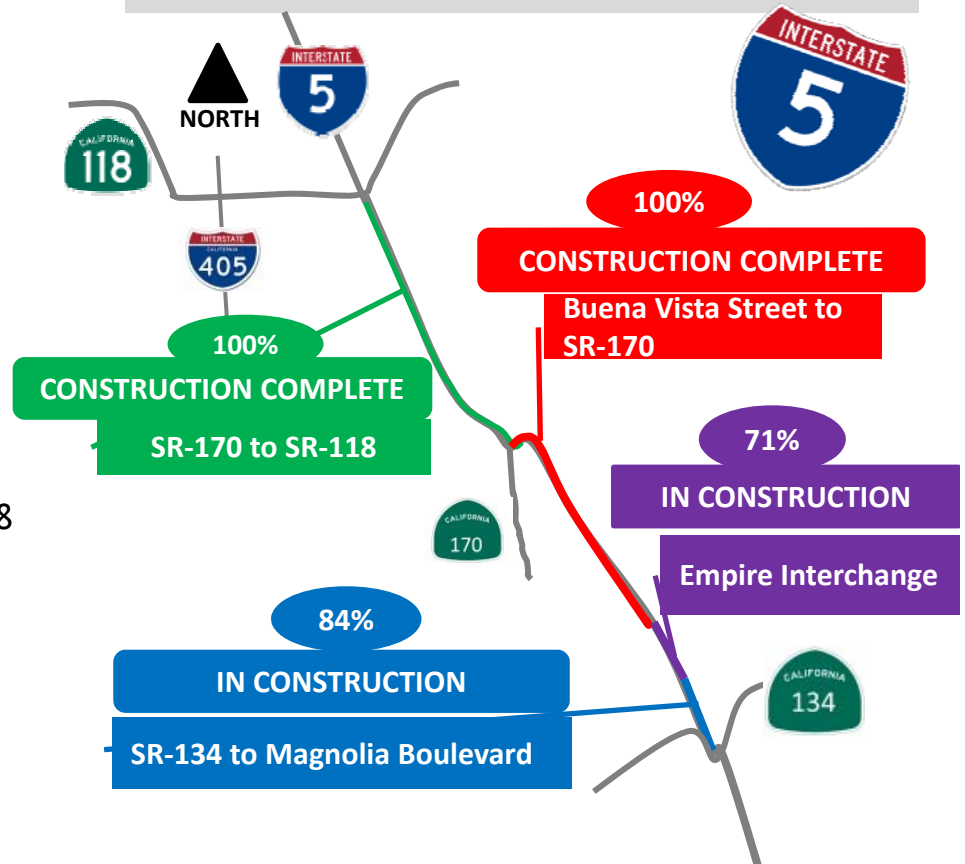
◇ SCHEDULE		
ANTICIPATED PROJECT COMPLETION	<u>Current</u>	<u>Forecast</u>
	Fall 2021	Spring 2022

Project Managed by Caltrans:

- Approved budget: \$880.9 M
- Estimated Cost to Complete Construction: TBD

Accomplishments:

- Seg. 1:** SR118 to SR170: Open to traffic. Contract acceptance and close out in progress
- Seg. 2:** SR170 to Buena Vista: Open to traffic. Contract acceptance and close out in progress. Final Settlement approved by the Board in September 2018
- Seg. 3:** Buena Vista to Magnolia Blvd Construction in progress (71% Complete) including Empire Avenue Interchange
- Seg. 4:** Magnolia Blvd to SR134: Construction in progress (84% Complete)



January 2019



On target



Possible problem



Major issue



Metro 15

Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-5 SOUTH: ORANGE COUNTY LINE TO I-605

BUDGET		
	Current	Forecast
TOTAL COST	\$1.888B	TBD

SCHEDULE		
ANTICIPATED PROJECT COMPLETION	Current Spring 2022	Forecast Fall 2022

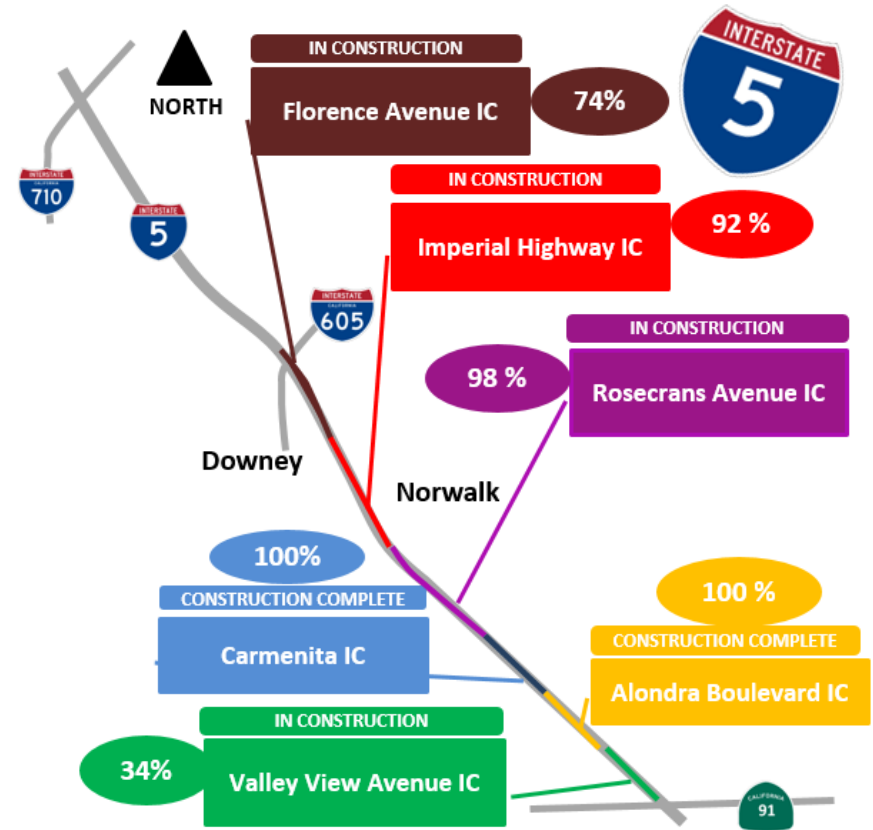
Project Managed by Caltrans:

- Approved budget: \$880.9 M
- Estimated Cost to Complete Construction: TBD

Accomplishments:

- Carmenita Rd Interchange (IC): Open to traffic. Contract acceptance and close out in progress
- Seg. 1: Alondra Blvd IC: Open to traffic. Contract acceptance and close out in progress
- Seg. 2: Valley View Ave IC: CIP* (34% Complete)
- Seg. 3: Rosecrans Ave IC: Open to Traffic. Plant Establishment Period Construction in progress (98% Complete)
- Seg 4: Imperial Highway IC: CIP* (92% Complete)
- Seg 5: Florence Ave IC: CIP*(74% Complete)

*Construction in progress (CIP)



January 2019



On target



Possible problem



Major issue



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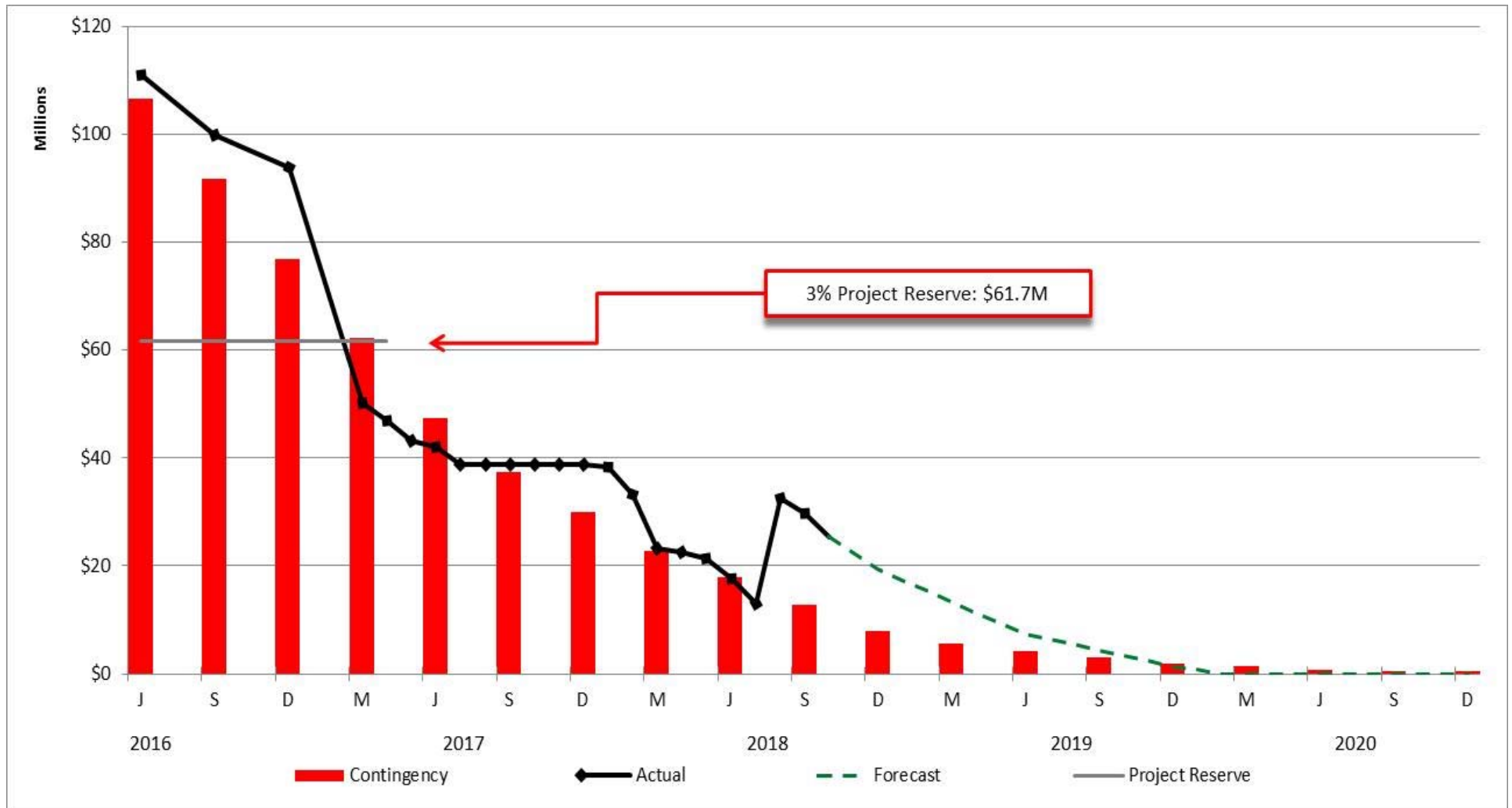
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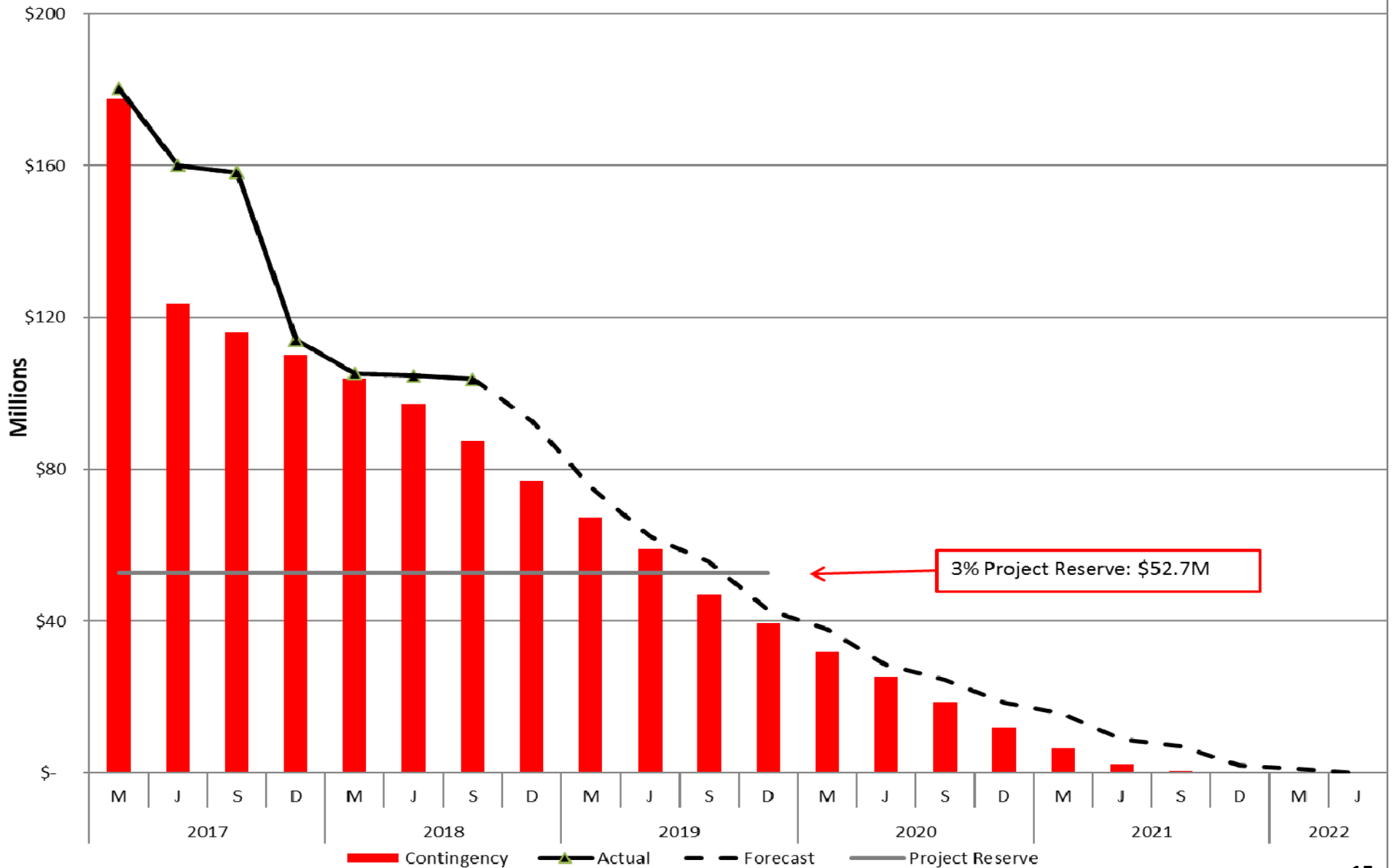
Crenshaw/LAX Transit Project

Project Cost Contingency Drawdown

November 2018



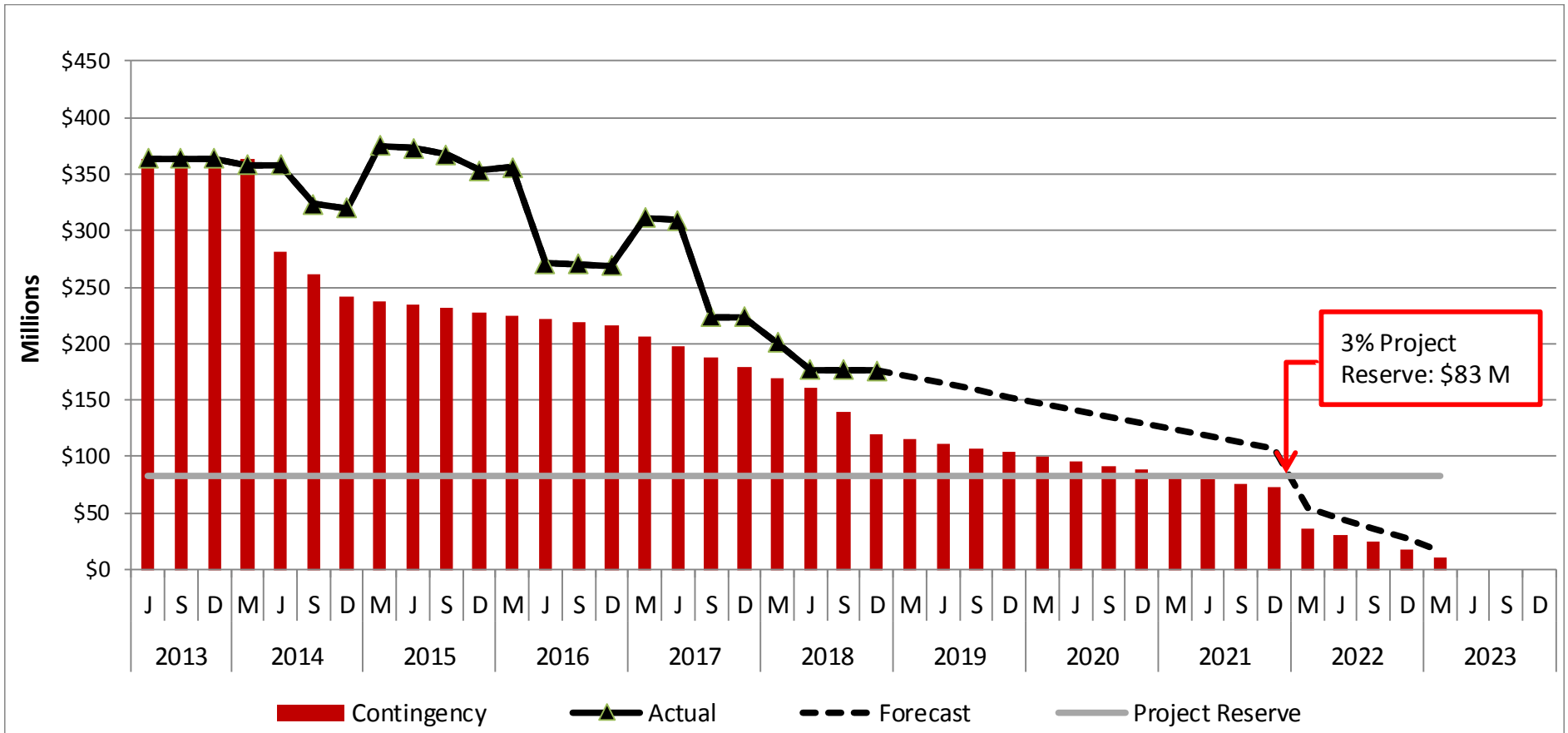
Regional Connector Project Cost Contingency Drawdown



Westside Purple Line Extension – Section 1

Project Cost Contingency Drawdown

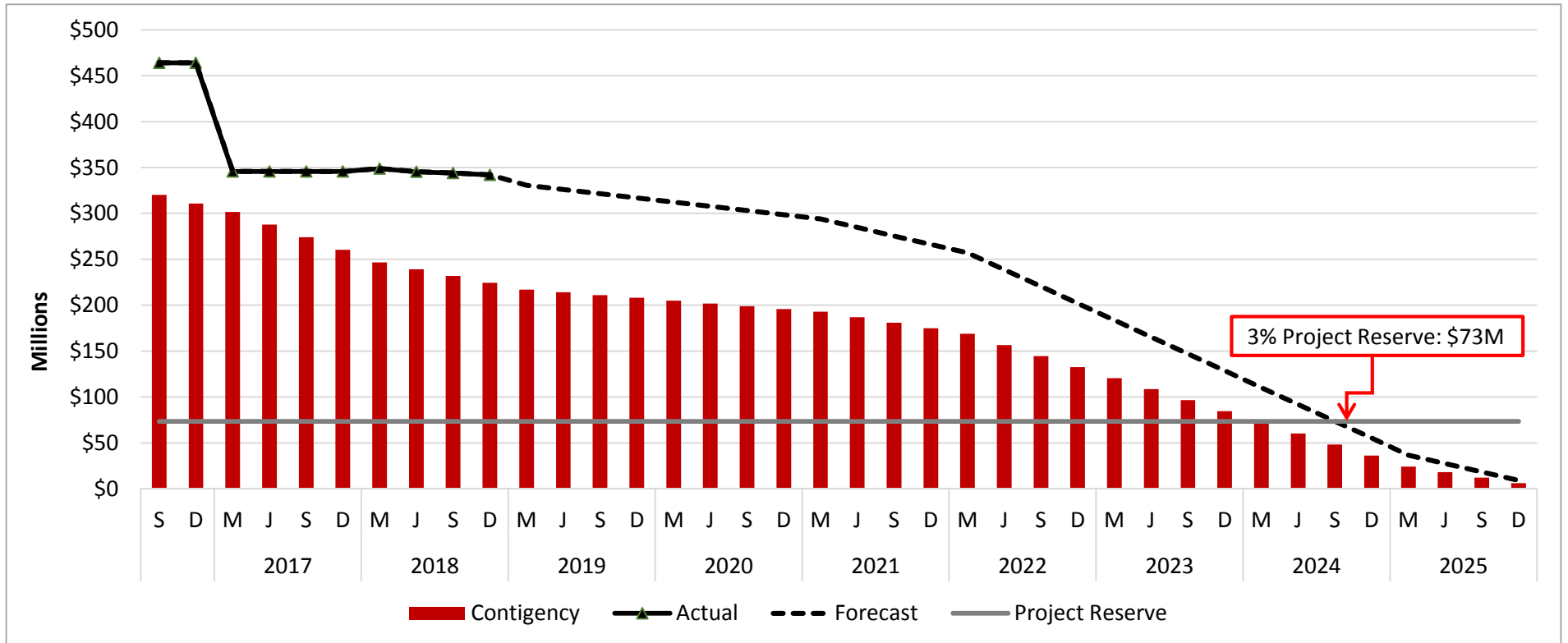
November 2018



Westside Purple Line Extension – Section 2

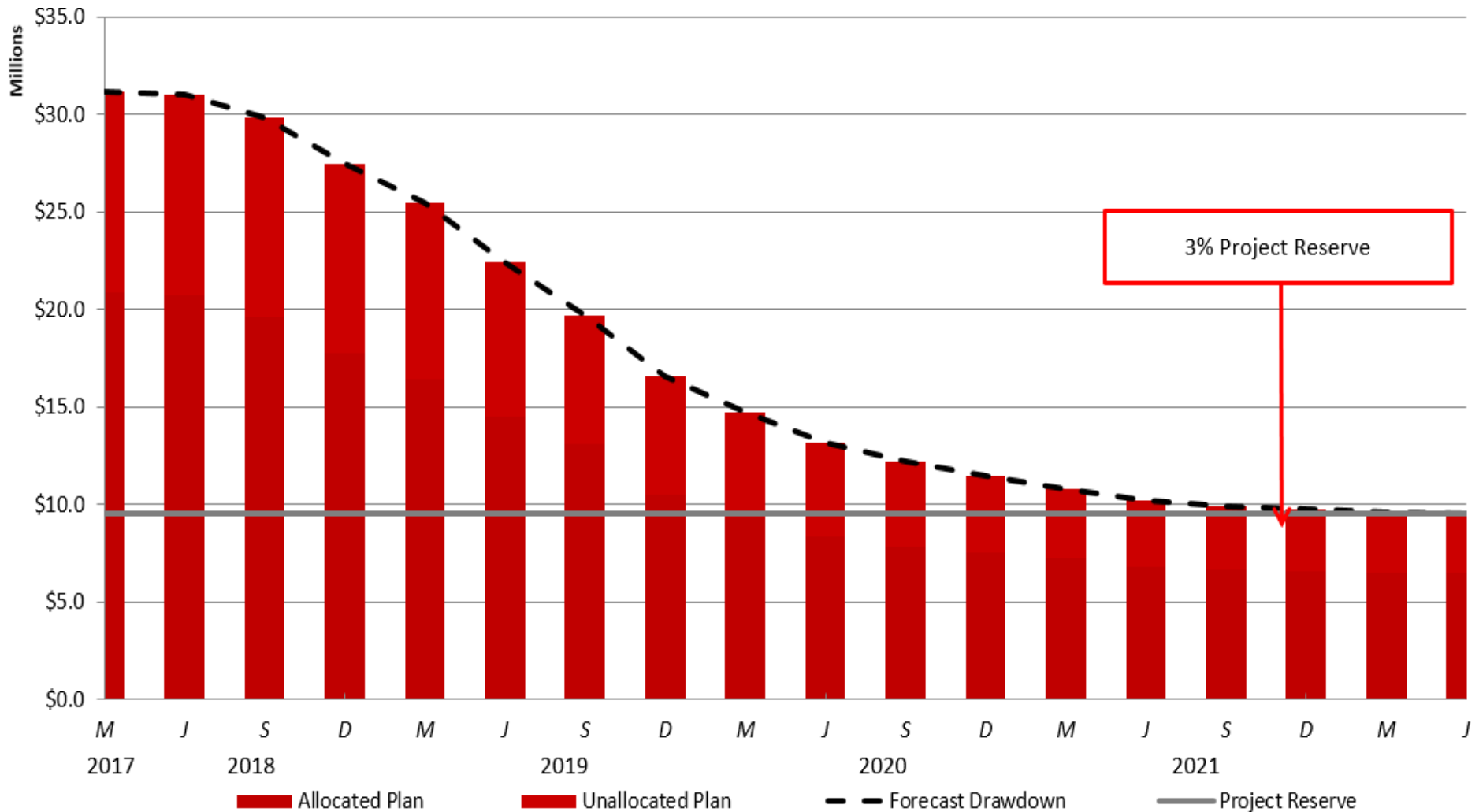
Project Cost Contingency Drawdown

November 2018



The New Blue

Project Cost Contingency Drawdown



- Blue Line Signal Rehabilitation
- Blue Line Track and System Refurbishment
- Willowbrook/Rose Park Station



Board Report

File #: 2018-0780, **File Type:** Contract

Agenda Number: 32.

**CONSTRUCTION COMMITTEE
JANUARY 17, 2019**

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, 2018 and November 30, 2018 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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, 2018 through February 28, 2019 and will be presented to the April 2019 Construction Committee.

ATTACHMENTS

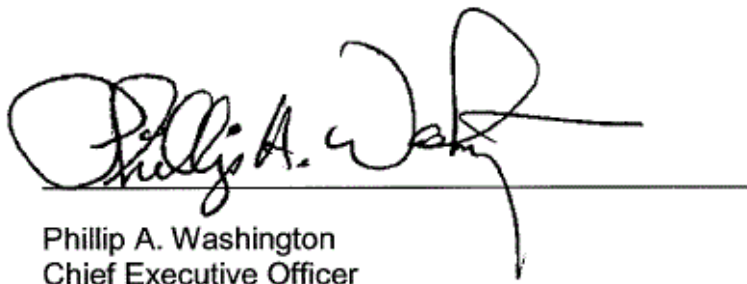
Attachment A - Quarterly Change Report for Reporting Period of September 1, 2018 - November 30, 2018.

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr. EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Gary Baker, EO Project Mgmt., (213) 893-7191
- **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., (213) 922-7382
- **The New Blue** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr. (213) 922-7297
- **Report** - Brian Boudreau, Sr. EO Program Control, (213) 922-2474

Reviewed by:

Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

CRENSHAW/LAX TRANSIT PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2018 - November 30, 2018)

A. DESIGN BUILD CONTRACT - Contract No. C0988 - WALSH SHEA CORRIDOR CONSTRUCTORS							
MOD/CHANGE #	DESCRIPTION <small>(if the change is a unilateral, explain in BOLD fonts)</small>	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
MOD-00335.1 cancels & supersedes CO180.1	<u>Cable Transmission System Update - Construction:</u> construct a Cable Transmission System capable of multiple service types including E-Line, E-LAN, and E-Tree. Each CTS FW-9500 Node shall be connected to the adjacent FW-9500 Node by optical fibers from the 144 strand Cable A and the 144 strand Cable B. Each CTS FW-9500 Node chassis shall contain four (4) Tx/Rx cards. Two (2) Tx/Rx cards serve Cable A and Cable B North transmissions to ROC via the Expo Line; and two (2) Tx/Rx cards serve Cable A and Cable B South transmissions to ROC via the Green Line.	510 - Owner Design Changes	02/02/18	10/3/2018	\$1,180,296.41	\$1,180,296.41	
MOD-00339.1 Cancels & Superseded CO204	<u>Radio Redundancy Radio Rooms:</u> Contractor shall provide labor, materials and equipment to construct two new radio rooms at Underground (UG) Guideways UG-1 and UG-3.	110 - Extra Work	2/5/2018	10/2/2018	\$887,901.05	\$846,316.00	
MOD-00392 cancels & supersedes CO169, CO170, CO183, CO184, CO185, CO191, CO192, CO196	<u>Various Power Feeds:</u> to install the duct bank providing power to various Traction Power Sub Stations (TPSS), Train Control and Communication (TCC) and auxiliary power sites	110 - Extra Work	9/18/2018	10/18/2018	\$926,468.00	\$936,104.51	
CO-00175.3	<u>Underground Conduit and cable for Twenty (20) UG3 and UG4 Tunnel Booster:</u> WSCC and its subcontractors shall provide elements of the two (2) UG1 Gas Mitigation Fans (GMF) and the four (4) UG4 and sixteen (16) UG3 Tunnel Booster Fan (TBF) work Metro believes to be impacted by the UL 2196 delisting and includes authorization to begin procurement of materials and immediate construction thereof. In addition, this Change Order also considers the effects of RFSC #10 that is in the process of being approved by Metro's FLS Department (the AHJ).	710 - Outside Agency Request	11/2/2018	10/4/2018	\$10,035,099.47 *	\$671,376.00	

* The Party is still negotiating on final amount. The revised proposal was submitted on November 2, 2018 and a change order was issued on October 4, 2018 to authorize start of work.

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2018 - November 30, 2018)

A) DESIGN BUILD CONTRACT C0988 - WALSH SHEA CORRIDOR CONSTRUCTORS

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
MOD-00304	<u>Back Charge for Metro payments to COLA for in scope of contract TCO Services:</u> This credit change is to back charge WSCC for Traffic Control Officers (TCO) for the period of January 2014 thru June 30, 2017 (paid by Metro to LADOT per the Master Cooperative Agreement with City of Los Angeles.)	900 - Other	Credit between \$1M and \$5M
CO-00129	<u>Elimination Of Crossover at Sta 56+57.50 (North of 104th Street):</u> Eliminate the crossover at Sta. 56+57.50, north of 104th (or sought of Aviation/Century Station) and provide a credit to Metro labor, material and equipment, testing and commissioning to furnish and install crossover.	120 - Deletion of Work	Credit between \$500K - \$1M
CO-00209.1	<u>Preliminary 45 Day Acceleration:</u> Contractor shall accelerate schedule critical activities at specified locations over the next 45 days to benefit the project's schedule. The estimated period of performance is from Mar 12, 2018 to April 25, 2018. Contractor is behind schedule. Contractor and Metro have identified work activities to accelerate that will benefit the Project's schedule.	N/A	Between \$1M and \$5M

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		

REGIONAL CONNECTOR TRANSIT PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2018 - November 30, 2018)

A. DESIGN BUILD CONTRACT - Contract No. C0980 - REGIONAL CONNECTOR CONSTRUCTORS							
MOD/CHANGE #	DESCRIPTION <small>(if the change is a unilateral, explain in BOLD fonts)</small>	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
Mod 129	REVISIONS TO METRO COMMUNICATION SYSTEM - Existing Gold Line Eastside Cable Transmission System (CTS) to operate via the communications room at Location 61A of Division 20; and relocate the existing Little Tokyo CTS node and associated circuits to the communications room at Location 61A of Division 20.	110 - Extra Work	9/26/2018	10/25/2018	\$786,394.00	\$776,237.00	
Change Order 23	ADD WYE JUNCTION FAN PLANT - CONSTRUCTION: Construct an additional fan plant at the 1st & Alameda Junction (also referred to as the "wye") based on the following approved MODs: C0980-MOD 0033/CN 00053.2 Add "Wye" Junction Fan Plant Design Only and C0980-MOD 0087/CN-00108 Revision to Wye Junction Fan Plant Design. This Change Order issued to allow Contractor to procure long lead items while remaining work is negotiated.	110 - Extra Work	9/16/2018	11/2/2018	\$5,595,767.00	NTE \$1,200,000.00	

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	
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

A) DESIGN BUILD CONTRACT C0980 - Regional Connector Constructors

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C0980-CN-00099	REVISE 2ND/HOPE STATION PEDESTRIAN- CONSTRUCTION: Construct the 2nd/Hope Pedestrian Bridge in accordance with revised design.	110 - Extra Work	Between \$1M and \$5M
C0980-CN-00111	ADDITIONAL ACOUSTICAL TREATMENTS FOR AREAS NOT SPECIFIED IN THE PROJECT: Construct additional acoustical treatments in all stations beyond what was indicated in the Contract Documents. This change includes approximately 92,471 SF of additional acoustical treatments.	110 - Extra Work	Between \$1M and \$5M
C0980-CN-00145	ADD WYE JUNCTION FAN PLANT - CONSTRUCTION: Construct an additional fan plant at the 1st & Alameda Junction (also referred to as the "wye") based on the following approved MODs: C0980-MOD 0033/CN 00053.2 Add "Wye" Junction Fan Plant Design Only and C0980-MOD 0087/CN-00108 Revision to Wye Junction Fan Plant Design. This work also includes the elimination of the previously designed eight tunnel booster fans with all associated mechanical, electrical and system components.	110 - Extra Work	Between \$10M and \$15M
C0980-CN-00148	PLATFORM STAND-ALONE VALIDATORS: Contractor shall modify the Stations to accommodate installation of six (6) Stand-Alone Validators (SAVs) on the platforms. Provide and install communication conduit, with pull strings, from each SAV to the TC&C room. Provide and install power conduit and cable, from each SAV to the East and West power panels. Provide additional 20-amp 1-pole breakers and/or reassign spare breakers as indicated. Contractor shall allow for a load of 35 Watts per SAV; Accommodate SAV base opening 6" wide by 4" deep for power and communication conduits; Metro will furnish and install SAVs in a similar manner as for other UFS equipment.	110 - Extra Work	Between \$500K and \$1M
C0980-CN-00158	2ND AND BROADWAY STATION REVISED OVERBUILD DESIGN PARAMETERS (CONSTRUCTION): Contractor shall provide all necessary labor, materials, and supervision to redesign various components of the 2nd and Broadway Station, and to design and construct an overbuild load transfer system in accordance with the Revised Overbuild Loading Parameters to accommodate future development by Tribune, including relocation of the emergency stairways, ventilation shafts/ducts and other elements as needed to accommodate the Overbuild Structure Load Transfer System.	110 - Extra Work	Between \$1M and \$5M
C0980-RFC-140	LEAKING LA TIMES PARKING GARAGE WATER TANK: Contractor's RFC covers cost impacts on SOE and station excavation due to the leaking water tank in the LA Times parking garage.	110 - Extra Work	Between \$1M and \$5M

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	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
N/A	EXTENSION OF MANGROVE LEASE WITH CITY OF LOS ANGELES	N/A	N/A	TBD	N/A	Between \$10M and \$15M
N/A	PERMANENT EASEMENT FOR FAN PLANT AT MANGROVE	N/A	N/A	TBD	N/A	Between \$1M and \$5M
N/A	MITIGATIONS FOR ENCROACHMENT UPON LADWP SERVICE FACILITIES	N/A	N/A	TBD	N/A	Between \$1M and \$5M
N/A	PERMANENT EASEMENT FOR PLACEMENT OF MSE WALL AND BRIDGE RAMP ONTO LADWP PROPERTY	N/A	N/A	TBD	N/A	Between \$1M and \$5M

WESTSIDE PURPLE LINE EXTENSION - SECTION 1 PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2018 - November 30, 2018)

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
A. DESIGN BUILD - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE						
	None					
A. DESIGN BUILD - CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP						
	None					

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
B. PROFESSIONAL SERVICES CONTRACT						
	None					

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
A. DESIGN BUILD - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE			
CN-66	<u>La Brea - Additional Dewatering Treatment and Discharge Costs</u> : The Contractor has encountered two different 'Differing Site Conditions' (DSC) that have resulted in additional costs to operate and maintain the dewatering systems.	Extra Work	Between \$1M - \$5M
CN-67.1	<u>Tactile Guidance: Construction and Plaza Material Change</u> : This change was requested by Metro Systemwide Planning in coordination with Metro ADA. Two tone tiles to be installed at all three stations to ensure sufficient contrast to meet ADA requirements.	Extra Work	Between \$500K - \$1M
CN-68	<u>Increased Ventilation of Station Ancillary Rooms</u> : Change to increase the ventilation requirements at the station stairs and corridor areas to accommodate surrounding soils.	Owner Design Changes	Between \$1M - \$5M
CN-72.2	<u>Stations - Art Related Changes</u> : Installation of LED lighting at the plaza level (edge of the art glass) to reduce the foot-candle requirements and art area. This change will reduce the cost of installation and Storage of Work.	Deletion of Work	Between \$500K - \$1M
CN-77.1	<u>Additional Interpretation for Building Settlement - Project Wide</u> : The additional instrumentation required by Metro and LABOE will require additional reporting and analysis by the contractor. This change will accommodate the additional analysis and reporting.	Extra Work	Between \$1M - \$5M
CN-78.1	<u>Fairfax - DWP Ductbank Conflicts with Deck Beams</u> : The location of LADWP ductbanks at Wilshire/Fairfax Station were higher than indicated on the as-built drawings. This change accommodates the mitigation efforts needed to remediate the higher ductbank.	Extra Work	Between \$500K - \$1M
CN-79	<u>Western - Property Status Change (Fee to TCE) Impacts, Parcel W-0103</u> : Accommodates the change in parcel handoff status from a 'Fee Take' to a 'Temporary Construction Easement' (TCE).	Extra Work	Between \$500K - \$1M
CN-83	<u>Western - Additional Dewatering and Treatment</u> : To accommodate the higher than expected groundwater inflows experienced at the Wilshire/Western shaft.	Extra Work	Between \$1M - \$5M
CN-84	<u>Western - Impacts from Metro SOE Deviation Request</u> : Provides new/revised criteria that the Contactor must now use for the design and evaluation of the Support of Excavation (SOE) for the Wilshire/Western Retrieval Shaft.	Extra Work	Between \$500K - \$1M
CN-87	<u>La Brea - Bracing Impacts due to DWP ductbank (ECI-004)</u> : Accommodates the re-installation of four struts at Wilshire/La Brea Station due to conflicts with the existing electrical ductbanks.	Extra Work	Between \$1M - \$5M
CN-93	<u>La Brea - Center Access Shaft - Design and Construction Costs (incl ECI-003)</u> : Construction of a central muck shaft on Wilshire Blvd at La Brea Station to help increase station excavation rates and facilitate material placement.	Extra Work	Between \$500K - \$1M
CN-99	<u>Oil Well Horizontal Investigation in lieu of TBM Probe-ahead</u> : Change to accommodate horizontal directional drilling to locate abandoned oil wells.	Extra Work	Between \$1M - \$5M
CN-102	<u>Goldier Gas Investigation and Report</u> : Change to accommodate additional geotechnical field work, analysis and investigation.	Extra Work	Between \$500K - \$1M
CN-119	<u>Tunnel Reach 3 - Additional Gas Testing and Assessment</u> : This CN covers the costs for the Contractor to conduct additional gas testing to determine the extent and efficiency of the contractors proposed methods of extraction.	Extra Work	Between \$1M - \$5M
CN-122	<u>Alternative Soil Disposal</u> : This change covers the additional fees for the disposal of clean and contaminated non-hazardous soils due to the change in the Conditional Use Permit (CUP) by the County of Los Angeles.	Extra Work	Between \$5M - \$10M
TBD	<u>Stations - Art Lighting for Escalator Walls for all Stations</u>	Extra Work	Between \$500K - \$1M
TBD	<u>Western - EMP interface and Networking</u> : This CN allows the contractor to install the equipment required to integrate the existing Emergency Management System (EMS) at Wilshire/Western and Wilshire/Normandie Stations with the WPLE Section 1 project. This scope of work was previously to be performed by Metro Operations.	Owner Design Changes	Between \$500K - \$1M
TBD	<u>Track Crossovers - Construction</u> : This change accommodates the costs associated with installing the fully guarded crossover.	Owner Design Changes	Between \$500K - \$1M
TBD	<u>Fairfax - Change to Paleo Zone Excavation Restrictions (Elevations & Depth)</u>	Differing Site Condition	Between \$500K - \$1M

TBD	<u>Isolate Track Circuits at Wilshire/Western Part 2</u> : This change has been implemented to avoid potential safety hazards related to track circuit failures when equipment is mixed between two different manufacturers.	Safety Condition	Between \$500K - \$1M
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A. DESIGN BUILD - CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP

CN-16	<u>Install Street Lights Both Sides, Trees and Drip Irrigation</u> : Site restoration in accordance with LABOE requirements.	Extra Work	Between \$500K - \$1M
TBD	<u>Revised LID Construction Costs</u> : Two (2) contaminated groundwater plumes were discovered under the future Location 64 site. This change was implemented in order to comply with EPA and City of Los Angeles LID (Low Impact Development) ordinance for stormwater management.	Differing Site Condition	Between \$500K - \$1M

B. PROFESSIONAL SERVICES CONTRACTS - DESIGN SUPPORT SERVICES DURING CONSTRUCTION - CONTRACT NO. PS43502000 - WSP USA, Inc.

	None		
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B. PROFESSIONAL SERVICES CONTRACTS - CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CONTRACT NO. MC071 - WESTSIDE EXTENSION SUPPORT TEAM, A JOINT VENTURE

	None		
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C. OTHER AGREEMENTS

	None		
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WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1 - November 30, 2018)

A. DESIGN BUILD CONTRACT - CONTRACT No. C1120 -TUTOR PERINI-O & G (TPOG) A JV							
MOD/CHANGE # (add CO# for Mods if available)	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
MOD-026	Santa Monica Boulevard Bus Layover Design and Construction Changes: Maintaining the existing bus stop and shifting the new bus layover facility to the east takes advantage of available space that provides more layover capacity and improves bus throughput and operations in a congested corridor. The diversion of buses from the existing layover facility to this new layover facility significantly increases the number of buses that need to make this U-turn movement. The addition of the protected left turn signal greatly enhances the safety of bus movements and improves bus operations. The accompanying new turn pocket provides the ability to distinguish between straight and left turning buses which will also minimize overall traffic delays and queuing. The additional street lights for the bus layover is a safety enhancement required by the City of Los Angeles per the Master Cooperative Agreement and per the bus layover easement.	110 - Extra Work	10/17/2018	11/2/2018	\$1,602,334.00	\$1,345,904.00	

B. PROFESSIONAL SERVICES CONTRACT							
MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
MOD-001	Continuation of Construction Management Services: Continue to provide Construction Management Support Services (CMSS) for the 2019 and 2020 Fiscal Years. An analysis has been done of the Design/Builder's construction schedule and the technical and non-technical oversight support will be required at the field offices to assist Metro in managing the C1120 Contract. Los Angeles County Metropolitan Transportation Authority (Metro) will benefit from this because Metro does not have the appropriate in-house staff to self-perform this work.	110- Extra	10/22/2018	11/28/2018	\$26,770,937.70	\$24,020,080.00	

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

A) DESIGN BUILD CONTRACT No. C1120 -TUTOR PERINI-O & G (TPOG) A JV

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN-14.0	Field Office Tenant Improvements at Former AAA Building (1950 Century Park East): The Project acquired a temporary construction easement on the property located at 1950 Century Park East which is owned by the Automobile Club of Southern California ("AAA"). The office building will be used by the project team as its field office during the period of construction, as such, it will require tenant improvements to accommodate the team.	110 - Extra Work	Between \$1 and \$5 M
CN-35.0	Revision to the Average Depth of Seismic Borings along Wilshire Blvd on Tunnel Reach 5: The 20 planned and required borings were divided into two phases with 10 borings each. The borings in Phase 1 are now complete. The findings from Phase 1 were then used to refine the proposed depths and locations of the remaining Phase 2 borings. The total number of borings remains the same, but the average depth was increased by 50 feet. This change is necessary in order to complete the geotechnical investigation needed to determine the potential placement of additional special tunnel liner. Metro benefits because the new average depth will improve our ability to find critical information about where and how the seismic fault may cross the WPLE2 alignment at a second location.	110 - Extra Work	Between \$500K and \$1M
TBD	Century City Constellation Station Main Entrance - Construction: When the Project Definition Document layout and details were prepared, the plans for the JMB development did not have a clear and definitive scope for the JMB project. Consequently, the exact location for the station entrance could not be determined. JMB now has more definitive plans, and in-close coordination with Metro, the final station entrance location has been established.	110 - Extra Work	Between \$5 M and \$10 M
TBD	Constellation Station West Ancillary and OPE Reconfiguration - Construction: The Over Platform Exhaust (OPE) included in the Project Definition Documents drawings is shown with exhaust gratings to be located in an appendage beyond ROW (across from Solar Way). Metro Rail Design Criteria (MRDC), Rev 4 changes now require flow velocity calculation based on the maximum gross area of grating instead of net area of grating not to exceed 1000'/min. This reduces the grating from 833 ft to 500 ft which can be accommodated within the sidewalks north and south on Constellation Boulevard.	120 - Deletion of Work	TBD (Credit)

B) PROFESSIONAL SERVICES CONTRACTS

Design Support Services During Construction - CONTRACT PS43502000 - WSP			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN-67.0	Continuation of Engineering Support Services During Construction for WPLE Section 2 (through December 2020): The overall final design progress for the C1120 Contract is at about 90% complete and construction activities have begun. Concurrently, advanced utility relocations will continue to the end of FY19 in support of the C1120 contract. This modification is necessary to continue engineering services during construction for advanced utility relocations and for engineering services during design and construction by the C1120 design/build contractor.	110 - Extra Work	More than \$15 M

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

C. 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 (September 1, 2018 - November 30, 2018)							
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	
A. DESIGN BUILD - CONTRACT NO. C1151 - FRONTIER-KEMPER/TUTOR PERINI JV							
	None						
A. DESIGN BUILD - CONTRACT NO. C1152 - TBD							
	None						
A. AUR - CONTRACT NO. C1153 - STEVE BUBALO CONSTRUCTION COMPANY							
MOD-2.1	Add Video Detection System & Traffic Control Plan: Video Detection System (VDS) was added to incorporate a CCTV fiber and complement/modify existing traffic signals in the area of construction of the New UCLA Metro Station per LADOT requirements. This contract mod was approved by the Board on June 21, 2018.	Outside Agency Request	10/3/2018	10/17/2018	\$573,903.99	\$567,554.00	
MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
B. PROFESSIONAL SERVICES CONTRACT -							
	None						
MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
C. OTHER AGREEMENTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
A. DESIGN BUILD - CONTRACT NO. C1151 - FRONTIER-KEMPER/TUTOR PERINI JV			
	None		
A. DESIGN BUILD - CONTRACT NO. C1152 - TBD			
	None		
A. AUR - CONTRACT NO. C1153 - STEVE BUBALO CONSTRUCTION COMPANY			
	None		
MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
B. PROFESSIONAL SERVICES CONTRACTS - DESIGN SUPPORT SERVICES DURING CONSTRUCTION - CONTRACT NO. PS43502000 - WSP USA, Inc.			
	None		
B. PROFESSIONAL SERVICES CONTRACTS - CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CONTRACT NO. MC073 - MPPC PARTNERS, A JOINT VENTURE			
	None		
MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude
C. OTHER AGREEMENTS			
	None		

METRO BLUE LINE SIGNAL SYSTEM REHABILITATION

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2018 - November 30, 2018)

A. DESIGN BUILD CONTRACT - Contract No. C1081 - MASS ELECTRIC CONSTRUCTION COMPANY

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 CONTRACT

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
SECOTRANS Contract AE47810 Task Order 6	Task Order 6 to SECOTRANS for Rail Systems Engineering Support Cost is being shared with other projects, but Project 205018 share is 1,000,000	Extra work	9/5/2018	10/5/2018	\$1,000,000.00	\$1,000,000.00

C. OTHER AGREEMENTS

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
REQ28559	Operations issued a \$2,357,005 requisition to create a purchase order for TWINCO MFG. INC. to purchase relay equipment. This equipment will NOT be purchased under construction contract C1081.	n/a	n/a	n/a	n/a	Between \$1M and \$5 M

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

A) DESIGN BUILD CONTRACT - Contract No. C1081 - MASS ELECTRIC CONSTRUCTION COMPANY

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN002	<u>Non-Vital Relays Replacements and Implementations of the Aspect Configurations:</u> This CN is for modifications on the Train Control scope to include the replacement of the existing non-vital relays for the existing interlockings and to complete the aspect configurations modifications for the entire Blue Line. Contract Documents Affected: Scope Modifications to Section 01 11 00 Scope of Work Drawings Nos. TC-100 thru TC-1 20 and TC-122 thru TC-140	EXTRA WORK	Between \$1M and \$5 M
CN004 (Cancelled and to be removed from next report)	<u>Fire Suppression in the New Train Control Bungalows:</u> This CN is for Modifications on the Train Control Scope to include the installation of the clean agent fire suppression system in the new train control bungalows. Documents affected: Scope Modifications to Section 01 11 00 of the Scope of Work, Subsection 1.03.A.3	EXTRA WORK	Between \$500K and \$1 M
CN005 (CN number not yet formally assigned)	<u>Solution to Discrepancies between Service Drawings and As-Builts:</u> This CN is in response to RFI 16. At new Slauson interlocking, Mass Electric noticed Florence interlocking has discrepancies between the as-in service drawings located in the TC&C bungalow, and the as-built Control lines. Scope Modifications to Section 01 11 00 Scope of Work	EXTRA WORK	Between \$1M and \$5 M
CN006 (Replaces CN 4 which was cancelled - there is no CN 5)	<u>Train Control at Florence C&S Bungalow:</u> This CN is for Modifications on the Train Control Scope to include the installation of the clean agent fire suppression system in the new train control bungalows. Documents affected: Scope Modifications to Section 01 11 00 of the Scope of Work, Subsection 1.03.A.3	EXTRA WORK	Between \$1M and \$5 M

B) PROFESSIONAL SERVICES CONTRACTS

Design Support Services During Construction - N/A			
CHANGE	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		

METRO BLUE LINE TRACK AND SYSTEM REFURBISHMENT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2018 - November 30, 2018)

A. DESIGN BUILD CONTRACT - Contract No. C1168 - Rail Works Track Services, Inc							
MOD/CHANGE #	DESCRIPTION <small>(if the change is a unilateral, explain in BOLD fonts)</small>	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
Change Order (CO) 1 (CN005)	This Change Order authorizes funding to assist the Contractor for procurement of materials to meet the project schedule. Modify Specifications Section 01 11 00 Paragraph 1.03-A.1 .h as follows (only final sentence is new): "h. Inspect rail and determine if existing rail is to be reused or if new rail is to be installed. The contractor should assume that 50% of running rail within work area will need to be replaced. See Section 01 1219 for material supplied by Metro. Contractor shall supply all other material necessary to complete work. Replacement rail shall be head-hardened and comply with the requirements of Section 34 11 13. Contractor shall purchase remaining 50% of running rail within work area."	EXTRA WORK	11/20/2018	11/20/2018	n/a	\$660,320.00	

B. PROFESSIONAL SERVICES CONTRACT							
MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
Task Order 17	Under Contract PS46172000 , Operations issued Task Order 17 to Gannet Flemming to provide Signal Aspect Standard (Train Control) services.	EXTRA WORK	10/3/2018	11/12/2018	\$551,714.00	\$551,714.00	

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

A) DESIGN BUILD CONTRACT - Contract No. C1168 - Rail Works Track Services, Inc.

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN006	Contractor shall replace, supply and install trackwork for the EXPO/MBL junction referenced in the Contract Summary of Work Spec Section 01 11 00 – (1.02-B and 1.03-B) in conformance with the revised drawing packages with revisions dated August 28, 2018 and September 5, 2018. This revised package includes: EXPO/MBL Junction: - Design revision to WBM style (monoblock) - Revision to Note 8 on Drawing T-302: tie arrangement to be constructed per manufacturer's drawings. - Addition of drawing T-302A RTD-1 Wheel Profile - Revisions to include installation of Alstom 5E Switch Machine instead of M23	EXTRA WORK	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS

Design Support Services During Construction - N/A			
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
SECOTRANS Contract AE47810 Task Order 6	Task Order 6 to SECOTRANS for Rail Systems Engineering Support Cost is being shared with other projects, but Project 205115 share anticipated to be between \$500K and \$1M	EXTRA WORK	Between \$1M and \$5M

WILLOWBROOK/ROSA PARKS STATION IMPROVEMENTS

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2018 - November 30, 2018)

A. DESIGN-BID-BUILD CONTRACT - Contract No. C1157 - ACCESS PACIFIC (Package E & F)							
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. C1081 - MASS ELECTRIC CONSTRUCTION COMPANY to be paid using Rosa Parks (CP 210151) funding and therefore reported here							
MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
MOD 2 (CN005)	Willowbrook/Rosa Parks Train Control (TC) Modifications: Extension of the Blue Line Platform is forcing the systems components to be moved. Staff will issue a Contract Modification to the existing Resignaling Contract C1081 to perform system-related work after the Blue Line Platform is extended by Contract C1161. Work is being done under Contract C1081 because Contract C1161 does not have the expertise to perform the necessary systems-related work.	EXTRA WORK	6/22/2018	6/22/2018	\$636,305.00	\$635,452.00	

A. DESIGN-BID-BUILD CONTRACT - Contract No. C1161 - ICON WEST (Package A & C)							
MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
	None						

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	
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

A) DESIGN-BID-BUILD CONTRACT - Contract No. C1157 - ACCESS PACIFIC (Package E & F)

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

A) DESIGN-BID-BUILD CONTRACT - Contract No. C1161 - ICON WEST (Package A & C)

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

B) PROFESSIONAL SERVICES CONTRACTS

Design Support Services During Construction - N/A			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
TBD	Cubic - Fare Equipment - Changes for Package A and Package C	EXTRA WORK	Between \$1M and \$5 M

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

CHANGE	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

PATSAOURAS PLAZA BUSWAY STATION

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2018 - November 30, 2018)

A. DESIGN BUILD CONTRACT - Contract No. C0970 - OHL							
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 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	
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

A) DESIGN BUILD CONTRACT - Contract No. C0970 - OHL

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
Settlement – CN or Mod number not yet assigned	<u>Settlement of Claim for the Work Stoppage:</u> This settlement will result in a modifications to Contract C0970 to compensate OHL for of the following items: 1) OHL's work stoppage due to environmental concerns 2) Escalation 3) Global Impacts and Inefficiencies 4) Claims filed before the work stoppage	EXTRA WORK	Between \$1M and \$5 Million

B) PROFESSIONAL SERVICES CONTRACTS

Design Support Services During Construction - N/A			
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		



Board Report

File #: 2018-0779, File Type: Informational Report

Agenda Number: 33.

CONSTRUCTION COMMITTEE
JANUARY 17, 2019

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

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General Change Order/Modification Construction Spot Check Report.

ISSUE

On January 25, 2018, the Metro Board directed the Office of the Inspector General (“OIG”) to conduct random spot checks on the projects listed in the quarterly program management report to ensure that the delegation of authority to approve construction Change Orders policy is performing in the manner desired by the Board of Directors.

BACKGROUND

I. SUMMARY

The OIG has developed a spot check program (“Spot Checks”) that primarily focuses on approved Change Orders and Modifications that exceed \$1 million. The Change Orders in this report were selected from the January 2019 Program Management Major Project Status Report (File # 2018-0780), covering September, October, and November 2018. The information for the Spot Checks was collected from the Program Management Information System (PMIS) which is the department’s database system. Also, in-person and telephonic interviews were conducted with Metro Program Management, Project Control, Bus Operations, and Procurement staff from each individual project office.

The OIG has reviewed four Change Orders for the period of September 1, 2018, to November 31, 2018; one processed from Crenshaw/LAX, one from Regional Connector, and two from Westside Purple Line Extension Section 2. For this quarter, the Westside Purple Line Extension Section 1 did not have any Change Orders above \$500,000.

We found that all the Change Orders in this report were negotiated/approved/executed on average

faster than the former Board approval process would have taken. In addition, the negotiated cost for one Change Order was lower than Metro's Independent Cost Estimate (ICE) and two were higher than the ICE, but were lower than the contractor's proposed price, and one was equal to Metro's estimate amount. For the Change Orders/Modifications the OIG reviewed, the Spot Checks have shown that the delegation of authority has, in certain cases, resulted in:

- Minimized/reduced delay costs,
- A negotiated amount that was reasonable for the work to be done; and
- Minimized construction delays.

Each Spot Check summarizes the following areas:

- Introduction of Change Order/Modification
- Facts of Change Order (charts and pictures shown on Attachment A)
- Scope of Work
- Budget
- Time to Execute Change Order
- Recommendations

Metro's Program Control department will provide responses to the recommendations in this report to the OIG Spot Checks within 30 days after this Board report.

DISCUSSION

II. Spot Checks Performed in this Quarter

A. Spot Check #1 - Crenshaw/LAX Transit Project

This OIG Spot Check report concerns the Crenshaw/LAX Transit Corridor Project (Contract C0988 MOD-00335.1). Cable Transmission System Update - Construction

Facts of Change Order

See Attachment A Spot Check #1 chart.

Summary #1

Scope of Work - Specifications for the Crenshaw line communications system were prepared many years ago. The scope of work, written 3 years ago for the Line, incorporated those specifications pending any evaluation of new technology. After an evaluation was completed it was determined that Metro's rail communications system agency wide will migrate over time from the SONET System currently in use, to new technology provided by FUJITSU. This Modification is to correct the specifications to the new technology platform (FUJITSU (FW) 9500 a Native Ethernet platform). Eventually, all Metro rail lines will migrate to the new FUJITSU 9500 system. The contractor shall procure, provide, and construct this System for the ROC, stations, and the South West Rail Yard for the Crenshaw Line. These costs are net of the offset of the elimination of the older technology, but still require drawing changes and similar expenses for the new technology.

Budget - The ICE was \$966,285. The Modification was awarded for \$1,180,296. The award was \$214,011 (18.13%) higher than the ICE.

Schedule - The new delegation process was utilized for this Modification which was executed on October 3, 2018. The negotiations of the scope of work began on February 2, 2018. The 8-month delay occurred because Metro and the contractor disagreed on the schedule for accomplishing the Modification. The parties agreed on the Modification without having a set schedule. This Change Order could not have gone to the Board for approval until the November Board, a full 47 work-days later. The schedule is pending.

Recommendation

The OIG agrees with and recommends the use of newer technology. It is appropriate to have the communications system updated from the original legacy SONET platform that is over 25 years old to accomplish critical communication.

The OIG recommends that schedule negotiations with the contractor be expeditiously concluded so the schedule impacts are minimized.

B. Spot Check #2 - Regional Connector Transit Project

This OIG Spot Check report concerns the Regional Connector Transit Corridor Project (Contract C0980 CO-00023). Add Wye Junction Fan Plant - Construction

Facts of Change Order

See Attachment A Spot Check #2 chart.

Summary #2

Scope of Work - This Change Order is part 3 of 4 for the addition of fans at 1st street and Alameda junction. Part one and two covered the design of the fan system that was jointly developed by both contractor and Metro Fire Life Safety Committee. In December 2015 Metro Board approved the deletion of the original 8 jet fan ventilation design and the addition of the fan system at the interior intersection of the two converging/diverging tunnel segments. The revised design of the tunnel section is now complete and ready for the installation of the fan system. This Modification is to pay for the items necessary for the fan system and work performed to date for the fans.

Budget - The award amount for this Modification is \$1,200,000. The contractor was not required to submit a proposal because this is a unilateral Change Order by Metro. The payment enables the contractor to order the fan parts and invoice for work performed to date. The Metro Board approved \$12,000,000 for the fan system in December 2015 and the \$1,200,000 will be paid out from that account.

Schedule - The new delegation process was utilized for this Modification. The Change Order was executed on November 2, 2018. There are no saved days accomplished by the use of the new delegation process because this item would not have needed to go to the Metro Board again since this fan system was approved in December 2015.

Recommendation

None.

C. 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 MOD-00026). Santa Monica Blvd. Bus Layover Design and Construction Changes

Facts of Change Order

See Attachment A Spot Check #3 chart.

Summary #3

Scope of Work - This Modification is to revise the design and construction of the Santa Monica Bus layover facility. The work under this Change Order will shift the new bus layover facility 60-feet to the east. The 60-feet takes advantage of available space that provides more capacity, improves bus movement, and maintains the existing bus stop. The design will protect the left turn signal for buses in the center median of Santa Monica Blvd. The signal allows for left turns and U-turns at Century Park East and a new left turn to detect the waiting buses with vehicle loop detectors that distinguish between U-turn and straight buses and minimize overall traffic delays. LADOT Bureau of Street Lighting requested the addition of new street lights to meet ambient safety lighting standards along Santa Monica Blvd. from Avenue of the Stars to Century Park East.

Budget - The award amount for this Modification is \$1,345,904. The contractor's proposal was \$1,602,335 and the ICE was \$1,209,139. The award amount was \$256,431 below the contractor's proposal or 19% less, and the negotiated award was 10% above the ICE amount.

Schedule - The new delegation process was utilized for this Modification. The agreed upon scope of work occurred on Oct. 17, 2018 and the Modification was executed on Nov. 2, 2018, which was done in 12 work-days. If this Modification had gone to the Board it would have been on the January agenda which would be 70 work-days later. From the final scope of work to the January Board meeting there is a time savings of 58 work-days.

Recommendation

Multiple design coordination meetings (using 30% design) with Metro Bus and Rail Operations during preliminary engineering were held to develop the scope. During those meetings Bus Operations requested 6 bus bays to be incorporated into the design. Then at the 60% design meetings Bus Operations saw that the existing active bus stop was removed and asked that it be restored. The active bus stop will be added back into the plans.

The addition of the left turn signal, pocket lane with detector loops, and street lights were additions requested from the City of LA after their review of the 60% design plans who had not submitted the required changes earlier.

The OIG recommends that Operations and LADOT be provided the scope of work after requests are submitted or "no comments" are received to confirm their requests have been added into the scope

prior to the release of the RFP.

The OIG recommends the Program Management team create a check list showing to whom preliminary 30% plans and the 60% design plans were given and what were the individual requests. The check list should note follow up dates, phone calls, and emails to verify their requests are incorporated into the scope of work prior to the release of the RFP.

D. Spot Check #4 - Purple Line Extension Section 2 Transit Project

This OIG Spot Check report concerns the Purple Line Extension Section 2 Transit Project (Contract MC072 MOD-00001). Continuation of Construction Management Support Services for WPLE Sect. 2

Facts of Change Order

See Attachment A Spot Check #4 chart.

Summary #4

Scope of Work - This Modification allows for the Construction Management Support Services (CMSS) to continue for 2 years (FY19 & FY20) for the Purple Line Section 2 project. This staff augmentation is to hire additional experts to support the construction. By creating different phases for support and award, the CMSS contract allows the money to be utilized based on evolving needs.

Budget - This Modification was negotiated and the award is \$24,020,080. The contractor's proposal was \$26,770,931 and the ICE was \$25,158,756. The award amount was \$2,750,851 (or 11.5% less) than the contractors proposal. The negotiated amount was 4.7% less than the ICE.

Schedule - The new delegation process was utilized for this Modification. The agreed upon scope of work occurred on November 1, 2018, and the Modification was executed on November 28, 2018, was completed in 20 work-days. If this Modification had gone to the Board it would have been on the January agenda which would be 60 work-days later. From the final scope of work to the January Board meeting there is a time savings of 40 work-days.

Recommendation

None.

FINANCIAL IMPACT

The financial impacts are the expenditures from the projects reserves as follows:

Spot Check #1) \$1,180,296.

Spot Check #2) \$1,200,000.

Spot Check #3) \$1,345,904.

Spot Check #4) \$24,020,080.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations that the Office of Inspector General has put forward support the Strategic Plan Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The OIG focuses on fraud, waste, and abuse. For each selected Change Order/Modification review,

the OIG is evaluating if fraud, waste, or abuse is taking place. We report the details of why the Change Order is 'out of scope', we support, and make recommendations with our construction best practices report, more particularly focusing on lessons learned, improving efficiencies, and prudent spending. Our goal is to provide rational, trustworthy information to the Board. The Office of the Inspector General will continue reporting to the Board the results of Construction Change Order Spot Checks selected from the Program Management Major Project Status Quarterly Report. The next OIG Construction Spot Check report will be in April.

Program Control and Program Management agreed to respond to the recommendations of the OIG within 30 days. Program Management has provided responses to the prior OIG Construction Spot Check reports (May, July, and October 2018) as listed in Attachment B.

ATTACHMENTS

Attachment A - Chart for Spot Checks

Attachment B - May, July, and October Recommendations and Engineering Responses

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 - Crenshaw/LAX Transit Project - Contract C0988**Facts of Change Order**

<u>Description of Modification MOD-00335.1</u> Cable Transmission System Update - Construction	
<u>Change Order Dates:</u>	
Scope of Work approved	February 2, 2018
Modification Executed	October 3, 2018
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	17 work days
Estimate using former Board approval process	47 work days
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$966,285
Contractor's proposed cost	\$1,180,296
Negotiated amount	\$1,180,296
Negotiated amount over ICE	\$214,011
Percentage of negotiated amount over ICE	18.13%

Spot Check #2 - Regional Connector Transit Project - Contract C0980**Facts of Change Order**

<u>Description of Modification CO-00023</u> Fan system - Construction	
<u>Change Order Dates:</u>	
Scope of Work approved	Not agreed upon
Modification Executed	November 2, 2018
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	Not applicable
Estimate using former Board approval process	Board approved \$12 M in Dec 2015
<u>Cost of Change Order:</u>	
Record of Magnitude (ROM)	\$1,200,000
Contractor's proposed cost	not required
Negotiated amount	\$1,200,000
Negotiated amount over ICE	\$0
Amount negotiated under Contractors proposal	Not applicable

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

<u>Description of Modification MOD-00026</u> Santa Monica Blvd. Bus Layover Design and Construction Changes	
<u>Change Order Dates:</u>	
Scope of Work approved	October 17, 2018
Modification Executed	November 2, 2018
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	12 work days
Estimate using former Board approval process	70 work days
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$1,209,139
Contractor's proposed cost	\$1,602,335
Negotiated amount	\$1,345,904
Negotiated amount under ICE	\$136,765
Amount negotiated under Contractors proposal	\$256,431

Spot Check# 4 - Purple Line Section 2 Transit Project - Contract MC072**Facts of Change Order**

<u>Description of Modification -MOD-00001</u> Continuation of Construction Management Support Services for WPLE Sect. 2	
<u>Change Order Dates:</u>	
Scope of Work approved	November 1, 2018
Modification Executed	November 28, 2018
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	20 work days
Estimate using former Board approval process	60 work days
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$25,158,756
Contractor's proposed cost	\$26,770,931
Negotiated amount	\$24,020,080
Negotiated amount over ICE	\$1,138,676
Amount negotiated under Contractors proposal	\$2,750,851

ATTACHMENT B (May 2018)

OIG REPORT/ SPOT CHECK # MOD # Description	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>May 2018 / #1 C0988-MOD-00345 Crenshaw - Oil Water Separator at UG Stations</p>	<p>The Metro rail design criteria (MRDC) was updated on October 31, 2017, to reflect the addition of the elevator, escalator pit drain and underground station track drains to be processed through a clarifier to remove oil, grease, and sand. Metro management should:</p> <ol style="list-style-type: none"> 1. Update the "Lessons Learned" files regarding the OWS change to the MRDC and communicate the lesson to other Project Managers working major transit construction projects (This is consistent with recommendation 51 and 89p in the OIG's Construction Management Best Practices Study.). 2. Investigate this change to determine: <ol style="list-style-type: none"> a) If the scope of work of other major transit construction projects require this design update for the OWS. b) If the Regional Connector and the Westside Purple Line Extension sections 1, 2, and 3 should be amended for the same OWS omission to reduce additional change orders and costs. c) When should have the City been provided this information and reviewed construction plans prior to the cement being poured to avoid redesign costs? 	<ol style="list-style-type: none"> 1. Agree, Lessons Learned have been updated. 2. Agree, However contractor used the minimum percentage of contaminants level and did not require OWS. 	
<p>May 2018 / #3 C1078-MOD-00011 Purple Sect 1 - Schdl Impacts from Arcadis Work/change to accommodate const schdl extension from site impacts</p>	<p>All Environmental Site Assessments were performed prior to excavation. No record of underground tanks or buried reinforced concrete slabs were found by the Department of Conservation and Division of Oil, Gas, and Geothermal Resources (DOGGR). However, based on lessons learned from this site, Metro management should:</p> <ol style="list-style-type: none"> 1. Conduct Ultrasonic Soil Examinations at future questionable sites to attempt to avoid unidentified hazards. This is consistent with recommendations (88b, 88c, and 88d) in the OIG's report on Capital Project Construction Management Best Practices Study (February 29, 2016). 2. Perform research to determine who could have installed the tanks and buried reinforced concrete slabs, and provide this information to the LA Metro Legal department for consideration of possible legal action to recover the cost of remediation under the Comprehensive Environmental Response, Compensations and Liability Act of 1980 (CERCLA). 3. Perform an assessment of the schedule to determine if any recovery of time is possible. 	<ol style="list-style-type: none"> 1. Agree, Under the guidance and direction of Metro's Environmental Staff and the use of Ground Penetrating Radar (GPR) in order to attempt to identify these conditions prior to bid. 2. Agree, Further efforts on identifying the existing Oil and Gas Wells through DOGGR may be warranted. COLA does not have design drawings of all underground tanks. There are no as built drawings for the various Tar Collection Sumps located on the Westside of LA. 3. Agree, will utilize Metro' Environmental Staff. 	
<p>May 2018 / #4 C1120-MOD-00002 Purple Sect 2 - Worksite Traffic Control for AUR</p>	<p>Metro management should:</p> <ol style="list-style-type: none"> 1. Establish a single party to serve as a "clearinghouse" for all utilities relocations during construction. The "clearinghouse" could be assumed by the Metro group, Third Party Administration. (This is consistent with recommendations 80, 88, 89, 89j, 89n, and 89v in the OIG's report on Capital Project Construction Management Best Practices Study.) 2. Utilize the "clearinghouse" process to improve the Advance Utility Relocations. (Consistent with recommendations 79, 83, 87, 89b, 89c, 89d, 89g, 89h, 89s, and 89t in the Best Practices Study.) 3. Create "Lessons Learned" for the establishment of a single clearinghouse in the initial scope of work for the Design Build Contractor to avoid future costly change orders. (This is consistent with recommendation 89p in the Best Practices Study.) 	<ol style="list-style-type: none"> 1. Agree, Creation of Clearinghouse was already completed for WPLE2 2. Agree, Unilaterateral change order was later negotiated and issued to improve as recommended. 3. Agree, Lessons learned from AUR work will be documented for consideration for future projects. 	

ATTACHMENT B (July 2018)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
July 2018 / #1 C0988-MOD-00173.4 Crenshaw - Fire rated conduit and cable for tunnel emergency lighting	The OIG recommendation is to: 1) update the Metro Specifications to list the change in the standards and to include the list of approved alternatives from Metro Fire Life and Safety group 2) continue to follow appropriate process to resolve the Change Order dispute.	1- Agree as appropriate 2- Agree	
July 2018 / #2 C0988-CO-00209.1 Crenshaw - Preliminary 45 day acceleration	The OIG recommends Metro continue to explore with the contractor opportunities to accomplish schedule recovery.	Agree	
July 2018 / #3 C0988-MOD-00354 Crenshaw - COLA request to replace concrete street light & signal poles w/steel poles-MLK area	This modification might be considered a 'Betterment' and recommend that consideration of a similar value be negotiated with the City to offset this cost in connection with this project.	Agree - Under consideration	
July 2018 / #5 C0980-MOD-00119 Regional Connector - Addl Special conditions CAL/OSHA Tunnel classification	OIG recommends that during coordination meetings, between project management of Regional Connector and of Westside Purple Line Extensions 1, 2 & 3, communicate Lessons Learned concerning gas emissions monitoring when tunneling in this region to ensure timely notification and coordination with Cal/OSHA once a notifiable event occurs.	Agree - Regional Connector will share lesson learned with respect to gas detection and OSHA notification protocol with Purple Line Projects 1,2 & 3.	
July 2018 / #6 C1120-MOD-00011 Purple Line sect. 2 - Temp K-rail Noise Barrier	1) The OIG recommends for work activities along an open city street (center of roadway) to add the option into future Scopes of Work to consider use of plywood barrier panels set into K-Rail when noise and working hours are extraordinary factors versus chain link fence with screens and sound blankets. 2) Plywood panels set into K-Rail enable longer working hours as compared to the standard traffic cones. This form of traffic control can also be set up and left in place during long work periods. The OIG recommends writing into Metro's Standard Specifications, for long duration activities, the option of utilizing plywood barriers set into K-Rail for traffic control plans to maximize the work hours and assist in traffic control. 3) The OIG further recommends that, this form of barrier be recorded in Lessons Learned and considered for the Westside Purple Line Extension Section 3. Program Management may consider it in meetings between Section 2 and Section 3 to share Lessons Learned.	(1) Agree, Future projects will consider the use of each barrier system on a case by case basis, considering actual traffic impacts and the proximity to commercial and residential properties. (2) Agree, For future applications with long duration activities, and when approved by the municipality having jurisdiction, K-rail with plywood will be considered to maximize work hours. (3) Agree, Lessons learned from AUR work on the WPLE2 project will be documented for consideration by future projects.	
July 2018 / #7 C1120-MOD-00012 Purple Line Sect. 2 - Oil Abatement at launch box CCC Station	This is a potential CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act, also known as Superfund. Passed in 1980) remediation that Metro should evaluate and pursue if appropriate to recover funds from the previous property owners. Metro may be entitled to proceed against the previous line of owners and recover damages for the clean-up of the abandoned oil pipelines that are asbestos lined causing the pollution. The OIG recommends that Metro's Engineering Program Management provide information on this matter to allow Metro's Legal department to assist in making this determination.	Agree, Actively coordinating with County Counsel.	

ATTACHMENT B (Oct. 2018)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>Oct 2018 / #1 C0988-MOD-00347.2 Crenshaw - UG1 Center Walkway Lighted Handrail</p>	<p>The OIG recommends: Management should note the steps and procedures in Lessons Learned and follow up during management group discussions, on ways to expedite and coordinate future situations involving evaluation of numerous options to quickly reach a best alternative.</p>	<p>Agree</p>	
<p>Oct 2018 / #2 C1045 MOD-00060 Purple Line Sect. 1 - Accommodate COBH Memorandum of Agreement</p>	<p>The OIG recommends: To start future MOA processes with cities during the planning stages of the Environmental Assessment and identify the concerns/matters relating to the MOA in the Risk Registry.</p>	<p>Agree</p>	
<p>Oct 2018 / #3 C1045 MOD-00061 Purple Line Sect. 1 - Addl. SOE design work for LaBrea Station due to deviation request for bldg settlement</p>	<p>The OIG recommends: This matter concerning dewatering and SOE be added to the Lessons Learned files and the separation of dewatering and SOE be updated in the Metro Design Criteria as a special case.</p>	<p>Agree</p>	
<p>Oct 2018 / #4 C1045 MOD-00058 Purple Line Sect. 1 - LaBrea Additional Instrumentation</p>	<p>The Independent Cost Estimate was not an accurate representation of work stated in the agreed upon scope of work. The OIG recommends: The project manager or knowledgeable person from the project team, establishes a coordination meeting both in the field and office for the estimator to see and hear each detail of new scope of work. Hearing and visualization of the scope changes will assist the estimator in preparing a more accurate Independent Cost Estimate.</p>	<p>Agree, The Estimator will continue to be invited to the Fact Finding with the Contractor as identified in CF-14"</p>	
<p>Oct 2018 / #5 C1120-MOD-00015 Purple Line Sect. 2 - Century City Constellation Station Main Entrance Final Design</p>	<p>The OIG understands the real estate transaction between the developer and Metro is not a signed agreement as of the time of this report. The OIG recommends: Metro management and Metro real estate staff work expeditiously with the developer to finalize cost estimates and complete the real estate transaction to minimize the likelihood of additional costs associated with further modifications to the design of the station entrance.</p>	<p>Agree</p>	

Office Of Inspector General Construction Change Order Spot Check Report

Presented By
Karen Gorman
Inspector General

Construction Spot Check Program

File #
2018-0779

OIG Program Description

The OIG Spot Check program focuses on approved change orders that exceed \$1 million. The program includes:

- Review sampling of Change Orders from PMIS
- Review of Program Management's Project Status Report
- Interview Project Managers, Program Controllers, and Procurement Officers
- Review project budget, specifications, any related documentation

OIG Spot Checks focus on:

- Scope of Work
- Budget
- Schedule Comparison
- Making Recommendations

Summary of Spot Checks

Four OIG spot checks of change orders show:

- Negotiated amounts appear reasonable
- Change orders have a reduced processing time
- Staff time is saved

Construction Spot Check Costs

File #
2018-0779

Summary of Selected Change Order Costs

Four OIG spot checks of change orders / modifications reported

1 change order for Crenshaw/LAX project

❖ Cable Transmission System Update - Construction = \$1,180,296

1 change order for Regional Connector project

❖ Fan system – Construction = \$1,200,000

2 change orders for Purple Line Section 2 project

❖ Santa Monica Blvd. Bus Layover Design and Construction Changes = \$1,345,904

❖ Continuation of Construction Management Support Services = \$24,020,080

Construction Spot Check Schedule Comparison

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

PROJECT	Title of Change Order	Time Saved Executed date to Board Mtg. (workdays)	NEW Delegated Process final SOW to Executed date (workdays)	Former Board Approval Process (workdays)
CRENSHAW/LAX	Cable Transmission System Update - Construction	30	17	47
REGIONAL CONNECTOR	Fan system - Construction	-	-	-
WESTSIDE PURPLE LINE SECT 2	Santa Monica Blvd. Bus Layover Design & Construction Changes	58	12	70
WESTSIDE PURPLE LINE SECT 2	Continuation of Construction Management Support Services	40	20	60

**Board Report**

File #: 2018-0789, **File Type:** Motion / Motion Response**Agenda Number:** 34.

2nd REVISED
CONSTRUCTION COMMITTEE
JANUARY 17, 2019**SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

DIRECT the Chief Executive Officer to pursue finalize negotiations with the Gold Line Authority to ensure the extension of the Foothill Alignment to Pomona station as a first phase, consistent with the provisions of Board-adopted Measure R and Measure M Unified Cost Management Policy.

ISSUE

At the December 2018 meeting, the Board approved Motion #40 by Solis, Fasana, Garcetti, Najarian and Barger, that the CEO report back to the Board in January 2019 with options for initial funding to extend the first phase of the Gold Line Extension to Claremont beyond La Verne to Pomona, along with a funding strategy for the second phase consisting of Claremont and Montclair.

DISCUSSION

The Gold Line Extension to Claremont is a proposed light rail transit (LRT) line starting from the existing Metro Gold Line Azusa station. The project is environmentally cleared for a new LRT service from Azusa to Montclair. The project development and construction is managed by the Metro Gold Line Foothill Extension Construction Authority (Construction Authority). Consistent with the Metro Board action on the 2009 Long Range Transportation Plan, the project was prioritized in the 2016 Measure M Ordinance and Expenditure Plan for \$1.02 billion in Measure M funds at the beginning of the Measure M program. Additionally the project was prioritized for state discretionary funds resulting in an award of \$249 million of Transit and Intercity Rail Capital Program (TIRCP) funds. In July 2017 Metro and the Construction Authority entered into a funding agreement (Foothill Extension Phase 2B Funding Agreement -- Glendora to Claremont) for \$1.36 billion covering Metro's commitment of the \$1.02 billion in Measure M, \$249 million in TIRCP, and \$96 million in Measure R savings from the Foothill Extension Phase 2A project. Any project cost increases that follow execution of the funding agreement are governed by the Metro Measure R and Measure M Unified Cost Management Policy (Policy) adopted by the Metro Board in July 2018.

The Construction Authority received construction bids this year that exceed the budget for the project by \$570 million. Because of this cost increase, the Construction Authority intends to reduce the initial

scope of the project and end the line at La Verne - two stops short of Claremont - and begin operations in 2025. The Construction Authority Board has approved their plan to restructure the construction contract under the shorter segment to La Verne, with an option to extend the project to Claremont and Montclair should funding become available. However, the Board's position stipulated in Motion #40 is that a first segment extend at least to the planned Pomona station. A working cost estimate from the Construction Authority for that additional segment beyond La Verne station totals roughly \$230 million.

This report addresses the provisions of the Metro Measure R and Measure M Unified Cost Management Policy, as this policy guides the management of Measure M projects that experience cost increases, and the Funding Agreement between Metro and the Construction Authority relating to the Glendora to Claremont segment of the project. This includes options to fund the project to Pomona and a strategy to fund the project to Claremont. This report does not include options to fund the Claremont to Montclair segment of the project, as this would involve funding from San Bernardino County and is outside the control of Metro.

Unified Cost Management Policy

The funding agreement between Metro and the Construction Authority identifies the requirements of the parties to the agreement in the event of a cost increase. The agreement specifically states that the Construction Authority will comply with the Unified Cost Management Policy as adopted and amended by the Metro Board and, in the event of a funding shortfall, the Construction Authority agrees to pursue and provide the funding needed to complete the project. The Metro Board adopted the updated Measure R and Measure M Unified Cost Management Policy in July 2018, and this policy should be considered as it identifies the process for addressing a cost increase, including the funding that should be considered. Per the policy, Metro must consider, in descending order, the following steps in the event of a funding shortfall.

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Because of these steps, this report focuses on potential cost reductions and new local revenues. Even though the construction funding and a Life of Project Budget (LOP) for the Gold Line Extension to Claremont project has been achieved, via Measure M funding commitments and the supporting Funding Agreement with the Construction Authority, as a Metro priority, the policy does not make Metro funding for project cost increases a priority.

Funding Options to Pomona

The proposed funding plan considers the requirements of both the Unified Cost Management Policy and the provisions of the Funding Agreement.

Cost Reductions

Beyond new revenue sources for the project, Metro has identified potential cost reductions that may reduce the amount of funding needed to extend the project to Pomona and Claremont. Metro staff estimates that Metro's costs attributable to the project (including staff time, vehicles, and contingency) could be reduced by \$74 million. Betterments on the project could be removed from the scope, lowering the project cost by \$5 million. The Construction Authority has recently estimated that value engineering could lower the project cost by \$54 million. In total, Metro staff estimates that \$133 million in cost reductions could be achieved on the extension of the project from Azusa to Pomona. Potential additional cost savings related to downsized parking requirements may also be considered.

Local Funding

The project is eligible for both Measure M and Measure R funding and is allocated, per the Funding Agreement, 100 percent of the available funding identified in the respective sales tax ordinances. The Gold Line Foothill Extension project has been a Metro funding priority and as such was allocated \$1.754 billion in Measures M and R. The Measure R funding is the balance of unspent funds from the related Gold Line to Azusa project. Additional Measure M or Measure R funding would involve the amendment of the ordinances and diversion of funding from other identified or programmed Metro uses.

Measure M also includes funding for several multi-year subregional programs (MSP) within the San Gabriel subregion, and this geographic region encompasses the project. The MSP subregion (represented by its Council of Governments) could allocate a portion of the funding for the project. There are two transit-eligible MSP programs with funding available beginning Fiscal Year (FY) 2018: the Bus System Improvement Program and Subregional Equity Program. Metro expects to program \$4.8 million of the Bus Improvement MSP funding to the subregion in FY 2024 to FY 2028, which could be contributed to the project. Further, Metro has assigned \$199 million for the Subregional Equity Program that would be available to the San Gabriel Valley subregion, funded from Measure M, beginning in FY 2043. To utilize this funding for the project, it would need to be accelerated. In order to mitigate the impact of accelerating the funds on other Metro projects and programs, the funding could be "discounted" or reduced (assuming the funds are advanced using debt financing), resulting in approximately \$66.2 million for project construction. Supporting administrative actions to access subregional equity funds need to be developed.

Measure M, as well as Measure R and Propositions A and C, provide "local return" funding to the five cities with project stations. The four cities attached to the Pomona segment will receive an estimated ~~\$237~~ \$210 million of local return over the ten year period FY 2020 to FY 2029 and could contribute a portion to the project. If the cities contributed 25%, ~~\$59.3~~ \$52.4 million would be available for the project.

In addition, the cities can potentially contribute additional funding for the cost increase through value capture financings at areas surrounding each new station. This would involve the creation of a new taxing district, such as the "benefit assessment district" that Metro utilized for the initial segment of the Red Line subway. A city-established benefit assessment district or comparable entity could

potentially generate \$10 million at each station by leveraging future tax revenue, and legislative authority currently exists to do so.

State Funding

The State has already granted the project \$249 million (Los Angeles County portion to Claremont) through the Transit and Intercity Rail Capital Program. Additional state discretionary funding (where Metro would compete for the funding) for a Pomona or Claremont extension is not probable, given the project has experienced a cost increase and potential scope reduction.

Metro does receive quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). Metro has programmed all of the projected RIP funding through FY 2036. The LPP program may have approximately \$50 million of funding available over the next ten years (through FY 2029) that could be allocated to the project, subject to the provisions of the existing Unified Cost Management Policy and Funding Agreement with the Construction Authority. Due to other programming commitments, LPP funding capacity has been identified specifically for the funding strategy to Claremont with recognition that the Construction Authority has up to 24 months following the initial contract award through Pomona to exercise the option to Claremont.

Federal Funding

The project was not cleared through the federal environmental process and is not currently eligible for federal grant funding.

The following table shows that the aggregate of new local revenues and cost reduction options total ~~\$303.3~~ \$296.4 million, a combination of which should be sufficient to fund the extension of the project to Pomona.

Gold Line Extension – Azusa to Pomona Potential Funding Sources/Cost Reduction (\$ in millions)		
Options	Amount	Year Available
Multi-Year Subregional Program	\$4.8	2024
Subregional Equity Program*	66.2	2020
Local Return (25% of total; FY 2020 to 2029)**	52.4	2020
Value Capture Financings	40.0	2024
Scope Reductions/Value Engineering	133.0	2019
Total	\$296.4	

* Represents “discounted” value of \$199 million assumed to be available to San Gabriel Valley subregion beginning in 2043, which totals 33% of the 2043 value.

** Represents 25% of the ~~\$237~~ \$210 million cumulative Measures M and R and Propositions A and C Local Return funds, estimated for the 5.4 project corridor cities (Glendora, San Dimas, La Verne, and Pomona) located within this segment.

Funding Strategy to Claremont

In order to fund the additional cost of extending the project to Claremont, future local return revenue could be allocated to the project. A debt financing of 25% of future local return revenue assigned to Claremont - the only corridor city for this remaining segment - could produce an additional ~~\$168.3~~ \$19.6 million. The extension would add one station with value capture potential of \$10 million; parking reductions may also be considered. Should Metro contribute regional funding to the cost increase, \$50 million of LPP funds are projected to be available. The new local and regional revenues suggested here total ~~\$228.3~~ \$79.6 million and could not be sufficient to fund the project extension to Claremont by FY 2029. Thus variations on these funding assumptions or other sources would need to be found. The Construction Authority has recognized that the terms of their procurement would provide up to 24 months following the initial contract award to exercise the contract option to Claremont and Montclair providing additional time for specific funding decisions to be made.

Gold Line Extension – Pomona to Claremont Potential Funding Sources/Cost Reduction (\$ in millions)		
Options	Amount	Year Available
Local Return (25% of total; FY 2030 to 2055)	\$19.6	2029
Value Capture Financings	10.0	2024
Local Partnership Program (State funds)	50.0	2026
Total	\$79.6	

Consistency with Metro’s Equity Platform

The delivery of the Gold Line Extension with a first phase to Pomona is significant to both Metro’s Equity Platform and the State TIRCP funding award as the City of Pomona is the most disadvantaged community along the corridor according to state-recognized Disadvantaged Communities criteria.

DETERMINATION OF SAFETY IMPACT

There are no safety impacts resulting from this Board report.

FINANCIAL IMPACT

There are no financial impacts or impact to budget resulting from this Board report. Metro staff will return to the Board with specific financial impacts of any funding options that the Board may exercise in the future.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Ensuring the delivery of the Gold Line Extension with a first phase to Pomona will assist in

implementing the following goals of the Metro Vision 2028 Strategic Plan:

- Goal #1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

As part of the assessment of local funding options, Metro staff recognizes that all of the cities across the Gold Line Extension corridor are receiving new local transportation funding through the passage of Senate Bill 1 (SB 1) in 2017. The current annual estimate of these funds by city for FY 2018/19 is presented below. While these funds are eligible for use on the Gold Line Extension, they do not present the same opportunity for debt financing within the required contract period of the Gold Line Extension. As new, flexible funding for the cities, these funds can offset the direct use of any Local Return from Propositions A and C or Measures R and M on the project.

FY 2018/19 SB 1 Local Streets and Roads (LSR) Funding

City	SB 1 LSR Funding
Claremont	\$606,117
Glendora	880,237
La Verne	555,068
Pomona	2,598,581
San Dimas	572,754
Total	\$5,212,757

Source: <http://www.californiacityfinance.com/LSR1805.pdf>

NEXT STEPS

Staff will work with the San Gabriel Valley Council of Governments, local agencies and the Construction Authority to explore funding opportunities to extend the first phase of the Gold Line Extension to Claremont beyond La Verne to Pomona, along with a funding strategy for the second phase consisting of Claremont as outlined in this report. Staff will coordinate with San Bernardino County and the Construction Authority to support their development of an option to Montclair.

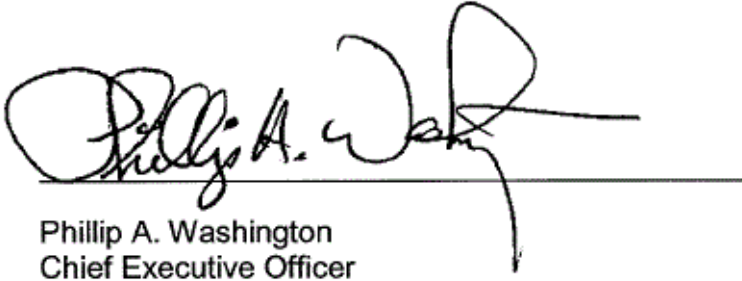
ATTACHMENTS

Attachment A - Board Motion #40

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Phillip A. Washington
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Metropolitan Transportation
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Board Report

File #: 2018-0772, File Type: Motion / Motion Response

Agenda Number: 40.

**REGULAR BOARD MEETING
DECEMBER 6, 2018**

Motion by:

SOLIS, FASANA, GARCETTI, NAJARIAN & BARGER

The Foothill Gold Line extension from Azusa to Claremont is the first Measure M project to break ground. This Foothill Extension has unique opportunities for our county, and its completion will afford our region significant benefits. It is estimated that during construction alone, the project will generate 17,000 jobs and more than \$2.6 billion in economic output locally. The line has already begun to generate growth around the future stations and has unprecedented opportunity for significantly more growth through envisioned transit-oriented developments that can afford tens of thousands of desperately-needed housing units within a half-mile of the future stations. Additionally, with the extension's future connections to two dozen more colleges and universities, the Pomona Fairplex, the Inland Empire and more, it is anticipated that the line will attract more than 28,000 daily passengers in its opening year. This will divert 20% of vehicle trips from local freeways and streets, reduce 146,700 vehicle miles traveled, and provide significant reduction in greenhouse gas emissions.

However, current economic and market conditions have resulted in the project needing hundreds of millions of dollars over the project estimate. The funding gap was identified following receipt of bid proposals from four highly-qualified teams competing for the design-build contract. As a result, the completion of the Foothill Extension to Claremont is in jeopardy and action must be taken.

The project was identified by the Metro Board as one of two first priority projects in 2009, when projects promoting regional rationality and equity were approved in the Long Range Transportation Plan. The project was promised to county voters twice - in 2008 and in 2016 with Measures R and M, and is one of the twenty-eight by 2028.

The Foothill Gold Line Construction Authority has proposed to phase construction within the existing procurement so that the first eight miles of the 12.3-mile project, to La Verne, can be completed in 2024; with the potential to complete the entire project by 2028 if additional funding is secured within the first two years following contract award.

While we applaud this proposal and agree we must continue moving forward on this important project, we are not satisfied with even a possibility of the line terminating at the La Verne Station and believe it is critical to fulfill our promise to voters to complete the line to Pomona and to Claremont.

SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT

RECOMMENDATION

APPROVE motion by Solis, Fasana, Garcetti, Najarian & Barger that the Board:

- A. Reaffirm its commitment to complete the Foothill Extension to Montclair as a first priority project, per the final and unanimous vote to approve the 2009 Long Range Transportation Plan, and in accordance with promises made to county voters in 2008 and 2016 when they overwhelmingly supported Measures R and M;

- B. Oppose any actions or proposals that would reduce or eliminate already committed funding secured on behalf of the Foothill Extension project and/or that could disrupt the ability of the Construction Authority to complete the project to Claremont, including but not limited to proposals to introduce new rail service within the future Gold Line corridor that could make it more difficult and more costly to complete the project to Claremont. This directive does not apply to any new or improved Metrolink service as long as there is no project cost of schedule impact to the Foothill Gold Line Extension Project;

- C. Direct our CEO to work closely with the Construction Authority to identify possible funding sources and approaches that could be used to fill the remaining funding gap to build the project all the way to Pomona and to Claremont.

- D. Direct our CEO to report back to the Board in January 2019 with options for initial funding to extend the first phase beyond La Verne to Pomona, along with a funding strategy for the second phase consisting of Claremont and Montclair.