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**Agenda - Final**

**Thursday, July 15, 2021**

**11:00 AM**

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

## **Construction Committee**

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

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

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

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

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

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

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

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

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

#### **INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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

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## LIMITED ENGLISH PROFICIENCY

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**323.466.3876**

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The Committee Meeting begins at 11:00 AM Pacific Time on July 15, 2021; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter  
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Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 15 de Julio de 2021. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo  
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Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment.

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

**CALL TO ORDER****ROLL CALL****NON-CONSENT**

- 25. SUBJECT: ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT**

[2021-0267](#)**RECOMMENDATION****AUTHORIZE:**

- A. The Chief Executive Officer (CEO) to award and execute a three (3) year contract, Contract No. AE70151EN085, with Arcadis US, Inc. for Environmental Services and Construction Support on Task Orders, inclusive of the three years with a not-to-exceed amount of \$37,825,000;
- B. The CEO to award and execute individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$37,825,000; and
- C. Contract Modification Authority (CMA) in the amount of \$3,782,500 (10% of the not-to-exceed contract amount) and authorize the CEO to award and execute individual task order changes and/or modifications within the CMA amount.

**Attachments:**[Attachment A - Procurement Summary RFP No. AE70151EN085](#)[Attachment B - Types and Total Value Estimates of Projects FY21 to FY25](#)[Attachment C - DEOD Summary](#)

- 26. SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**

[2021-0423](#)**RECOMMENDATION**

RECEIVE AND FILE status report on Program Management quarterly change report.

**Attachments:**[Attachment A - Change Order Log for Construction Committee, July 2021](#)

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

[2021-0405](#)

**RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Change Order  
Construction Spot Check Report for the period March 1, 2021 to May 31,  
2021.

**Attachments:**      [Attachment A - July 2021 Spot Check 06.18.21 submit](#)  
                                 [Attachment B - 2021-2020 July Recommendation Response submit](#)  
                                 [Presentation](#)

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

[2021-0431](#)

**RECOMMENDATION**

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

**Attachments:**      [Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT**

[2021-0475](#)

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**



Metro

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

## Board Report

File #: 2021-0267, File Type: Contract

Agenda Number: 25.

### CONSTRUCTION COMMITTEE JULY 15, 2021

**SUBJECT: ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

##### **AUTHORIZE:**

- A. The Chief Executive Officer (CEO) to award and execute a three (3) year contract, Contract No. AE70151EN085, with Arcadis US, Inc. for Environmental Services and Construction Support on Task Orders, inclusive of the three years with a not-to-exceed amount of \$37,825,000;
- B. The CEO to award and execute individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$37,825,000; and
- C. Contract Modification Authority (CMA) in the amount of \$3,782,500 (10% of the not-to-exceed contract amount) and authorize the CEO to award and execute individual task order changes and/or modifications within the CMA amount.

#### **ISSUE**

Under federal, state, and local law and to avoid fines, civil or criminal liability, Metro is required to evaluate hazardous substances, contamination, and/or regulatory compliance for nearly every capital project and all transit projects undertaken by Metro. This contract is a critical component for environmental waste handling and construction services. It provides technical experts in the environmental field for handling waste for construction and decommissioning.

This contract is needed to ensure that Metro remains in compliance with environmental regulations for our tank program and our capital program as required by federal, state, and local jurisdictions.

...Background

#### **BACKGROUND**

The nature of our operating business here at Metro requires us to continually evaluate, remove, and/or manage hazardous substances, contamination. We need to simultaneously act towards regulatory compliance under federal, state and local law. Metro must adhere to all environmental

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laws to avoid fines, and civil or criminal liability.

The scope of work identified in an environmental services and construction support contract generally falls into two categories: support for Metro's capital program and Metro's underground storage tank program.

The passing of Measure M and continuation of Measure R projects in recent years has further increased the number of projects that have been developed. In addition, under a State Water Resources Control Board Consent Decree order, we have also accelerated the installation of above ground tanks to house our hazardous chemicals as we reduce the number of underground storage tanks still in use.

Metro staff does not have the internal resources to do all environmental waste handling and environmental compliance support work in house. To complement and supplement limited resources, Metro has contracted for such vendors with specialized environmental equipment and technical capabilities to include laboratory, field services, and evaluation and remediation tools. Metro, in effect, would incur more cost to do the work internally than by employing these types of consultants and specialized vendors.

## **DISCUSSION**

Contract No. AE70151EN085 will be used to assist Metro's facilities and capital projects with emergency response, hazardous substances abatement, and transport and disposal of encountered hazardous and non-hazardous classified soil and liquid wastes, which also includes management of asbestos and lead containing materials. The contract also includes environmental demolition services for Metro owned properties in addition to environmentally related construction services for fuel storage tank system installation, upgrades, repairs and removals to remain in regulatory compliance with local, state and federal regulatory requirements. Additional contract requirements include permit assistance; remediation system construction, implementation, and installation; and the homeless encampment clean-up program.

The scope of services in this contract also includes limited support for numerous major capital projects. The support provided by previous environmental services and construction support contracts has historically saved major capital projects money and avoided additional months of construction work due to our ability to rapidly respond to unforeseen environmental issues encountered during construction. *This limited capital project support is essential until a new contract for environmental services and construction support to specifically address capital projects is procured later this fiscal year.*

This contract is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. The total contract value is the aggregate total of all Task Orders and changes issued within the Board authorized funding amount. The consultant is not guaranteed any work. When the need for environmental waste handling and environmental-related construction services arises, only then will staff be able to issue Contract Work Orders from which Task Orders or changes are drawn. These Task Orders and changes will be funded from an existing project's budget with consideration of any information

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available at the time of planning and applicable time constraints on performance of the work.

All the Task Orders will be fully negotiated based on agreed upon rates that will be negotiated at the onset of the work. Staff applies strict project controls in the execution of each of these Task Orders to closely monitor the Consultant's budget and Task Order schedules. No funds are obligated until a Contract Work Order/Task Order is awarded against a valid project.

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

To accomplish the assigned tasks, the consultant will provide necessary staff, sub-consultants, equipment, software, supplies, and services. The consultant shall employ or subcontract as necessary with diverse environmental professionals such as professional engineers, registered geologists, qualified stormwater developers (QSD), Certified Industrial Hygienists (CIH), Certified Asbestos Consultants (CAC), Underground storage tank (UST) ICC Technicians, waste professionals, Occupational Safety and Health Administration (OSHA) Construction Certified staff, and 40 Hour Hazardous Waste Operations and Emergency Response (HAZWOPER) certified staff.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Contract No. AE70151EN085 is an IDIQ contract. All task orders are individually negotiated, and the level of effort is fully defined prior to the authorization of any project specific funds. The Chief Program Management Officer, Chief Sustainability Officer, and Project Managers are responsible for providing appropriate budgets and following task order award process protocols during the execution of each task order. Execution of work under those Task Orders within those Contract Work Order (CWO) awards can continue beyond the contract end date.

Obligations and authorizations made within the total Contract authorized funding amount will be against specific project or operations budgets which make up the Board-approved Metro budget for this fiscal year. Specific funding for this contract will parallel the project approved by Board under separate actions. The Project Managers of each of the projects will be responsible for providing appropriate budgets.

### **Impact to Budget**

The source of funds for this contract is included in the Environmental Compliance and Sustainability Department's budget under Project Numbers 300012 - Site Remediation, Cost Center 8420

Environmental Compliance and Services, 202213 Fuel Storage Tanks. These projects are in support of Metro Operations hence the funding sources are eligible for bus and rail operations. The project funds to be used to support capital project environmental services work are within the LOP or annual appropriation of the respective capital projects which this contract is supporting, and as shown in Attachment B. Funding sources for these capital projects are approved as part of the project LOP or through the annual budget adoption. No additional funding sources are required upon approval of this contract award.

### **EQUITY PLATFORM**

To address equity impacts, Staff worked with department Equity Liaisons to develop a summary response of equity considerations for this Board item. When homeless encampments are identified within Metro facilities and Rights-Of-Way (ROWs) and pose a safety concern to the homeless individuals or Metro Operations, notifications are sent to the Facilities Maintenance Help Desk who alert all appropriate teams such as the Homeless outreach groups contracted by Metro and this environmental waste handling services contractor. Metro staff and/or designee coordinate on a site visit with the sorting contractor and local law enforcement to assess initial site conditions, take photos and determine the course of action. During the site visit, the sorting contractor ensures there are sufficient “No Trespassing” signs posted and install additional signs as necessary, while local law enforcement remain to be on site. A 14-day notification prior to the clean-up date is posted in English and Spanish. Social Services Outreach teams separate from this contract begin outreach services immediately, conduct at least two site visits, and continue outreach all the way through the scheduled clean-up day. Clean up includes sorting of items into three categories: Hazardous Waste, General Waste / Trash, and Personal property, including personal prescription medicine(s). a Post Removal Personal Property Retrieval Notice is posted at the cleared site to direct individuals to check in with Metro system security personnel at Gateway, Plaza Level Security Desk between the hours of 10:00 a.m. and 4:00 p.m., Monday through Friday for personal property retrieval. All personal items collected are stored for 90 days and must be accessible within 24 hours of removal.

To ensure maximum opportunity for participation on this contract, this solicitation was advertised through periodicals of general circulation, posted on Metro’s Vendor Portal, and an e-mail notice to small business with applicable NAICS codes. Ample opportunity was provided for interested firms and small businesses to ask questions and receive answers. The Proposal Evaluation Team (PET) was diverse and was comprised of different department personnel with various backgrounds to conduct a robust evaluation of all proposers and subconsultants to determine the most qualified team. Proposers were encouraged to form teams that included a good number of DBE, SBE, and DVBE firms to meet or exceed the DBE or SBE/DVBE goals recommended by DEOD for each Task Order. The Arcadis US, Inc. team includes 17 DBE, SBE, and/or DVBE firms.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

### **ALTERNATIVES CONSIDERED**

If Contract No. AE70151EN085 is not awarded, staff's ability to provide technical and environmental engineering support for environmental waste handling and environmental-related construction services for many of our capital and operating projects will be limited. Consequently, Metro would not be able to immediately address potential and existing environmental liabilities. We are also under a Consent Decree with the State Board to address underground storage tank or above ground storage tank and related equipment issues and upgrades on an accelerated schedule.

Postponement of award would further inhibit Metro's ability to remain in compliance with all applicable environmental laws and regulations and to avoid potential fines and civil and criminal liability. In the capital projects supported by this contract, Metro could experience increased liability for contractor claims for delay to schedule completion milestones or risk of fines due to violations from regulatory agencies.

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

Staff may solicit and award individual contracts for each environmental task on an as-needed basis. Staff does not recommend this alternative. Individually procuring these CWO's and Task Orders have associated inconsistencies, and likely greater cumulative administrative and execution costs and inefficiencies. The CWOs and Task Orders would also have to be competitively procured, causing significant delays. This scenario would make it challenging to provide timely responses to sensitive and emergency requirements from within the agency and from regulatory agencies, such as the State Water Resources Control Board.

## **NEXT STEPS**

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

## **ATTACHMENTS**

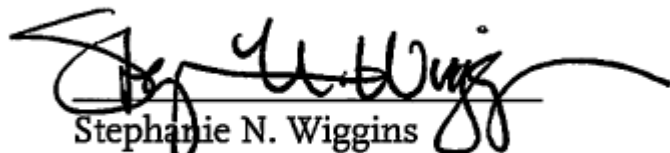
- A. Procurement Summary
- B. Types and Total Value Estimates of Projects - FY22 to FY24
- C. DEOD Summary

Prepared by: Cris B. Liban, Chief Sustainability Officer, (213) 922-2471

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

Debra Avila, Chief Vendor/Contract Management Officer,

(213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

**ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT  
CONTRACT NO. AE70151EN085**

1.	<b>Contract Number:</b> AE70151EN085	
2.	<b>Recommended Vendor:</b> Arcadis US, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates :</b>	
	<b>A. Issued</b> July 27, 2020	
	<b>B. Advertised/Publicized:</b> July 27, 2020 (Periodicals of General Circulation)	
	<b>C. Pre-Proposal Conference:</b> August 5, 2020	
	<b>D. Proposals Due:</b> October 6, 2020	
	<b>E. Pre-Qualification Completed:</b> May 18, 2021	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 10, 2021	
	<b>G. Protest Period End Date:</b> June 21, 2021	
5.	<b>Solicitations Picked up/Downloaded:</b> 70	<b>Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> Daniel A Robb	<b>Telephone Number:</b> 213.922.7074
7.	<b>Project Manager:</b> Heather Severin	<b>Telephone Number:</b> 213.418-3373

**A. Procurement Background**

This Board Action is to approve the award of Contract No. AE70151EN085, Environmental Services and Construction Support to. Arcadis US, Inc to provide environmental services for a wide range of projects, in support of Metro's Environmental Compliance and Sustainability Department (ECSD). Efforts would include engineering services to design and manage Metro's solid waste, recycling, and hazardous waste compliance issues at identified Metro sites. Board approval of contract awards are subject to resolution of any properly submitted protest.

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

The Request for Proposals (RFP) was an Architectural and Engineering (A & E) services, qualifications based procurement process performed in accordance with LACMTA Procurement Policies and Procedures, and California Government Code § 4425-4529.5 for Architectural and Engineering services. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a term of three (3) base years plus 2 one-year options.

A virtual pre-proposal conference was held on August 5, 2020 in accordance with the California Governor Executive Order N-33-20 related to Covid-19. Seventy (70) firms downloaded the RFP package.

Two (2) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 31, 2020, amended the Letter of Invitation to extend the Proposal Due Date. Deleted and Replaced LOI-01 and LOI 15 added LOI16 and added RR-09, RR-011, RR-12, RR-13.
- Amendment No 2, issued on September 28, 2020, Replaced SP 17 Payment and Reporting of Prevailing Wage

Three (3) proposals were received on October 6, 2020 from the following firms:

1. Arcadis US, Inc.
2. Atlas Technical Consultants
3. TRC Solutions, Inc

All three of the Proposals were responsive to the requirements of the RFP Documents, including Amendment No. 1 and Amendment No. 2.

## **B. Evaluation of Proposals**

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

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

Experience and Capabilities of the Firms on the Team .....	(20%)
Skill and Capability of Individuals on the Team.....	(25%)
Effectiveness of Management Plan.....	(25%)
Project Understanding and Approach.....	(30%)
Total.....	(100%)

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

This was an A & E qualifications based procurement; therefore, price could not be used as an evaluation factor pursuant to state and federal law.

During the month(s) of November 2, 2020 through December 11, 2020, the PET evaluated and scored the proposals. On December 9, 2020, Metro held virtual Oral Presentations with the three (3) proposing firms.

The proposing firms had the opportunity to present their key personnel as well as respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services (SOS) presented in the RFP.

Sealed cost proposals were received from the three proposers at the time of oral presentations.

#### **Qualifications Summary of Recommended Firm:**

The evaluation performed by the PET determined that Arcadis US, Inc. as the qualified firm and team to provide Environmental Engineering and Construction Support Services, as provided in the RFP Scope of Services.

Arcadis US, Inc. proposal. demonstrated, a deep understanding of the Scope of Services

Arcadis US, Inc. substantially meets the RFP minimum requirements and exceeds in some major areas including a strong depth of key personnel and subconsultants. The availability of management and staff will allow timely handling of multiple assignments while providing a high level of effective service.

Arcadis US, Inc. demonstrated a thorough understanding of the Scope of Services requirements and Metro objectives. The team's depth of staffing resources and technical capabilities will likely provide the essential support for the successful performance of the services.

The key personnel on Arcadis US, Inc. team exceed the requirements in the Scope of Services and possess strong and relevant technical backgrounds and qualifications to meet Metro's needs.

The Proposal Evaluation Team (PET) evaluated the proposal, and assessed major strengths, weaknesses, and associated risks of the Proposer to determine the qualifications of the firm. The final scoring was based on evaluation of the written proposal received from the Proposers. The results of the scoring are shown below:

<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>ARCADIS U.S., Inc.</b>				
Experience and Capabilities of Firms on the Team	91.55	20%	18.31	
Experience and Capabilities of Individuals on the Team	90.64	25%	22.66	
Effectiveness of Management Plan	89.52	25%	22.38	
Project Understanding and Approach	88.90	30%	26.67	
<b>Total</b>		<b>100%</b>	<b>90.02</b>	<b>1</b>
<b>TRC Solutions, Inc.</b>				
Experience and Capabilities of Firms on the Team	90.00	20%	<b>18.00</b>	
Experience and Capabilities of Individuals on the Team	90.00	25%	<b>22.50</b>	
Effectiveness of Management Plan	88.16	25%	<b>22.04</b>	
Project Understanding and Approach	89.56	30%	<b>26.87</b>	
<b>Total</b>		<b>100.00%</b>	<b>89.41</b>	<b>2</b>
<b>Atlas Technical Consultants</b>				

Experience and Capabilities of Firms on the Team	85.15	20%	<b>17.03</b>	
Experience and Capabilities of Individuals on the Team	87.92	25%	<b>21.98</b>	
Effectiveness of Management Plan	87.20	25%	<b>21.80</b>	
Project Understanding and Approach	86.67	30%	<b>26.00</b>	
<b>Total</b>		<b>100.00%</b>	<b>86.81</b>	<b>3</b>

Note: All Scores rounded to the second decimal.

### **C. Cost Analysis**

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

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to retroactive contract adjustments upon completion of any necessary audits. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve-month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit. The negotiated costs were determined to be fair and reasonable

<b>Proposer: Arcadis US, Inc.</b>			
<b>Contract Duration</b>	<b>Proposal Amount</b>	<b>Metro Estimate</b>	<b>Requested NTE Funding Amount</b>
Base Period – 3 Years	N/A <sup>(1)</sup>	\$37,725,000.00 <sup>(2)</sup>	\$37,725,000.00
Option Year 1	N/A <sup>(1)</sup>	\$14,900,000.00 <sup>(3)</sup>	\$14,900,000.00
Option Year 2	N/A <sup>(1)</sup>	\$13,000,000.00 <sup>(4)</sup>	\$13,000,000.00

- (1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Services. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) The amount \$37,725,000.00. is the Estimate for the 3-year base period of the Contract.
- (3) The amount \$14,900,000.00. is the Estimate for Option Year 1.
- (4) The amount \$13,000,000.00. is the Estimate for Option Year 2..

The Environmental Engineering Services Independent Cost Estimate (ICE) was established based on the Scope of Services developed for the Contract. The probable costs are based on the anticipated level of effort estimated for each year that will be required to perform the Scope of Services by the Consultant and sub-consultants.

#### **D. Background on Recommended Consultant**

The recommended firm, Arcadis U.S., Inc. and its subsidiaries (the Company) provide a full spectrum of consulting, design, engineering, project and construction management services related to infrastructure, environment, and water solutions in the public and private business sectors. The Company maintains offices throughout the United States and most of the Company's revenue is generated in the United States. The Company is owned by Arcadis North America, Inc, (ANA) a Colorado Corporation. ANA is owned by Arcadis USA B.V. (a wholly owned subsidiary of Arcadis NV). The Company is part of the Arcadis group of companies. Arcadis NV is a global environmental, water, infrastructure, and buildings firm based in the Netherlands, with its shares traded on the Euronext exchange."

LA Metro

3 Years Forecast for Environmental Waste Handling and Construction Services Contract

Date:7-4-2021 ARCADIS

Future Projects	FY22	FY23	FY24	Total
	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value
<b>Tank Projects</b>				
D1 - New ASTs Install and UST Removal		\$3,000,000.00		\$3,000,000.00
D5 - New ASTs Install and UST Removal	\$4,000,000.00			\$4,000,000.00
D7 - New ASTs Install and UST Removal		\$4,000,000.00		\$4,000,000.00
D10 -New ASTs Install and UST Removal			\$3,000,000.00	\$3,000,000.00
D15 - New ASTs Install and UST Removal			\$3,000,000.00	\$3,000,000.00
D30 - New ASTs Install and UST Removal	\$1,500,000.00			\$1,500,000.00
D99 - New ASTs Install and UST Removal		\$1,500,000.00		\$1,500,000.00
D20- New AST install	\$75,000.00			\$75,000.00
D9- New AST's Install and UST Removal			\$3,000,000.00	\$3,000,000.00
D16- New AST's install			\$350,000.00	\$350,000.00
Waste Antifreeze& CNG tank replacements (AST)	\$200,000.00	\$200,000.00	\$200,000.00	\$600,000.00
Emergency Task Order	\$600,000.00	\$600,000.00	\$600,000.00	\$1,800,000.00
Design and Permitting	\$500,000.00	\$500,000.00	\$500,000.00	\$1,500,000.00
<b>Compliance</b>				
Design/Repairs	\$300,000.00	\$300,000.00	\$300,000.00	\$900,000.00
Third Party Testing	\$300,000.00	\$300,000.00	\$300,000.00	\$900,000.00
Haz Waste Handling/Homeless Encampment Cleanup/Demo	\$700,000.00	\$700,000.00	\$700,000.00	\$2,100,000.00
Waste Water and Vault Water Pump Outs	\$300,000.00	\$300,000.00	\$300,000.00	\$900,000.00
<b>Capital Projects</b>				
Active Transportation Rail to Rail Corridor	\$250,000.00	\$250,000.00		\$500,000.00
Airport Metro Connector	\$200,000.00	\$200,000.00		\$400,000.00
Division 20 - Portal Widening Turnback	\$200,000.00	\$200,000.00		\$400,000.00
East Side Access Improvement Project	\$50,000.00	\$50,000.00		\$100,000.00
Green Line Core Capacity	\$50,000.00	\$50,000.00		\$100,000.00
Green Line Extension	\$50,000.00	\$50,000.00		\$100,000.00
Highways	\$100,000.00	\$100,000.00		\$200,000.00
Hitech Cleaners Remediation	\$0.00	\$300,000.00		\$300,000.00
Interstate 5	\$150,000.00	\$500,000.00		\$650,000.00
Metro Center Street Project	\$0.00	\$200,000.00		\$200,000.00
Metro Orange Line Improvements	\$100,000.00	\$100,000.00		\$200,000.00
Metro Soundwall Program (Package 11)	\$75,000.00	\$75,000.00		\$150,000.00
Patsaouras Plaza Busway	\$50,000.00	\$0.00		\$50,000.00
Purple Line Extension-Section 1 / Location 64	\$100,000.00	\$100,000.00		\$200,000.00
Purple Line Extension-Section 2	\$350,000.00	\$350,000.00		\$700,000.00
Purple Line Extension-Section 3	\$400,000.00	\$400,000.00		\$800,000.00
Rosecrans / Marquardt Grade Separation	\$0.00	\$250,000.00		\$250,000.00
Willowbrook-Rosa Parks Station Improvements	\$200,000.00	\$200,000.00		\$400,000.00
<b>Overall ROM</b>	<b>\$10,800,000.00</b>	<b>\$14,775,000.00</b>	<b>\$12,250,000.00</b>	<b>\$37,825,000.00</b>

Notes:

Project costs assumed to include any escalation

## DEOD SUMMARY

ENVIRONMENTAL WASTE HANDLING AND ENVIRONMENTAL CONSTRUCTION  
SERVICES / AE70151EN085**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) will establish Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goal prior to the issuance of each Task Order for energy and climate services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the anticipated scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract.

Arcadis U.S. Inc. listed seventeen (17) small business subcontractors, of which, fourteen (14) firms are both SBE and DBE certified. One (1) firm is SBE certified only. One (1) firm is DVBE certified only and one (1) firm is both DVBE and DBE certified.

For each task order, a DBE or SBE/DVBE goal will be recommended based on scopes of work and estimated dollar value for a Task Order that is federal and/or state/local funding. Arcadis U.S. Inc. will be required to meet or exceed the DBE goal or demonstrate good faith efforts to do so. Arcadis U.S. Inc. will be required to meet or exceed the SBE/DVBE goal to be eligible for Task Order award.

**Prime: Arcadis U.S. Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	Advanced Technology Laboratories (ATL)	X		X
2.	Alaniz Associates Corp.	X		X
3.	C2PM	X		X
4.	Chateau Vallon		X	
5.	Coleman Environmental Engineering, Inc. (Coleman)		X	X
6.	CTI Environmental, Inc.	X		X
7.	J & I Trucking	X		X
8.	AVA Environmental Inc.	X		X
9.	Global ASR	X		X
10.	Harbor Environmental Group, Inc.	X		X
11.	J & H Drilling Co. Inc. dba M R Drilling	X		X
12.	JC Palomar Construction, Inc.	X		X
13.	Martini Drilling Corporation	X		X
14.	OFRS	X		
15.	Performance Analytical Laboratory	X		X

16.	SunWest Engineering Contractors, Inc.	X		X
17.	TriSpan Inc.	X		X

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



Board Report

File #: 2021-0423, File Type: Informational Report

Agenda Number: 26.

CONSTRUCTION COMMITTEE  
JULY 15, 2021

**SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status report on Program Management quarterly change report.

**BACKGROUND**

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

**DISCUSSION**

The change activities for the reporting period between March 1, 2021 and May 31, 2021 are included in Attachment A.

**FINANCIAL IMPACT**

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

**EQUITY PLATFORM**

Crenshaw/LAX	Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus
Regional Connector	Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus
Westside Purple Line Ext 1	Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 2	Equity - This project is not located within or adjacent to Equity Focus Communities

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

## **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 June 1, 2021 through August 31, 2021 and will be presented to the September 2021 Construction Committee.

## **ATTACHMENTS**

Attachment A - Quarterly Change Orders Log for Reporting Period of March 1, 2021 - May 31, 2021.

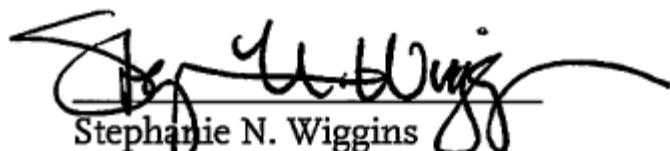
Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr. EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Mathew Antonelli, Project Manager, (213) 893-7114
- **Westside Purple Line Ext 1** - James Cohen, EO Projects Eng., (323) 900-2114
- **Westside Purple Line Ext 2** - Michael McKenna, EO Projects Eng., (424) 551-4447
- **Westside Purple Line Ext 3** - Kimberly Ong, EO Projects Eng., (424) 551-4501
- **Division 20 Portal** - Rick Meade, Sr. EO Project Mgmt., (213) 922-7917
- **Metro Center** - Jeanet Owens, Sr. EO Project Mgmt., (213) 418-3189
- **Metro Blue Line Resignaling** - Tim Lindholm, Sr. EO Project Mgmt., (213) 922-7297
- **Willowbrooks/Rosa Parks Improvement** - Tim Lindholm, Sr. EO Project Mgmt., (213) 922-7297

- **Report** - Julie Owen, Interim Sr. EO Program Control, (213) 922-7313

Reviewed by:

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



Stephanie N. Wiggins  
Chief Executive Officer

## CRENSHAW/LAX TRANSIT PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 - May 31, 2021)

Change Types:

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

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

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts that is why this is unilateral and a modification will follow upon negotiation is finalized between Contractor and Metro).	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

#### B) PROFESSIONAL SERVICES CONTRACTS

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

#### D) 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 (March 1, 2021 - May 31, 2021)****A) DESIGN BUILD CONTRACT - Contract No. C0988 - WALSH SHEA CORRIDOR CONSTRUCTORS**

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

**B) PROFESSIONAL SERVICES CONTRACTS**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CWO-04 MOD12	AE35279 (KTJV) Program Management Support Services - Crenshaw LAX through FY22	5	Between \$500K and \$1M

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACT - Contract MC069 - STANTEC CONSULTING, INC.**

MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
N/A	None		

**D) OTHER AGREEMENTS**

MOD/CHANGE #	DESCRIPTION	Change Type	Rough Order of
N/A	None		

## REGIONAL CONNECTOR TRANSIT PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 - May 31, 2021)

Change Types:

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

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

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C0980-MOD-196	2nd Broadway Station Revised Overbuild Design Parameters	1	3/24/2021	4/21/2021	\$ 7,841,735	\$ 7,267,980
C0980-MOD-202	Revise Communications Radio System - Construction	5	4/27/2021	5/21/2021	\$ 5,142,513	\$ 4,868,856

#### B. PROFESSIONAL SERVICES CONTRACT

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
PS17731000	Project Management Services - HNTB	5	3/18/2021	3/24/2021	\$ 1,400,000	\$ 1,140,252
PS21307700-G-TO45	Labor Compliance Monitoring Services - Perceptive Enterprises, Inc.	5	12/20/2020	4/6/2021	\$ 709,190	\$ 659,621

#### C. OTHER AGREEMENTS

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
NA	AT&T Coordination, Engineering & Construction for Permanent Relocation @ 2nd/Broadway	2	3/30/2021	4/25/2021	\$ 1,075,400	\$ 1,075,400
NA	So Cal Gas Phase 2 Relocation of Steel Main Valve @ Temple/Alameda	2	11/23/2020	4/16/2021	\$ 575,118	\$ 575,118

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 - May 31, 2021)****A) DESIGN BUILD CONTRACT - CONTRACT NO. C0980 - REGIONAL CONNECTOR CONSTRUCTORS**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C0980-CN-00282	Alameda Emergency Exit Stairway	5	Between \$500K and less than \$1M

**B) PROFESSIONAL SERVICES CONTRACTS****Design Support Services During Construction**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
AE35279	FY22 Program Management Support Services - KKCS/Triunity JV	5	Between \$500K and less than \$1M

**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
	None					

## WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 – May 31, 2021)

Change Types:

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

#### A. DESIGN BUILD CONTRACT - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD 130	<b>Additional 15 Linear Feet of Abandonment at 173 MPBX locations (CN-00165)</b> : This change would allow Metro to adhere to the County of Los Angeles and the California Regional Water Quality Board new abandonment requirements for instrumentation (extensometer) removal along the WPLE Section 1 alignment.	2	1/29/2021	2/17/2021	\$ 834,661	\$ 773,085
MOD 131	<b>Fairfax Station Subgrade - Differing Site Condition (DSC) (CN-00173)</b> : This change is due to the Dispute Review Board's determination that Metro is responsible for contractor's delays associated with the subgrade at the Wilshire/Fairfax Station.	3	2/18/2021	3/18/2021	\$ 5,276,320	\$ 4,203,350

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

	None					
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#### B. PROFESSIONAL SERVICES CONTRACTS

MOD 78	WSP - Engineering Support Services During Construction and Other Tasks	5	05/04/21	5/18/2021	\$ 13,402,264	\$ 13,402,265
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#### C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 – May 31, 2021)****A) DESIGN BUILD CONTRACT - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN-00187	<b>TBM Gantry Accelerated Demobilization:</b> Baseline schedule documentation shows gantry demobilization and removal from Wilshire/La Cienega Station is the current critical path of the Project. This CN will allow the contractor to expedite the process of gantry demobilization and removal from Wilshire/La Cienega, which will assist in minimizing the schedule impact to follow-on construction work.	3	Between \$1M - \$5M
CN-00192	<b>Fully Guarded Double Crossovers – Procurement Delta:</b> This change provides compensation for the additional materials required to purchase a 'fully guarded' track crossover in lieu of the standard guarded track crossover that was part of the base C1045 contract. Metro made the decision to 'fully guard' the track crossover for the safety of the car/wheel movement to accommodate the higher than anticipated speeds.	7	Between \$1M - \$5M

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

	None		
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**B) PROFESSIONAL SERVICES CONTRACTS**

	None		
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
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## WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 -May 31, 2021)

Change Types:

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

#### A. DESIGN BUILD CONTRACT - C1120

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
CO-00024	<u><b>Alternate Building Settlement Monitoring Methods:</b></u> This change allows the Contractor to use alternate surveying methods to monitor building settlement without the need for access to a property where Right of Entry to install instrumentation could not be obtained from private property owners.	5	---	3/16/2021	---	\$ 969,173

#### B. PROFESSIONAL SERVICES CONTRACT

MOD/CHANGE #	DESCRIPTION	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00076	<u><b>Continuation of Engineering Support Services During Construction for WPLE Section 2 Project:</b></u> Continuation of engineering services during construction for the C1120 design-build contract.	5	3/12/2021	3/25/2021	\$ 9,219,490	\$ 9,032,308
MOD-00004	<u><b>Continuation of Construction Management Support Services for WPLE Section 2 Project:</b></u> Continuation of construction management services during construction for the C1120 design-build contract.	5	4/8/2021	4/15/2021	\$ 33,023,647	\$ 32,954,566

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 -May 31, 2021)****A) DESIGN BUILD CONTRACT - C1120**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN-00138	<u>WRS MOA Impacts to Work Activities January 5, 2021 through June 30, 2021</u> : The purpose of this Change Notice is to compensate the contractor for impacts from the holiday moratorium construction work restrictions from the City of Beverly Hills (COBH) Memorandum of Agreement (MOA).	5	Between \$500K and \$1M
CN-00142	<u>WRS MOA Impacts to Work Activities July 1, 2021 through June 7, 2025 (Milestone 1: Substantial Completion)</u> : The purpose of this Change Notice is to compensate the contractor for impacts from additional construction work restrictions from the City of Beverly Hills (COBH) Memorandum of Agreement (MOA) for the construction work expected to occur after completion of excavation work activities.	5	Between \$1 M 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		

**D) OTHER AGREEMENTS**

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

### WESTSIDE PURPLE LINE EXTENSION SECTION 3

#### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 - May 31, 2021)

Change Types:

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

##### A. DESIGN BUILD CONTRACT - C1151

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

##### A. DESIGN BUILD CONTRACT - C1152

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00014	Revisions to Westwood/UCLA Station Entrances- Design Only	2	3/31/2021	4/23/2021	\$ 682,637.93	\$ 631,627.69

##### A. DESIGN BUILD CONTRACT - C1153

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

##### B. PROFESSIONAL SERVICES CONTRACTS

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

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 - May 31, 2021)****A) DESIGN BUILD CONTRACT - C1151**

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

**A) DESIGN BUILD CONTRACT - C1152**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1152-MOD-00016	Balance of Design cost (VA Steam Tunnel Size Increase and Redundancy – VA Sta) from the approved CO-008.1 to be finalized under MOD-00016	2	Between \$500K and \$1 M

**A) DESIGN BUILD CONTRACT - C1153**

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

**B) PROFESSIONAL SERVICES CONTRACTS**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
AE35279-017-MOD-00007	PMSS - WPLE 3 services through FY22	5	Between \$5 M and \$10M

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
MC073-MOD-00015	Valet Services for Construction Management Support Services (thru 10/31/21)	5	Between \$500K and \$1 M
MC073-CN-00016	FY22 Construction Management Support Services	5	Between \$10 M and \$15 M

## DIVISION 20 PORTAL PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 – May 31, 2021)

**Change Types:**

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

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

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
14	<u>Install Track Connection for PLE1 CWR Transport</u>	3	1/15/2021	2/10/2021	\$ 800,000	\$ 800,000
17.1	<u>First Street Bridge Continuous Monitoring</u>	3	03/03/21	3/18/2021	\$ 1,131,306	\$ 1,131,306
20.1	<u>Differing Site Conditions - Connections to Existing Ductbanks &amp; unknown utility impacts</u>	3	03/02/21	3/18/2021	\$ 840,860	\$ 840,860
45	<u>Increase Excavation Class 4 - Non hazardous (for acceptable daily cover) to 17,000 tons</u>	3	05/06/21	5/14/2021	\$ 770,000	\$ 770,000

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

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

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

	None		
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN 500K (March 1, 2021 - May 31, 2021)****A) DESIGN BID BUILD CONTRACT - CONTRACT NO. C1136 - TUTOR PERINI CORPORATION**

CN/CO/MOD #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
20	Additional scope/Additional requirements for Div 20 portal widening turnback project	6	Between \$35M and 45M
22	Communication pull boxes & yard tower room 279 UPS layout	5	Between \$500k and \$1M
38	Safety and Security Fence along Metro/Amtrak Right of Way	5	Between \$5M and 10M

**B) DESIGN BID BUILD CONTRACT NO. C1184 - C3M**

	None		
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**C) PROFESSIONAL SERVICES CONTRACTS- CONTRACT NO.AE66758000 T.Y.LIN INTERNATIONAL**

	None		
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**D) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS - CONTRACT NO.MC074 ANSER ADVISORY MANAGEMENT LLC**

	None		
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## AIRPORT METRO CONNECTOR PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 - May 31, 2021)

Change Types:

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

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

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

#### B) PROFESSIONAL SERVICES CONTRACTS

Gruen - PS298340011486 Mod 9	Construction Management Support Services (CMSS) for AMC: Design Revisions for AMC Station Early Works Package, Low Voltage Systems and Station Amenities	5	5/25/2021	TBD	\$ 2,791,237	\$ 2,269,686
Gruen - PS298340011486 Mod 10	Construction Management Support Services (CMSS) for AMC: Design Revisions for the AMC Station Project – Platform and Structural Re-Design	5	5/25/2021	TBD	\$ 4,765,283	\$ 4,726,675
Gruen - PS298340011486 Mod 11	Construction Management Support Services (CMSS) for AMC: Design Revisions for the AMC Station Project – Fire Sprinklers, Bus Plaza and Bid Support	5	6/3/2021	TBD	\$ 1,818,605	\$ 1,503,081

#### B) THIRD PARTY AGREEMENTS

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

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 - May 31, 2021)****A) DESIGN BID BUILD CONTRACT - Contract C1194 - HPH**

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

**B) PROFESSIONAL SERVICES CONTRACTS - DSDC Gruen**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN 12/ Mod 12	Design Support During Costruction	5	Between \$10 M and \$15 M

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

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

**D) THIRD PARTY AGREEMENTS**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	N/A		

## WILLOWBROOK/ROSA PARKS IMPROVEMENT PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 - May 31, 2021)

Change Types:

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

#### A. DESIGN BUILD CONTRACT - C1161 Willowbrook/Rosa Parks Improvements - Icon West

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD 42 (CO 24)	<u>Mezzanine Finishes – Bulletin 11 and RFI 470.1</u> Perform work on Mezzanine as per the RFI response and Bulletin 11	5	1/3/2020	6/4/2020	\$ 533,274	\$ 723,519
MOD 97 (CO 67 and 67.1)	<u>Bulletin 28 and Bulletin 28.1– Add Gross Solids Removal Device (GSRD) &amp; Cistern</u> The design drawings have been revised to include a second Gross Solids Removal Device (GSRD) and Cistern at the north end of the project site.	5	N/A	2/11/2021	\$ 1,126,337	\$ 916,328
MOD 103 (CO 31 and 31.1)	<u>Power Quality Study for AP1 and AP3, and Replace Distribution Board at P1B</u> The Contractor is to perform a Power Quality Study for main distribution panels AP1 and AP3 in the TPSS room and replace the distribution board for panels P1B in electrical room E002.	5	N/A	2/26/2021	\$ 808,532	\$ 802,222

#### B) PROFESSIONAL SERVICES CONTRACTS

	None					
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#### B) THIRD PARTY AGREEMENTS

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

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 - May 31, 2021)****A) DESIGN BUILD CONTRACT - Contract C1161 - Icon West**

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

**B) PROFESSIONAL SERVICES CONTRACTS**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
Mod 14	Design Support During Construction	5	Between \$500 K and \$1M

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

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

**D) THIRD PARTY AGREEMENTS**

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

## SOUNDWALL PACKAGE 11 PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 - May 31, 2021)

Change Types:

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

#### A. DESIGN BUILD CONTRACT - C1101 Soundwall Package 11 - Powell

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD 30 (CN 21)	Inefficiency Claim  This modification is for an RFC for inefficiencies and escalations for the SW 11 Project	5	9/2/2020	4/27/2021	\$ 4,637,070	\$ 2,320,303

#### B. PROFESSIONAL SERVICES CONTRACTS

Ghirardelli - Contract AE5062200 Year 5 and Year 6 Option	Construction Management Support Services (CMSS) for Soundwall 11:  NO CHANGE AT THIS TIME - Forecast increased from 568,039 to 957,518					\$ 957,518

#### B. THIRD PARTY AGREEMENTS

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

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 - May 31, 2021)**

<b>A) DESIGN BUILD CONTRACT - Contract C1101 - Powell</b>			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN TBD	<u>Inefficiency Claim</u>		Between \$1 M and \$5 M
<b>B) PROFESSIONAL SERVICES CONTRACTS</b>			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
<b>C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS</b>			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
<b>D) THIRD PARTY AGREEMENTS</b>			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	N/A		

## METRO CENTER PROJECT (FORMERLY ESOC)

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2021 – May 31, 2021)

Change Types:

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

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

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

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

MOD#10	The CWO is within the Board Approved LOP for HDR Engineering Inc to provide design support services during construction in support of the project including preparing the Concept of Operations, reviewing design submittals, and providing technical expertise in resolving complex issues. The benefit to Metro is the timely project delivery and resolution of Change Orders, and project issues.	5	11/2/2020	3/3/2021	\$ 2,175,475	\$ 2,175,475
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#### C. PROFESSIONAL SERVICES CONTRACTS

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

	None					
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2021 – May 31, 2021)****A. DESIGN BUILD CONTRACT - CONTRACT NO. C1169 - S.J. AMOROSO CONSTRUCTION CO., LLC.**

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

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

	None		
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**C. PROFESSIONAL SERVICES CONTRACTS**

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

	None		
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## Board Report

**File #:** 2021-0405, **File Type:** Informational Report

**Agenda Number:** 27.

### CONSTRUCTION COMMITTEE JULY 15, 2021

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

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Change Order Construction Spot Check Report for the period March 1, 2021 to May 31, 2021.

#### **ISSUE**

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

#### **BACKGROUND**

The OIG’s Construction Change Order Spot Check Program (“Spot Checks”) focuses on approved change orders and modifications that exceed \$500,000. The four change orders in this report were selected from the Program Management Major Project Status Report (Legistar file # 2021- 0423) covering March 1, 2021 to May 31, 2021. The information for the Spot Checks was collected from the Program Management Information System (PMIS) which is the department’s database system. Also, TEAM meetings and telephonic interviews were conducted with Metro Program Management, Project Control, and Procurement staff from each involved project office.

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

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

Each Spot Check summarizes the following areas:

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

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

Metro's Program Control department will provide responses to the recommendations in this OIG Spot Checks Report within 30 days after this Report is issued. Included with this Report is a spreadsheet on the status of responses concerning former OIG Spot Check Report recommendations.

## **DISCUSSION**

### **4 Spot Checks Performed this Quarter**

#### **Spot Check #1 - Regional Connector - Transit Corridor Project**

This OIG Spot Check report concerns the Regional Connector - Transit Corridor Project (Contract C0980 MOD-00196): Construct the 2<sup>nd</sup> & Broadway Station Overbuild Load Transfer System

#### **Change Order Detail**

See Attachment A Spot Check #1 chart.

#### **Summary #1**

**Scope of Work** - This change order is to construct the Load Transfer System (LTS) at the Historic Broadway streets station entrance to accommodate the Los Angeles Tribune's future development structure above the station entrance (original design was revised under a previous modification). Since the execution of the original land acquisition agreement in 2014, the Tribune and Metro have been collaborating to meet the requirements of the Tribune's revised design above this new Metro station. The basis for the LTS are the designs produced by Tribune's engineer, shared with Metro in April 2019.

The LTS is necessary to transfer and distribute weight from the new structure to the underground station walls. The work involves extending the underground support system an additional 7.5 feet deeper (below grade), to facilitate constructability of the Tribune's planned multi-story structure. Other modifications are relocating exit stairs and modifying air vents along the support wall just south of 2nd Street. Some expenses were not foreseen at the time of project award in April 2014, as the Tribune's development of their structure was not finalized at that time. Tribune has contributed \$1.583 million to this change order per a negotiated agreement with real estate for the real property.

**Budget** - This modification was negotiated, and the award amount is \$7,267,980. The Contractor's proposal was \$7,841,735 and the ICE was \$7,211,804. The award amount was \$573,755 (7.3%) under the Contractor's proposal. The negotiated amount was \$56,176 (0.78%) over the ICE. Staff stated that funds for this change are within the approved Life-of-Project budget.

**Schedule** - The new delegation process was utilized for this modification. The agreed upon scope of work occurred on March 23, 2021. The modification was awarded on April 01, 2021 and was completed in 8 workdays. Under the prior Board approval method for change orders, assuming a May Board meeting date, it would have taken an additional 48 workdays to complete the work.

**Recommendation** - None.

### **Spot Check #2 - Regional Connector - Transit Corridor Project**

This OIG Spot Check report concerns the Regional Connector Transit Corridor Project (Contract C0980 MOD 00202): Revise Communications Radio System Scope of Work- Construction

#### **Change Order Detail**

See Attachment A Spot Check #2 chart.

#### **Summary #2**

**Scope of Work** - This change order is to construct the communications radio system (original design was revised under a previous modification). The contractor will purchase radio materials and develop a plan to coordinate the transition from the existing train control radio system to a new dual radio base station system with a channelized repeater amplifier. The benefit of adding these new parts will enhance the system and allow for multiple channels of communication to send a stronger signal to Rail Operations Control. These new radio parts will be installed in the Train Control and Communication room at 7th Metro Station. The signal will extend the radio frequencies from 6th & Flower Streets to the 12th Street portal (utilizing the base station at 1st & Central). Metro has directed this additional work, and therefore adjustment in the contract price is warranted.

**Budget** - This modification was negotiated, and the award amount is \$4,868,856. The Contractor's proposal was \$5,142,513 and the ICE was ICE \$4,692,290. The award amount was \$450,233 (8.8%) under the Contractor's proposal. The negotiated amount was \$176,566 (3.8%) over the ICE. Staff stated that funds for this change are within the approved Life-of-Project budget.

**Schedule** - The new delegation process was utilized for this modification. The agreed upon scope of work occurred on May 11, 2021. The modification was awarded on May 21, 2021 and was completed in 9 workdays. Under the prior Board approval method for change orders, assuming a July Board meeting date, it would have taken an additional 54 workdays to complete the work.

**Recommendation** - The OIG recommends that after installation of the new radio system that interface with Los Angeles fire, police and sheriff departments be tested and verified for their signal strength and connectivity.

### **Spot Check #3 - Purple Line Extension Section 1 Transit Project**

This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045 MOD-0131): Wilshire/Fairfax Station Subgrade DSC.

#### **Change Order Detail**

See Attachment A Spot Check #3 chart.

#### **Summary #3**

**Scope of Work** -The Alternate Dispute Resolution section of the contract with the contractor provides for a Dispute Review Board (DRB) to hear argument by the parties and make recommendations when there is a dispute. Alternate Dispute Resolution was necessary concerning whether the subgrade at the Wilshire/Fairfax Station complies with the contract requirements in the construction plans, technical specifications, and Geotechnical Design Memorandum Table 4. Metro stated the soil at the base was "firm and unyielding" as listed in the geotechnical report. The contractors Engineer on Record (EOR) did not agree with this soil type and would not sign off nor seal the engineering

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drawings. Metro moved forward with MOD 0066 to utilize their own EOR. The negotiations took 83 days to change insurance provisions and to come to an agreement with the contractor.

The DRB reviewed the written evidence and testimony, provided a report on January 17, 2020. The DRB came to the following 5 conclusions:

1. Metro appears to accept delay from August 31 to September 13, 2018 (14 calendar days) as Metro's responsibility.
2. During period September 13, 2018 to December 13, 2018 (83 calendar days) the parties were involved in further investigations and testing as well as protracted negotiations regarding MOD 0066.
3. Metro took an inordinate period of time to draft MOD 0066 and the contractor could have returned to work earlier than December 06, 2018 [contractor chose to not work in this area since their EOR was being removed].
4. Responsibility for the 83-calendar day period should have been resolved by negotiation between the parties.
5. Project delays for this particular disputed task do not lie on the projects critical path. Compensation to the contractor should be restricted to the indirect and overhead costs associated with Fairfax Station only.

The DRB made the following 3 recommendations:

1. As a result of encountering differing site conditions during excavation the contractor is entitled to an adjustment in the total contract price in accordance with the contract documents.
2. The parties should negotiate the responsibility for delay arising from the differing site conditions and the appropriate compensation for contractor's reasonable delay cost not on the critical path.
3. Metro receives credit from contractor for the costs of Metro's Engineer of Record to approve the subgrade [...]

This Modification is to implement payment to the contractor consistent with the recommendations of the DRB, on January 17, 2020, for the Wilshire/Fairfax Station under Wilshire Blvd. between Ogden and Fairfax.

**Budget** - This modification was negotiated, and the award amount is \$4,203,350. The Contractor's proposal was \$5,276,320 and the ICE was \$4,200,888. The award amount was \$1,072,970 (20.3%) under the Contractor's proposal. The negotiated amount was \$2,462 (.06%) over the ICE. Staff stated that funds for this change are within the approved Life-of-Project budget.

**Schedule** - The new delegation process was utilized for this modification. Because there was a disagreement, parties moved the matter to a DRB for resolution. The DRB deliberated and issued its recommendations on January 17, 2020. One year later, in January 21, 2021, a change notice was issued to the contractor. The modification was awarded on March 08, 2021 and was completed in 33 workdays. Under the prior Board approval method for change orders, assuming a March Board meeting date, it would have taken 46 workdays to complete the work.

**Recommendation** - The OIG recommends that after a DRB issues its recommendations that favor the contractor, Metro act swiftly to move forward with a change notice to the contractor and not delay payment to the contractor, less any credits owed to Metro. We understand in this particular case the contractor assigned a lower priority for processing this change notice over many others.

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

This OIG Spot Check report concerns the Purple Line Extension Section 3 Transit Project (Contract C1152 MOD-00014): Revisions to Westwood/UCLA Station Entrances - Design Only

#### **Change Order Detail**

See Attachment A Spot Check #4 chart.

#### **Summary #4**

**Scope of Work** - The two Station entrances were modified after the construction contract was signed with the contractor due to an agreement that was recently negotiated with UCLA and real estate negotiations with the 10900 Wilshire Blvd property owner. At UCLA, the locations were revised for the electrical box, switch, and conduits to the west end of the Station plaza. Two parking spaces were removed to provide one reserved parking space for Department of Water and Power staff. Ventillation and emergency exits were also revised. A decorative wall was added to separate the Metro entrance from the UCLA parking lot and tree areas and landscaping was rearranged. Two pedestrian access openings were added from the campus through a nearby parking lot to the Station. At the southeast station entrance at 10900 Wilshire Blvd, the stairs, elevator, and entrance canopy were moved. Ventillation shafts and mechanical rooms were relocated and more.

**Budget** -This modification was negotiated, and the award amount is \$631,627. The Contractor's proposal was \$682,638 and the ICE was \$235,535. The award amount was \$51,011 (7.5%) under the contractor's proposal. The negotiated amount was \$396,092 (168%) over the ICE. Staff stated that funds for this change are within the approved Life-of-Project budget.

**Schedule** - The new delegation process was utilized for this modification. The agreed upon scope of work occurred on March 31, 2021. The modification was executed on April 23, 2021 and was completed in 18 workdays. Under the prior Board approval method for change orders, assuming a June Board meeting date, it would have taken 61 workdays to complete the work.

**Recommendation** - none.

#### **FINANCIAL IMPACT**

This report will have no Financial Impact to the agency.

#### **Impact to Budget**

- For all of the construction change orders reviewed, Metro states the funds are within the approved budget, and will utilize the contingency funds to cover the costs from the LOP budget.
- Spot Check #1) \$7,267,980 Regional Connector Transit Corridor Project
- Spot Check #2) \$4,868,856 Regional Connector Transit Corridor Project

- 
- Spot Check #3) \$4,203,350 Purple Line Extension Section 1
  - Spot Check #4) \$631,627 Purple Line Extension Section 3

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

Our goal is to provide rational, trustworthy information to the Board and support the efforts of Metro management to constantly improve and refine its efforts for the benefit of the public. 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.

## **EQUITY PLATFORM**

We considered whether these change orders presented any equity related issues on their face. All of the locations (2<sup>nd</sup>/Broadway, Regional Connector, Westwood/Wilshire) which are the subject of these change orders are within or adjacent to Equity Focus Communities (EFC's). The OIG did not receive any data concerning community impacts or whether the work would be performed by DBE's for these change orders at these EFC sites. The OIG observed no obvious disparate impacts created by these change orders on small businesses, low-income persons, or by the performance of the work in a manner that impacted a disadvantaged community beyond what is typical and usual when conducting any construction. To the extent equity issues were considered in the initial approval of the project, and that these changes keep the projects moving forward without further delay and add functionality, convenience or improve safety for the community, they may be considered to have positive equity impacts. The OIG is aware there is a DBE goal for each project that the contractor should strive to meet. At this time, the status of the DBE goal is not included in this report but we will monitor DBE goals and impacts to EFC on future construction change order reports. Further, it appears these investments for improvements to the radio system as described in spot check number two and installing additional building support as described in spot check number one, will mitigate safety concerns for the community. Additional entrances and access providing by the re-scoping of the design at UCLA will increase convenience for the community as described in spot check number four.

### **NEXT STEPS**

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

### **ATTACHMENTS**

Attachment A - Change Order Details for Spot Checks

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

Attachment C - Power Point for July 2021 Construction Spot Checks

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

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

  
Karen Gorman  
Inspector General

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

<u>Description of Modification MOD-0196</u> Construct the 2 <sup>nd</sup> & Broadway Station Overbuild Load Transfer System	
<u>Change Order Dates:</u>	
Scope of Work approved	March 23, 2021
Modification Executed	April 01, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	8 work days
Estimate using former Board approval process Agenda for the upcoming May 2021 Board	48 work days
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$7,211,804
Contractor's proposed cost	\$7,841,735
Negotiated amount	\$7,267,980
Percentage of negotiated amount over ICE	0.78%
Amount negotiated under Contractor's proposal	\$573,755

**Spot Check #2 – Regional Connector Transit Project - Contract C0980****Change Order Detail**

<u>Description of Modification MOD-0202</u> Revise Communications Radio System Scope of Work - Construction	
<u>Change Order Dates:</u>	
Scope of Work approved	May 11, 2021
Modification Executed	May 21, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	9 work days
Estimate using former Board approval process Agenda for the July Board	54 work days
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$4,692,290
Contractor's proposed cost	\$5,142,513
Negotiated amount	\$4,868,856
Percentage of negotiated amount over ICE	3.8%
Amount negotiated under Contractor's proposal	\$450,223

**Spot Check #3 - Purple Line Extension Section 1 Transit Project - Contract C1045****Change Order Detail**

<u>Description of Modification MOD-0131</u>	
Wilshire & Fairfax Station Subgrade Differing Site Conditions	
<u>Change Order Dates:</u>	
Dispute Review Board deliberated & decreed	Jan. 17, 2020
Change Notice issued to contractor	Jan. 21, 2021
Modification Executed	March 08, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	33 work days
Estimate using former Board approval process Agenda for the March Board	46 work days
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$4,200,888
Contractor's proposed cost	\$5,276,320
Negotiated amount	\$4,203,350
Percentage of negotiated amount over ICE	.06%
Amount negotiated under Contractor's proposal	\$1,072,970

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

<u>Description of Modification - MOD-0014</u>	
Revisions to Westwood/UCLA Station Entrances – Design Only	
<u>Change Order Dates:</u>	
Scope of Work approved	March 31, 2021
Modification Executed	April 23, 2021
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	18 work days
Estimate using former Board approval process Agenda for the June Board	61 work days
<u>Cost of Modification:</u>	
Metro independent cost estimate (ICE)	\$235,535
Contractor's proposed cost	\$682,638
Negotiated amount	\$631,627
Percentage of negotiated amount over ICE	168%
Amount negotiated under the Contractor's proposal	\$51,011

## ATTACHMENT B (July 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
July 2021 #1 Contract C0980 MOD-00196 Regional Connector - Transit Corridor Project Construct the 2nd & Broadway Station Overbuild Load Transfer System	none		
July 2021 #2 Contract C0980 MOD-00202 Regional Connector - Transit Corridor Project Revise Communications Radio System Scope of Work- Construction	The OIG recommends that after installation of the new radio system that interface with Los Angeles fire, police and sheriff departments be tested and verified for their signal strength and connectivity.		
July 2021 #3 Contract C1045 MOD-0131 Purple Line Extension Sect. 1 Wilshire/Fairfax Station Subgrade Differing Site Conditions	The OIG recommends that after a DRB issues its recommendations that favor the contractor, Metro act swiftly to move forward with a change notice to the contractor and not delay payment to the contractor, less any credits owed to Metro. We understand in this particular case the contractor assigned a lower priority for processing this change notice over many others.		
July 2021 #4 Contract C1152 MOD-0014 Purple Line Extension Sect. 3 Revisions to Westwood/UCLA Station Entrances – Design Only	none		

## ATTACHMENT B (April 2021)

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

## ATTACHMENT B (January 2021)

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

## ATTACHMENT B (January 2021)

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

## ATTACHMENT B (October 2020)

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

## ATTACHMENT B (October 2020)

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

ATTACHMENT B (August 2020)

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

## ATTACHMENT B (August 2020)

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

## ATTACHMENT B (April 2020)

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

ATTACHMENT B (January 2020)

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

# Office Of Inspector General Construction Change Order Spot Check Report

Presented By  
**Karen Gorman**  
Inspector General

July 2021

Construction Committee

Los Angeles County Metropolitan Transportation Authority



# Spot Check Costs

File #  
2021-0405

## Summary of Selected Change Order Costs

Four OIG spot checks of Change Orders / Modifications reported

### **1 Change Order for Regional Connector Transit Corridor**

❖ Construct the 2<sup>nd</sup> & Broadway Station Overbuild Load Transfer System = \$7,267,980

### **2 Change Order for Regional Connector Transit Corridor**

❖ Revise Communications Radio System Scope of Work - Construction = \$4,868,856

### **3 Change Order for Purple Line Section 1**

❖ Wilshire & Fairfax Station Subgrade Differing Site Conditions = \$4,203,350

### **4 Change Order for Purple Line Section 3**

❖ Revisions to Westwood/UCLA Station Entrances – Design Only = \$631,627

# Spot Check Schedule Comparison

File #  
2021-0405

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

PROJECT	Title of Change Order	Time Saved Executed date to Board Mtg.	NEW Delegated Process final SOW to Executed date	Former Board Approval Process
REGIONAL CONNECTOR	Construct the 2 <sup>nd</sup> & Broadway Station Overbuild Load Transfer System	40	8	48
REGIONAL CONNECTOR	Revise Communications Radio System Scope of Work - Construction	45	9	54
WESTSIDE PURPLE LINE SECT 1	Wilshire & Fairfax Station Subgrade Differing Site Conditions	13	33	46
WESTSIDE PURPLE LINE SECT 3	Revisions to Westwood/UCLA Station Entrances – Design Only	43	18	61

# Spot Check Recommendations

File #  
2021-0405

#1

Contract C0980

MOD-00196

Regional Connector -

Transit Corridor Project:

Construct the 2<sup>nd</sup> &

Broadway Station

Overbuild Load Transfer  
System

No Recommendations

#2

Contract C0980

MOD-00202

Regional Connector -

Transit Corridor Project:

Revise Communications

Radio System Scope of

Work - Construction

The OIG recommends that after installation of the new radio system that interface with Los Angeles fire, police and sheriff departments be tested and verified for their signal strength and connectivity.

# Spot Check Recommendations

File #  
2021-0405

#3

Contract C1045  
MOD-0131  
Purple Line Extension  
Sect. 1  
Wilshire & Fairfax  
Station Subgrade  
Differing Site  
Conditions

The OIG recommends that after a DRB issues its recommendations that favor the contractor, Metro act swiftly to move forward with a change notice to the contractor and not delay payment to the contractor, less any credits owed to Metro. We understand in this particular case the contractor assigned a lower priority for processing this change notice over many others.

#4

Contract C1152  
MOD-0014  
Purple Line Extension  
Sect. 3  
Revisions to  
Westwood/UCLA  
Station Entrances –  
Design Only

No Recommendations



Metro

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

## Board Report

**File #:** 2021-0431, **File Type:** Oral Report / Presentation

**Agenda Number:** 28.

### CONSTRUCTION COMMITTEE JULY 15, 2021

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

**ACTION: ORAL REPORT**

#### **RECOMMENDATION**

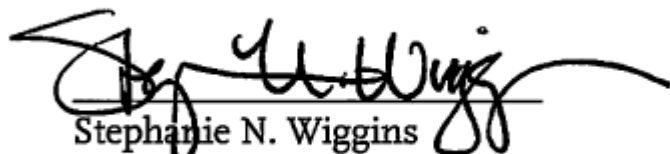
RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

#### **DISCUSSION**

Update report covering the month of July 2021 by the Chief Program Management Officer.

Prepared by:

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



Stephanie N. Wiggins  
Chief Executive Officer





























# **Program Management Major Project Status Report**

Presented By


**Bryan Pennington**


Chief Program Management Officer (Interim)


# PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

	Cost Performance		Schedule Performance		
Project	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
Crenshaw/LAX					Project is 99% complete. Contractor is not applying sufficient work force to complete their remaining work. Remaining work is primarily underground station finishing, facility equipment and communications system testing. Metro continues to work with contractor to mitigate the delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems. Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.
Regional Connector					Project is 81% complete. Comprehensive planning for testing underway for 7th/Metro Center interfaces; Site work and restoration throughout alignment continues; and MEP and systems work continues in stations and guideway. Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 1					Project is 70% complete. TBM tunnel mining is complete. The implementation and planning of post-tunnel construction activities continue. The Project's forecast Revenue Service Date is Fall 2024. Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Extension-Section 2					Project is 44% complete and proceeding on schedule and within budget. Equity - This project is not located within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 3					Project is 23% complete and proceeding on schedule and within budget. Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Willowbrook/Rosa Parks Station					Package A & C Final Punch List work continuing for Package Closeout. North crossing and signal case work ongoing. Package B is in final stages with all major hardscape work, including Park & Ride lot, completed. Overall project substantial completion remains on schedule for end of June. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
Airport Metro Connector					Early Works Phase site work beginning with environmental processes. Primary station contract continuing bid validation phase, with NTP expected in Summer 2021 with construction start expected near the end of 2021. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback					Project is 23% complete. Construction continues with the excavation and grading for duct banks and vaults, Portal excavation, utility installation, the 1 <sup>st</sup> Bridge and duct banks and manholes for the Traction Power Substation. Upon execution of upcoming CN6 /MOD 20, contingency will be drawn significantly, and schedule dates will potentially be updated as time impacts are unknown at this time. Updated information may be available at next reporting cycle. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
I-210 Barrier Replacement					Project 1 Plans, Specs and Estimate (PS&E) package is approved by Caltrans Design. Funding source(s) for ADL & Haz Mat testing and Project 1 construction are still to be determined. Barrier analysis and the development of Project Study Report (PSR) for Project 2 is underway. Barrier workshop #1 with Caltrans barrier and wall experts to take place on May 24, 2021. Barrier workshop #2 is to take place in mid June 2021. Equity - 8.53% of the corridor is within or adjacent to Equity Focus Communities
I-5 North County Enhancements					Construction NTP is expected early Summer 2021. Equity - This project is not located within or adjacent to Equity Focus Communities
I-5 North: SR 118 to SR 134					Segment 1, 2 and 4 are completed. Segment 3 (Empire Ave & Burbank) is 90% complete. Equity - I-5 North: 4 of 4 segments of the corridor project are within or adjacent to Metro's Equity Focus Communities. Only 1 segment of the project remains to be completed. Caltrans is the lead on the project.
I-5 South: Orange County Line to I-605					Segments 1, 3, 4, and the Carmenita Interchange are completed. Segment 2 (Valley View) is 80% complete. Segment 5 (Florence) is 94% complete and started the one-year plant establishment period in April 2021. Equity - I-5 South: 3 of 6 segments of the corridor project are within or adjacent to Metro's Equity Focus Communities. Only 2 segments of projects remain to be completed. Caltrans is the lead on the project.

July 2021  
Construction Committee

 On target

 Possible problem  
(5-10% variance)



 Significant Impact  
(over 10% variance)

# CRENSHAW/LAX TRANSIT PROJECT

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

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

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

SCHEDULE		(REVENUE OPERATION)	
Original	Approved	Previous	Current
<u>Original</u>	<u>Rebaseline</u>	<u>Period</u>	<u>Forecast*</u>
Oct.2019	May 2020	Winter 2021	Winter 2021
Variance from Original:		+766d (26%)	+802d (26%) 
Variance from Revised Schedule:		+581d (23%)	+596d (24%) 

\*Current Forecast is Contractor's April Schedule update

- Overall Project Progress is 99% complete.
- Contractor is not applying sufficient work force to complete remaining work; prepare/submit test reports on time.
- Remaining work is primarily underground station finishing, facility equipment and communications systems testing.
- Metro continues to work with contractor to mitigate the delays and impacts to the project; emphasizing safety and reliability in final acceptance of project elements and systems.
- Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.



Expo/Crenshaw Station – Artwork installation and fare gate equipment



Aviation/Century Station – Porcelain enamel artwork at station platform

July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)





Metro 3

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# REGIONAL CONNECTOR TRANSIT PROJECT

## BUDGET


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

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

\*\*Excludes finance costs

## SCHEDULE

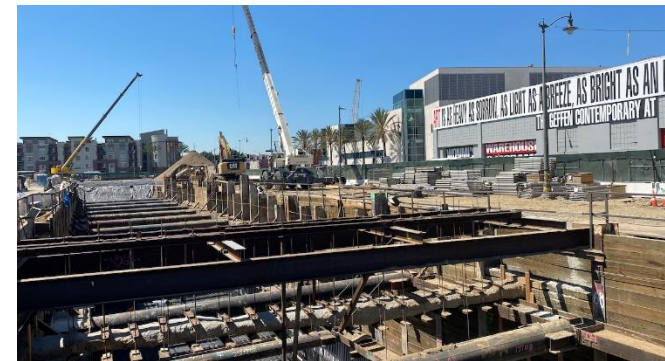
### (REVENUE OPERATION)

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

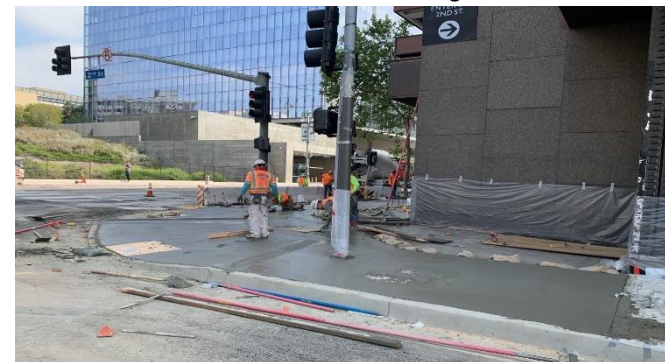
\*Current Forecast is Contractor's March Schedule update

\*\*Approval in process

- Overall Project Progress is 81% complete.
- Little Tokyo/Arts District Station & Surrounding Area:** Cut & Cover guideway concrete, MSE wall modifications, station MEP and finishes continue.
- Historic Broadway Station:** Overbuild Load Transfer System (LTS) structural concrete continues; vent structures along Spring and Broadway continue; station finishes and MEP advancing per plan. Backfill operations continue.
- Grand Av Arts/Bunker Hill Station:** Concrete near complete; elevator installations continue; closure of Hope Street continues as backfill and joint communication trench construction is on-going; systems and MEP busy on all levels.
- Flower Street:** Final utility work continues; cut-over plans and actions with 7th/Metro Station established; interface with Operations to mitigate impacts to ongoing rail service continues.
- Trackwork:** Remedial work along alignment underway on various installations to prepare for acceptance inspections.
- Systems:** Installation of signals and communications, as well as equipment and cabling for permanent power continuing. Train control and overhead conductor rail (OCR) gaining momentum.
- Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.



Alameda Cut & Cover looking South



2nd & Broadway NE corner concrete sidewalk pour

July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)





Metro 4

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# WESTSIDE PURPLE LINE EXTENSION – SECTION 1

## BUDGET



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

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

\*\*Excludes finance costs

## SCHEDULE

(REVENUE OPERATION)

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

\*Current Forecast is Contractor's April Schedule update

- Overall Project Progress is 70% complete.
- Wilshire/La Brea Station:** Permanent utility installation/backfill (above the roof) activities, west hammerhead structure, interior stairs, MEP work and appendage construction are ongoing.
- Wilshire/Fairfax Station:** Structural concrete work moves forward (2<sup>nd</sup> lift wall & roof). 5 out of 16 concrete roof blocks have been placed to date. Entrance plaza and appendage work continue.
- Wilshire/La Cienega Station:** The TBM equipment and gantry removal effort is on going. Work on the entrance structure progresses, and excavation on the first appendage (AE) continues. East hammerhead construction has commenced.
- Reach 1 Tunnel:** 11 out of 12 cross passage structures are complete. Completion of all Reach 1 cross passages is planned for June 2021. Reach 1 tunnel invert and walkway concrete activities continue.
- Reach 2 Tunnel :** Cross passage activities have commenced. Grouting and the installation of support cages are underway.
- Budget/Schedule:** In May 2021, the Board approved a \$150M budget increase. The Project's current target RSD is Fall 2024.
- Equity -** This project is not located within or adjacent to Equity Focus Communities.



Wilshire/La Brea West Hammerhead Concrete Placement



TBM Gantries at Wilshire/La Cienega Station

July 2021

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem  
(5-10% variance)





Significant Impact  
(over 10% variance)





Metro 5

# WESTSIDE PURPLE LINE EXTENSION – SECTION 2

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

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

\*\*Excludes finance costs

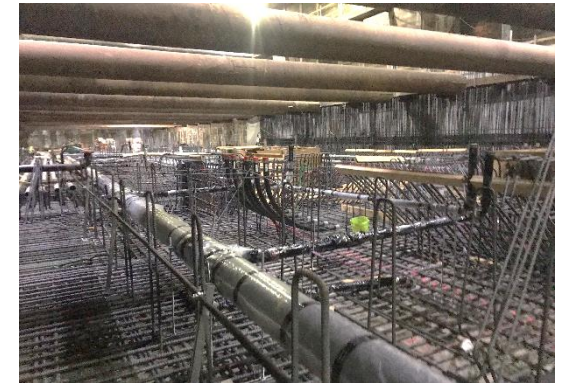
SCHEDULE	Approved	(REVENUE OPERATION)	
<u>Original</u>	<u>Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Aug. 2025	N/A	Summer 2025	Summer 2025
Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			0d 

\*Current Forecast is Contractor's April Schedule update

- Overall Project progress is 44% complete as of period ending May 2021.
- Century City Constellation Station**
  - Excavation of the station box is 22% complete as of June 11, 2021.
- Wilshire/Rodeo Station**
  - Excavation of the station box and entrance has been completed.
  - Concrete placement for invert slab is 33% complete as of June 14, 2021.
  - Closure of S. Reeves Dr.. to support excavation ended June 15, 2021.
- Tunneling**
  - Both tunnel boring machines (TBMs) “Ruth” and “Harriet” are operating within the City of Beverly Hills. Progress as of June 14, 2021, is as follows:
    - Ruth (eastbound subway tunnel) – 1,828ft (16%)
    - Harriet (westbound subway tunnel) – 1,814ft (16%)
- Equity - This project is not located within or adjacent to Equity Focus Communities



Site Visit By U.S. Senator Alex Padilla



Rebar work for Wilshire/Rodeo Station Invert

July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)



Metro 6

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# WESTSIDE PURPLE LINE EXTENSION – SECTION 3

## BUDGET

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

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

\*\*Excludes finance costs

## SCHEDULE

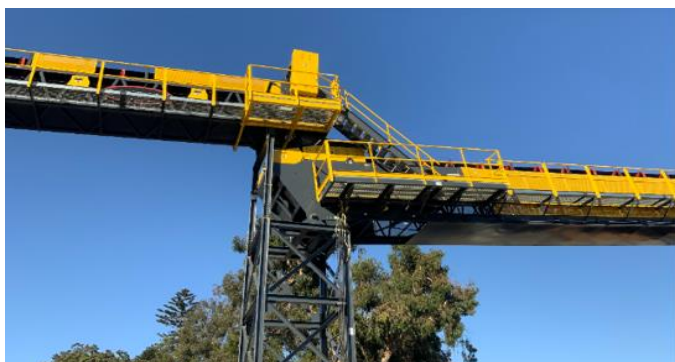
## (REVENUE OPERATION)

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

\*Current Forecast is Contractor's March Schedule update

\*\*Approval in process

- Overall Project Progress is 23% complete.
- Final design progress is 87% complete.
- Tunneling
  - TBM Iris (BR) – full gantry system is being commissioned.
  - TBM Aura (BL) – initial drive progressed and has mined over 270 feet.
- Stations
  - Westwood/VA: Utility relocation and Support of Excavation piling installation continues.
  - Westwood/UCLA: Utility relocations continues.
- Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Conveyor Belt Assembly for TBM Operation at Tail Track Exit Shaft



Drilling for Support of Excavation Soldier Pile Installation at Westwood/VA Station

July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)





Metro 7

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# WILLOWBROOK/ROSA PARKS STATION

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$109.3M	\$128.4M	\$128.4M

Variance from Approved LOP: \$18.5M (16.5%)   
Variance from Revised Budget: \$0 

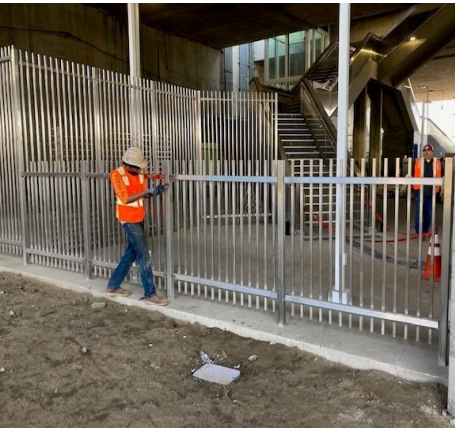
\*At time of the award of contract – Board Approval (May 2018)

SCHEDULE	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
Original March 2021	June 2021	June 2021	June 2021

Variance from Original: +90d (8%)   
Variance from Revised Schedule: 0d 

\*Current Forecast is Contractor's May Schedule update

- Package A and C: Remaining punch lists items have been consolidated and are being closed out. Full close-out of punch list expected by end of June. North Pedestrian Crossing and signal case installation in progress. All of this work has been performed with minimal interruptions to public service.
- Package B: Major Package B components have been completed. Remaining work focused on completing installation of final project components – security cameras, signage and faregates – to meet end of June substantial completion.
- Equity - 100% of the project is within or adjacent to Equity Focus Communities.



Finish work @ C Line west



Elevator #3 finish work



Passenger Pick-up & Drop-off area completed



Park & Ride Lot completed

July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)



Metro 8

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# AIRPORT METRO CONNECTOR (AMC) PROJECT

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

\*Approved May 2021 Board

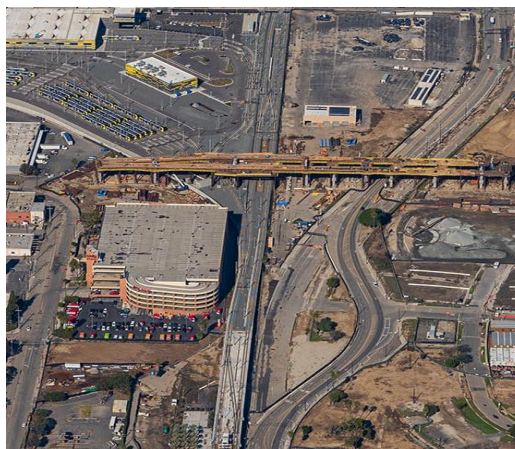
SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original June 2024	N/A	June 2024	June 2024
Variance from Original:		+0d (0%)	+0d (0%)
Variance from Revised Schedule:			0d

\*Current Forecast is Metro's May Schedule update

- Early Works Phase construction contract NTP issued with shovel in ground scheduled for June 2021.
- Groundbreaking ceremony signaling the start of work scheduled for June 21, 2021.
- Primary Station Construction Contract in validation process with expected NTP issued Summer 2021.
- APM Guideway structural completed with APM Station heavy structural installation in progress and scheduled for completion fall of 2021 – clearing the area for AMC Station work to begin.
- Equity - 100% of the project is located within or adjacent to Equity Focus Communities.



Front Elevation along Aviation Blvd.



Construction of LAWA APM Guideway over AMC Site



July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)







Metro 9

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# DIVISION 20 PORTAL WIDENING TURNBACK

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$801.7M	\$801.7M	\$801.7M
Variance from Approved LOP:		\$0M (0%)	\$TBD 
Variance from Revised Budget:			\$TBD 
*At time of the award of contract – Board Approval (February 2020)			

SCHEDULE	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
<u>Original</u> June 2024	N/A	June 2024	June 2024
Variance from Original:		+0d (0%)	TBD 
Variance from Revised Schedule:			TBD 
*Current Forecast is Contractor's Schedule update			

- **Overall Project progress is 23% complete.**  
Includes Real Estate Acquisitions, Environmental, Design, Contract Mobilization, Early Demolition, Power, Utility contracts and contract change orders
- **C1136 Portal Widening Turnback Contract**  
PWT C1136 Contract progress is 29%.  
Phase 1 Track, utilities, and civil work continues  
1<sup>st</sup> Street Bridge Rehabilitation and Portal excavation
- **Major Change Orders to Date:**  
Hazardous Material Removal  
1<sup>st</sup> Street Bridge Rehabilitation  
Completion of Utility Contracts  
3<sup>rd</sup> Party Unforeseen Interfaces  
Design Revisions (*in progress*)
- **C1184 Traction Power Substation Contract** at 56%
- **Coordination with Adjacent Projects**  
Purple Line Extension (PLE1)  
Regional Connector  
Metro Center Project  
6<sup>th</sup> Street Bridge (City of L.A. Project)
- **Continued Regular risk assessments to determine budget/schedule**
- **Equity - 100% of the project is located within or adjacent to Equity Focus Communities**



July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)



Metro 10

Construction Committee

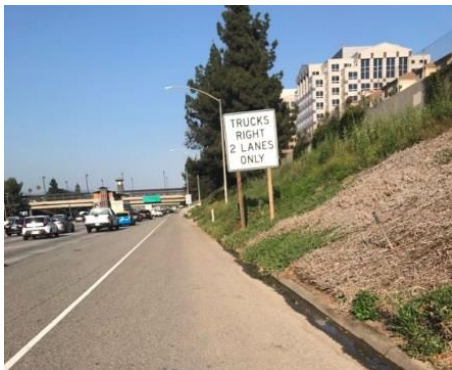
Los Angeles County Metropolitan Transportation Authority

# I-210 BARRIER REPLACEMENT PROJECT

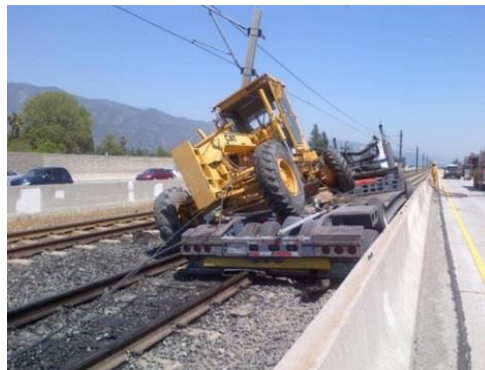
BUDGET	(Design)	(Design)	
	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$11.08M	\$22.54M	\$22.54M
Variance from Approved LOP:	\$11M (103%)	\$11M (103%)	OK
Variance from Revised Budget:		\$0	OK
*At time of the award of contract – Board Approval (May 2016)			

SCHEDULE	(Complete Design)			
	Original	Approved Rebaseline	Previous Period	Current Forecast*
(Project 1)	Feb 2021	Winter 2021	Winter 2021	March 2021
(Project 2)	Aug 2022	Summer 2022	Summer 2022	Summer 2022
Variance from Original:			+15d (1%)	+15d (1%) OK
Variance from Revised Schedule:			0d	OK
*Current Forecast is Contractor's (June) Schedule update				

- Project 1: Segment from Michillinda to Iconic Bridge – Project 1 Plans, Specs and Estimate (PS&E) package has been approved by Caltrans Design. Funding source(s) for ADL and Haz Mat testing and construction for Project 1 are still to be determined.
- Project 2: Segment from west end of the project to Michillinda – Barrier analysis and the development of Project Study Report (PSR) for Project 2 are on-going. Barrier analysis workshop #1 with Caltrans barrier and wall experts to took place on May 24, 2021. The next workshop is scheduled for mid June.
- Equity - 8.53% of the corridor is within or adjacent to Equity Focus Communities.



Newly Installed Caltrans Freeway Sign



Incident in 2014



Newly Installed Speed Limit Sign

July 2021

OK On target

Possible problem  
(5-10% variance)

Significant Impact  
(over 10% variance)

# I-5 Construction Projects (Administered by Metro)



July 2021

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# I-5 NORTH COUNTY ENHANCEMENTS

BUDGET				SCHEDULE			
	Approved LOP*	Previous Period	Current Forecast		Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
TOTAL COST	\$679.3M	\$679.3M	\$679.3M	Original	N/A	Spring 2026	Spring 2026
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)	Spring 2026		+0d (0%)	0d (0%)
Variance from Revised Budget:			\$0	Variance from Original:			N/A
				Variance from Revised Schedule:			
*At time of the award of contract – Board Approval (March 2021)				*Current Forecast is Metro's Internal Schedule update			

- Notice to Proceed is expected to be issued in early summer
- Construction Community Meeting and Groundbreaking anticipated in summer
- Life of Project budget established in March
- Equity - This project is not located within or adjacent to Equity Focus Communities



July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)



Metro 13

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# I-5 Construction Projects (By Caltrans)



July 2021

Construction Committee

Los Angeles County Metropolitan Transportation Authority

# I-5 NORTH: SR 118 TO SR 134

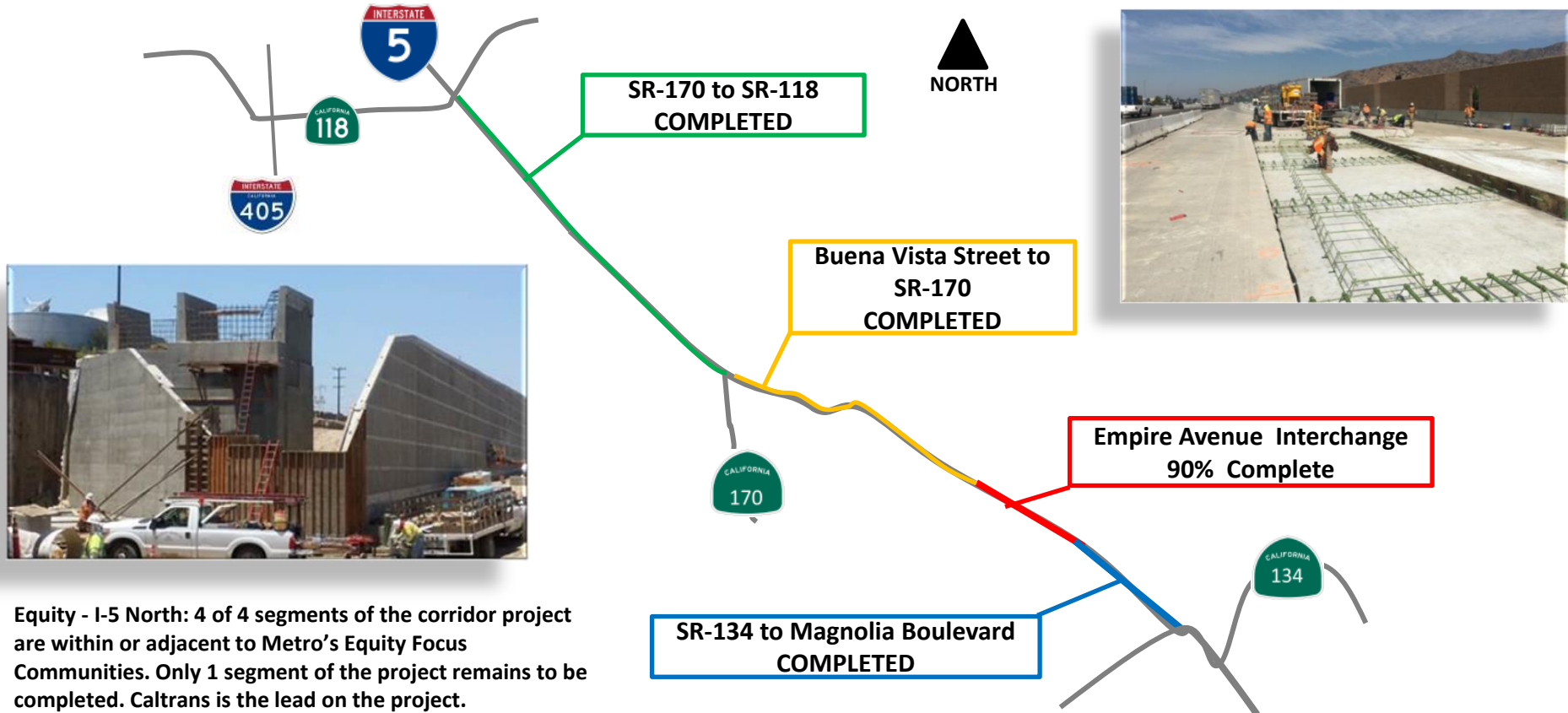


BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$845.1M	\$954.1M*	\$954.1M*
Variance from Approved LOP:		\$109M (13%)	\$109M (13%)
Variance from Revised Budget:		\$ 73.2M (8%)	\$ 73.2M (8%)

\*At time of the award of contract – Board Approval (December 2012)

SCHEDULE	(Anticipated Project Completion)		
	Approved Rebaseline	Previous Period	Current Forecast*
Original	Summer 2022	Spring 2023	Spring 2023
Variance from Original:		+2034d (77%)	+2034d (77%)
Variance from Revised Schedule:		+266d (6%)	+266d (6%)

\* Current Forecast is Contractor's April Schedule update



- Equity - I-5 North: 4 of 4 segments of the corridor project are within or adjacent to Metro's Equity Focus Communities. Only 1 segment of the project remains to be completed. Caltrans is the lead on the project.

July 2021



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)

Construction Committee

Los Angeles County Metropolitan Transportation Authority

\* Risk Analysis, Feb 2021 with the Approved Loan Term Amount



Metro 15

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

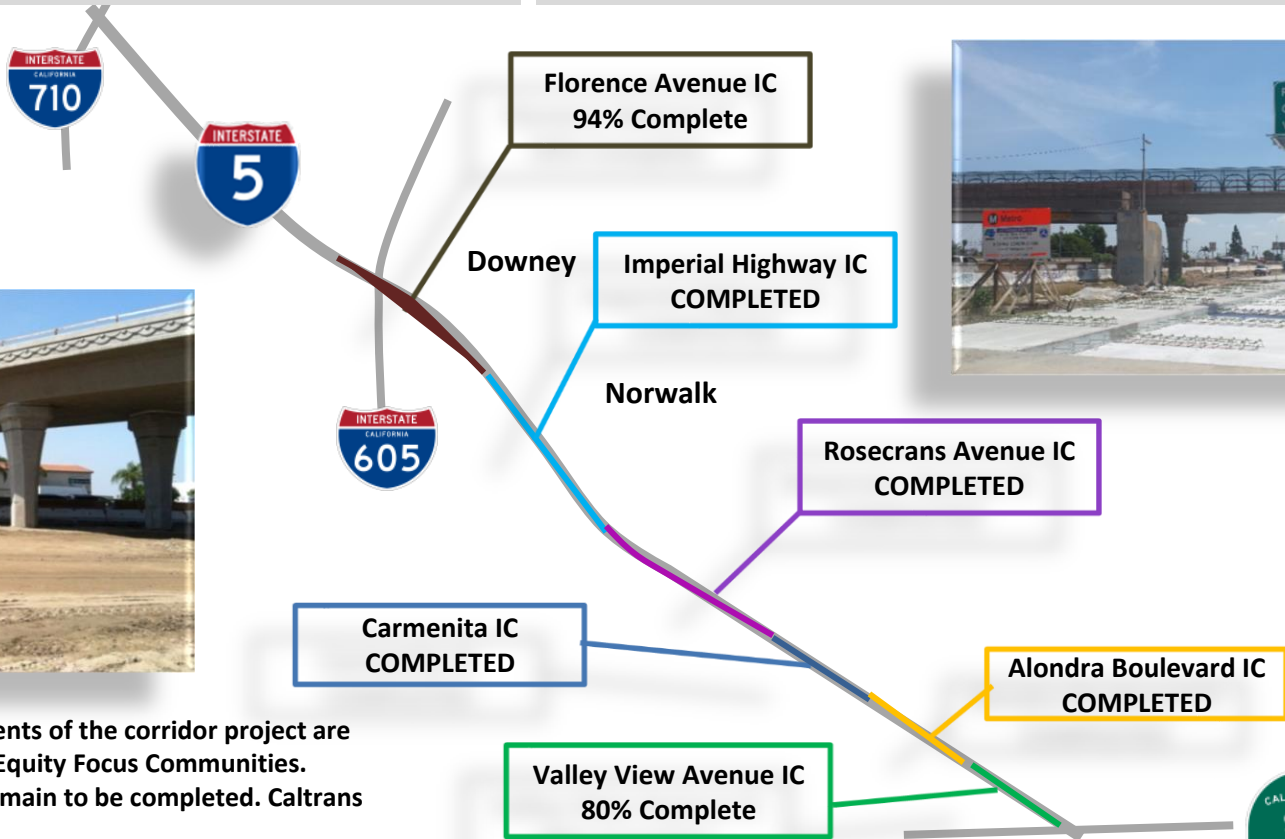


BUDGET	Approved LOP*	Previous Period	Current Forecast	
TOTAL COST	\$1,844M	\$1,888M	\$1,888M*	
Variance from Approved LOP*:		\$44M (2%)	\$44M (2%)	OK
Variance from Revised Budget:		\$0	\$0	OK

\* At time of the award of contract – Board Approval (Jun 2013 & May 2009)

SCHEDULE	(Anticipated Project Completion)			
Original	Approved Rebaseline	Previous Period	Current Forecast*	
Winter 2016	Spring 2022	Spring 2023	Spring 2023	
Variance from Original:		+2324d (87%)	+2324d (87%)	!
Variance from Revised Schedule:		+372d (10%)	+372d(10%)	♦

\*Current Forecast is Contractor's April Schedule update



- Equity - I-5 South: 3 of 6 segments of the corridor project are within or adjacent to Metro's Equity Focus Communities. Only 2 segments of projects remain to be completed. Caltrans is the lead on the project.

July 2021

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)



Metro 16

\* Risk Analysis, Feb 2021