



**Metro**

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

**Agenda - Final**

**Wednesday, February 19, 2025**

**1:00 PM**

Watch online: <https://boardagendas.metro.net>

Listen by phone: Dial 888-978-8818 and enter Access Code:  
5647249# (English) or 7292892# (Español)

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

## **Construction Committee**

*Fernando Dutra, Chair*

*Ara J. Najarian, Vice Chair*

*Hilda Solis*

*Katy Yaroslavsky*

*Gloria Roberts, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA 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 general 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 General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

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

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

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

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

## ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



**323.466.3876**

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

## HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - [boardclerk@metro.net](mailto:boardclerk@metro.net)

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

**Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Meeting begins at 1:00 PM Pacific Time on February 19, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter  
English Access Code: 5647249#  
Spanish Access Code: 7292892#

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

**Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 19 de Febrero de 2025. Puedes unirme a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo  
Codigo de acceso en ingles: 5647249#  
Codigo de acceso en espanol: 7292892#

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

**Written Public Comment Instruction:**

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

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

**CALL TO ORDER****ROLL CALL**

10. **SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT** [2024-1100](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project (Project) by \$608,095,000 from \$879,731,000 to \$1,487,826,000; and
- B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

**Attachments:** [Attachment A - ESFV Preconstruction Budget and Commitments](#)  
[Attachment B - ESFV Preconstruction Funding and Expenditure Plan Presentation](#)

11. **SUBJECT: SOUTHEAST GATEWAY LINE PROJECT - ADVANCED WORKS CONSTRUCTION MANAGER/GENERAL CONTRACTOR PHASE 1** [2025-0007](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD Contract No. PS119518000 to Flatiron-Herzog, a SGL Joint Venture, for the Southeast Gateway Line Light Rail Transit (LRT) Project (Project) Advanced Works Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$10,543,240 for Preconstruction Services, subject to the resolution of properly submitted protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$997,750,195; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

**Attachments:** [Attachment A - Preconstruction Funding Plan](#)  
[Attachment B - Procurement Summary](#)  
[Attachment C - DEOD Summary Presentation](#)

12. **SUBJECT: CALTRANS QUARTERLY CONSTRUCTION PROJECTS UPDATE** [2025-0027](#)

**RECOMMENDATION**

RECEIVE the quarterly oral report on the status of the Caltrans construction projects.

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

(CARRIED OVER FROM JANUARY'S COMMITTEE CYCLE)

13. **SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)** [2024-1092](#)

**RECOMMENDATION**

RECEIVE AND FILE the status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending September 2024.

**Attachments:** [Attachment A - PLA/CCP Quarterly Brochure](#)  
[Attachment B - Women in the Trades Resource Guide](#)  
[Attachment C - DEOD Outreach Activities](#)  
[Attachment D - Board Motion 29](#)  
[Presentation](#)

14. **SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS** [2025-0022](#)

**RECOMMENDATION**

RECEIVE AND FILE the Program Management Project Status Report.

**Attachments:** [Attachment A - Equity Assessments](#)  
[Presentation](#)

(CARRIED OVER FROM JANUARY'S COMMITTEE CYCLE)

**15. SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**[2025-0021](#)**RECOMMENDATION**

RECEIVE AND FILE a Status Report on Program Management Quarterly Change Report.

**Attachments:** [Attachment A - Qrtly Change Orders Log for Sept '24-Nov '24](#)  
[Attachment B - OIG Change Order Spot Checks CEO Delegated Auth. Presentation](#)

(CARRIED OVER FROM JANUARY'S COMMITTEE CYCLE)

**16. SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION CHANGE ORDER SPOT CHECKS**[2025-0023](#)**RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period September 1 to November 30, 2024.

**Attachments:** [Attachment A - Change Order Details for Spot Checks](#)  
[Attachment B - OIG Recommendations and Responses Tracking Sheet Presentation](#)

(CARRIED OVER FROM JANUARY'S COMMITTEE CYCLE)

**SUBJECT: GENERAL PUBLIC COMMENT**[2025-0102](#)

RECEIVE General Public Comment

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

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



## Board Report

File #: 2024-1100, File Type: Project

Agenda Number: 10.

### CONSTRUCTION COMMITTEE FEBRUARY 19, 2025

**SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project (Project) by \$608,095,000 from \$879,731,000 to \$1,487,826,000; and
- B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

#### **ISSUE**

Staff is seeking the Board's approval for two items: (1) increasing the Preconstruction Budget by \$608,095,000 for additional funding to continue Real Estate acquisition and relocation activities, and utility relocation work including support costs; and (2) authorizing the negotiation and execution of all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

#### **BACKGROUND**

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations. The Metro Board certified the Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) in December 2020, and the Federal Transit Administration (FTA) signed a Record of Decision in January 2021, for the project. Included in the Final EIS/EIR was the Initial Operating Segment (IOS) defined as the southern 6.7 miles of the Project alignment.

The IOS, identified as the southern segment, provides a dual track street running light rail transit system along the middle of Van Nuys Boulevard from Oxnard Street to San Fernando Road. The Project includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility (MSF) for LRT vehicles. This southern segment of the Project is the subject of this board action. The remaining northern 2.5 mile environmentally cleared segment is



going through additional analysis as directed by the Board in December 2020 and is not included in this board action.

On May 10, 2022, the FTA issued Metro a Letter of Intent (LOI) to obligate funding for the Project under the Expedited Project Delivery (EPD) Pilot Program. Metro and the FTA signed the Full Funding Grant Agreement (FFGA) on the project alignment on September 6, 2024. The FFGA was executed on September 13, 2024, for a total Award Budget of \$3,573,279,911 with a Federal assistance amount of \$893,319,978.

Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment resulted in updates to the project description. In October 2023, the Metro Board approved an Addendum to the EIR assessing design refinements and updated project elements developed during Preliminary Engineering for the IOS. In July 2023, a letter regarding the Environmental Determination for East San Fernando Valley Transit Corridor Reevaluation was received from the Federal Transit Administration compliance with NEPA and no further studies would be required.

Street improvements and guideway designs have advanced to 60 percent completion and all other design elements (stations, MSF, landscaping, and systems) are at 30 percent. The design of utility composite plans has also advanced to 60 percent complete, and six design packages of Los Angeles Department of Water and Power (DWP) utility relocations are in final design.

On February 23, 2023, the Board approved the award of a Progressive Design-Build (PDB) contract to San Fernando Transit Constructors (SFTC), a joint venture of Skanska USA Civil West California District, Inc., and Stacy and Witbeck Inc., for Phase 1 Preconstruction Services in the amount of \$30,979,750. Phase 2 of the PDB contract includes Design, Construction, Testing and Commissioning of the Project. A Preconstruction Phase-of-Project Budget (Preconstruction Budget) in the amount of \$496,856,000 was also established at the February 23, 2023, Board meeting.

On April 14, 2023, NTP was issued to SFTC for Phase 1 work which includes validation of base design, value engineering, and a framework for negotiating and reaching a Phase 2 Contract Price. The implementation of Early Works Packages concurrently with Phase 1 work will advance design efforts required to support Phase 2 contract price negotiations and support the project schedule.

In July 2024, the Board approved an increase to the Preconstruction Budget to \$879,731,000. The Preconstruction Budget will be over 95% committed by early 2025. Budget items with committed funding include awarded phases of construction contracts, advancing PDB Phase 2 work through the implementation of Early Work Packages (EWP), priority Real Estate acquisition and relocation, third party agreements, Metro labor, and encumbered and forecasted costs for professional services.

## **DISCUSSION**

With the existing Preconstruction Budget forecast to be fully committed in early 2025, staff is requesting an increase to the Preconstruction Budget by \$608,095,000 from \$879,731,000 to \$1,487,826,000 in order to continue advancing construction, real estate acquisitions, and third-party support while Phase 2 of the PDB contract is negotiated with SFTC.

Through the PDB contract process, the identification of EWPs has continued to ensure project activities critical to meet construction schedule are initiated. Budget updates are included for project activities included in the Preconstruction Budget and required to support construction prior to establishing a Life of Project Budget and the issuing of Phase 2 of the PDB Contract.

An item to address project costs not eligible for Federal reimbursement has been added to the Preconstruction Budget to support activities, including goodwill claims, station art, and other activities required to deliver the project.

Staff from the Metro project team and the Los Angeles Department of Water and Power (LADWP) remain in discussions regarding LADWP's request to underground high voltage electrical lines along Van Nuys Boulevard. These discussions are active and ongoing, with the mutual goal being to accommodate the requested undergrounding if it does not impact the budget and/or schedule of the ESFV project. As these discussions are still taking place, this proposed Board action does not include any costs or increased budget to accommodate the proposed LADWP undergrounding work.

Attachment A, ESFV Preconstruction Budget and Commitments, provides a table showing the current approved Preconstruction Budget, additional areas of the budget to be funded with this request, and the proposed revised budget. Additional authority to fund the activities shown in Attachment A is necessary to continue progressing in accordance with the project schedule. A Life-of-Project budget will be recommended to the Board once the Phase 2 negotiations for construction have been completed.

A funding source separate from the ESFV Project funding plan, Measure M inflation funding, has been identified to support these non-eligible costs and included in Attachment B, East San Fernando Valley Light Rail Transit Project Expenditures and Funding Plan.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Upon Board approval, budget will be added to the existing Preconstruction Budget for Project 865521- East San Fernando Valley Light Rail Transit Corridor, in Cost Center 8510 - Construction Project Management.

As this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs for future years.

### **Impact to Budget**

The sources for funding the additional \$608,095,000 for the Project are capital funds as shown in Attachment B, East San Fernando Valley Light Rail Project Preconstruction Expenditures and Funding Plan. These funds are not eligible for bus and rail operations.

### **EQUITY PLATFORM**

The additional funding will support continued community and small business engagement efforts led by Metro Community Relations (CR) staff in conjunction with the implementation of construction activities:

- **Elected Representatives and City Representatives** : To date, Metro CR staff have met with representatives from the City of Los Angeles Neighborhood Councils and Council District Offices, on upcoming construction, mitigation plans/efforts, and outreach efforts to the local community. Metro has held several quarterly community construction update meetings, presented at various community and school meetings, tabled at various special events, and presented at various business association meetings. The Construction Relations team is currently conducting bilingual door-to-door outreach of small businesses along the Project alignment.
- **Community Members:** The Project has established a Community Leadership Council (CLC) as an advisory body to the Project and is in the process of implementing Community Based Organization (CBO) Partnerships that align with Metro's CBO Partnering Strategy. CLC members have been instrumental in providing direct feedback at the two CLC meetings held on ways to improve current outreach efforts and message delivery on the project.
- **Small Businesses** : Metro CR staff have visited the small businesses along the alignment and provided bilingual project information along with small business mitigation programs available to businesses along the Project corridor: Eat Shop Play (ESP), Business Interruption Fund (BIF), and Business Solution Center (BSC). The BIF formally launched on this Project in May of 2024. The ESP and BSC programs are anticipated to launch in early 2025.
- **Cultural Competency Plan (CCP)** : The CCP includes a comprehensive strategy for engagement with the local community utilizing a multi-layered approach focused on a career academy, small business opportunities, and project internal culture and training. Training will encompass the entire team including vendors and subcontractors. The CCP supports an accountability framework to track the progress of each task and goal through the utilization of technology in order to develop the highest standards of resources and programs for the community.

Through the implementation of construction mitigation programs and continued outreach efforts, assistance to small businesses during construction will be achieved and the phasing of construction will be developed to minimize impacts to adjacent businesses and residents. Engaging the community through the CCP will increase cultural awareness of communities throughout the limits of construction along Van Nuys Boulevard, supporting mobility needs and business and employment opportunities.

..Vehicle\_Miles\_Traveled\_Outcome

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on

## VMT.

The Final Environmental Impact Statement/Final Environmental Impact Report for the East San Fernando Valley Transit Corridor Project was certified by the Board in December 2020 and a Record of Decision issued by the Federal Transit Administration in January 2021. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor, DEIS/DEIR. VMT summary can be found in Appendix G Transportation Impacts Report published in 2020. VMT was forecasted with Metros Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 was calculated for the project.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project supports the following strategic goals:

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

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

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

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

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

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

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

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

## **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with the requested increase to the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases if this action does not move forward. Furthermore, delays to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

## **NEXT STEPS**

Upon Board approval, Metro staff will continue progressing with real estate activities to secure construction access, continue the advancement of utility relocation construction, and continue the

---

advancement of design plans and specifications to support the final negotiation of Phase 2 work. Once an agreement of Phase 2 price has been reached, staff will return to the Board for approval of an LOP budget and seek further authority for the Chief Executive Officer to execute project agreements and contract modifications within the LOP budget.

**ATTACHMENTS**

Attachment A - ESFV Preconstruction Budget and Commitments

Attachment B - ESFV Preconstruction Funding and Expenditure Plan

Prepared by:

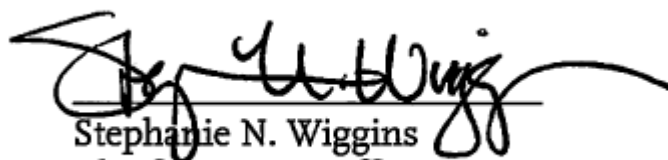
Greg Gastelum, Senior Executive Officer, Program Management, 213-218-8479

Kevin Grady, Deputy Executive Officer, Project Controls, 213-294-1439

Mat Antonelli, Deputy Chief Program Management Officer, 213-893-7114

Reviewed by:

Tim Lindholm, Chief Program Management Officer, 213-922-2797



Stephanie N. Wiggins  
Chief Executive Officer

**Attachment A**  
**ESFV Preconstruction Budget**

Budget Item	Current Board Authority (\$M)	Revised Preconstruction Budget (\$M)	Additional Requested Funds (\$M)
Phase 1 - PDB	30.980	30.980	0.000
Early Works Packages (EWP)	370.101	579.339	209.238
PCS Energy	1.063	1.063	0.000
AUA #1 - W.A. Rasic	9.888	9.972	0.084
Real Estate	203.486	373.209	169.723
Third Party	37.080	129.280	92.200
LRV	1.200	1.700	0.500
Agency & CMSS	61.605	90.605	29.000
Professional Services - Engineering	108.960	124.960	16.000
Professional Services - Other	11.504	40.854	29.350
Planning Projects 405521 & 465521	23.049	23.049	0.000
Costs Not Eligible for Federal Reimbursement	0.000	37.000	37.000
Contingency	20.815	45.815	25.000
<b>Totals</b>	<b>879.731</b>	<b>1,487.826</b>	<b>608.095</b>

**Attachment B**  
**ESFV Preconstruction Funding & Expenditures Plan**

(\$ in millions)	TOTAL	PRIOR	2024	2025	2026	2027	2028	2029	2030	2031	2032	
			2025	2026	2027	2028	2029	2030	2031	2032	2033	
<b>USE OF FUNDS</b>												
<b>FFGA Eligible Expenses</b>												
Construction Costs	50.45%	750.634	47.995	172.557	253.724	176.316	63.720	24.162	3.720	3.720	3.720	1.000
ROW/Land Existing Improvements	24.60%	365.989	39.347	174.328	74.500	57.177	20.637	-	-	-	-	-
Vehicles	0.11%	1.700	-	1.700	-	-	-	-	-	-	-	-
Professional Services	13.59%	202.146	55.157	53.222	54.937	22.382	9.249	5.526	1.673	-	-	-
Unallocated Contingency	3.08%	45.815	-	5.000	10.000	10.000	10.000	10.000	0.815	-	-	-
<b>Subtotal</b>	<b>91.83%</b>	<b>1,366.284</b>	<b>142.499</b>	<b>406.807</b>	<b>393.161</b>	<b>265.875</b>	<b>103.606</b>	<b>39.688</b>	<b>6.208</b>	<b>3.720</b>	<b>3.720</b>	<b>1.000</b>
<b>Non-Federal Eligible Expenses</b>												
Pre-Award Authority Expenses (865521)	4.13%	61.493	61.493	-	-	-	-	-	-	-	-	-
Additional Planning Expenses (405521 & 465521)	1.55%	23.049	23.049	-	-	-	-	-	-	-	-	-
Additional Project Expenses <sup>(1)</sup>	2.49%	37.000	-	5.000	10.000	12.000	10.000	-	-	-	-	-
<b>Subtotal</b>	<b>8.17%</b>	<b>121.542</b>	<b>84.542</b>	<b>5.000</b>	<b>10.000</b>	<b>12.000</b>	<b>10.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL USES</b>	<b>100.00%</b>	<b>1,487.826</b>	<b>227.041</b>	<b>411.807</b>	<b>403.161</b>	<b>277.875</b>	<b>113.606</b>	<b>39.688</b>	<b>6.208</b>	<b>3.720</b>	<b>3.720</b>	<b>1.000</b>

<b>SOURCES OF FUNDS</b>												
<b>Federal Revenue</b>												
Section 5339 Alternatives Analysis	0.00%	0.968	1.0	-	-	-	-	-	-	-	-	-
Section 3005(b) Expedited Project Delivery Grant	16.80%	250.000	-	50.0	75.0	75.0	50.0	-	-	-	-	-
<b>Federal Revenue Subtotal</b>	<b>16.80%</b>	<b>250.968</b>	<b>\$1.0</b>	<b>\$50.0</b>	<b>\$75.0</b>	<b>\$75.0</b>	<b>\$50.0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Local Revenue</b>												
(13) (6)												
Prop A - Rail Development Account (35%)	0.00%	-	-	-	-	-	-	-	-	-	-	-
Measure R - Transit Capital (35%)	12.23%	182.000	108.8	20.0	2.7	50.5	-	-	-	-	-	-
Measure R - Highway Projects (20%)	3.32%	49.417	-	-	49.4	-	-	-	-	-	-	-
Prop C - Discretionary (40%)	0.00%	-	-	-	-	-	-	-	-	-	-	-
Prop C - Transit-Related Highway (25%)	13.62%	202.643	1.3	192.5	-	-	-	-	0.4	3.7	3.7	1.0
Local Agency Transit Project Contributions	0.00%	-	-	-	-	-	-	-	-	-	-	-
Measure M - Transit Construction (35%)	21.29%	316.708	73.5	29.0	90.2	52.4	33.6	32.2	5.8	-	-	-
<b>Local Revenue Subtotal</b>	<b>50.46%</b>	<b>750.768</b>	<b>\$183.6</b>	<b>\$241.5</b>	<b>\$142.3</b>	<b>\$102.9</b>	<b>\$33.6</b>	<b>\$32.2</b>	<b>\$6.2</b>	<b>\$3.7</b>	<b>\$3.7</b>	<b>\$1.0</b>
<b>State Revenue</b>												
Transit and Intercity Rail Capital Program (TIRCP)	22.27%	331.330	-	8.0	185.8	100.0	30.0	7.5	-	-	-	-
Traffic Congestion Relief Program Funds (TCRP)	0.00%	27.000	27.0	-	-	-	-	-	-	-	-	-
Other State Revenue	1.22%	18.185	-	18.2	-	-	-	-	-	-	-	-
Regional Improvement Program Funds (RIP)	2.33%	34.630	15.4	19.2	-	-	-	-	-	-	-	-
SB1 - Local Partnership Program	5.04%	74.944	-	74.9	-	-	-	-	-	-	-	-
<b>State Revenue Subtotal</b>	<b>30.86%</b>	<b>486.089</b>	<b>\$42.4</b>	<b>\$120.3</b>	<b>\$185.8</b>	<b>\$100.0</b>	<b>\$30.0</b>	<b>\$7.5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL SOURCES</b>	<b>0.00%</b>	<b>1,487.826</b>	<b>\$ 227.0</b>	<b>\$ 411.8</b>	<b>\$ 403.2</b>	<b>\$ 277.9</b>	<b>\$ 113.6</b>	<b>\$ 39.7</b>	<b>\$ 6.2</b>	<b>\$ 3.7</b>	<b>\$ 3.7</b>	<b>\$ 1.0</b>

(1) Additional expenses for necessary project expenditures that are not eligible for federal reimbursement including items like Real Estate Goodwill.



We're building light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



February 19, 2025  
Construction Committee



# East San Fernando Valley Light Rail Transit Project



## Initial Operating Segment

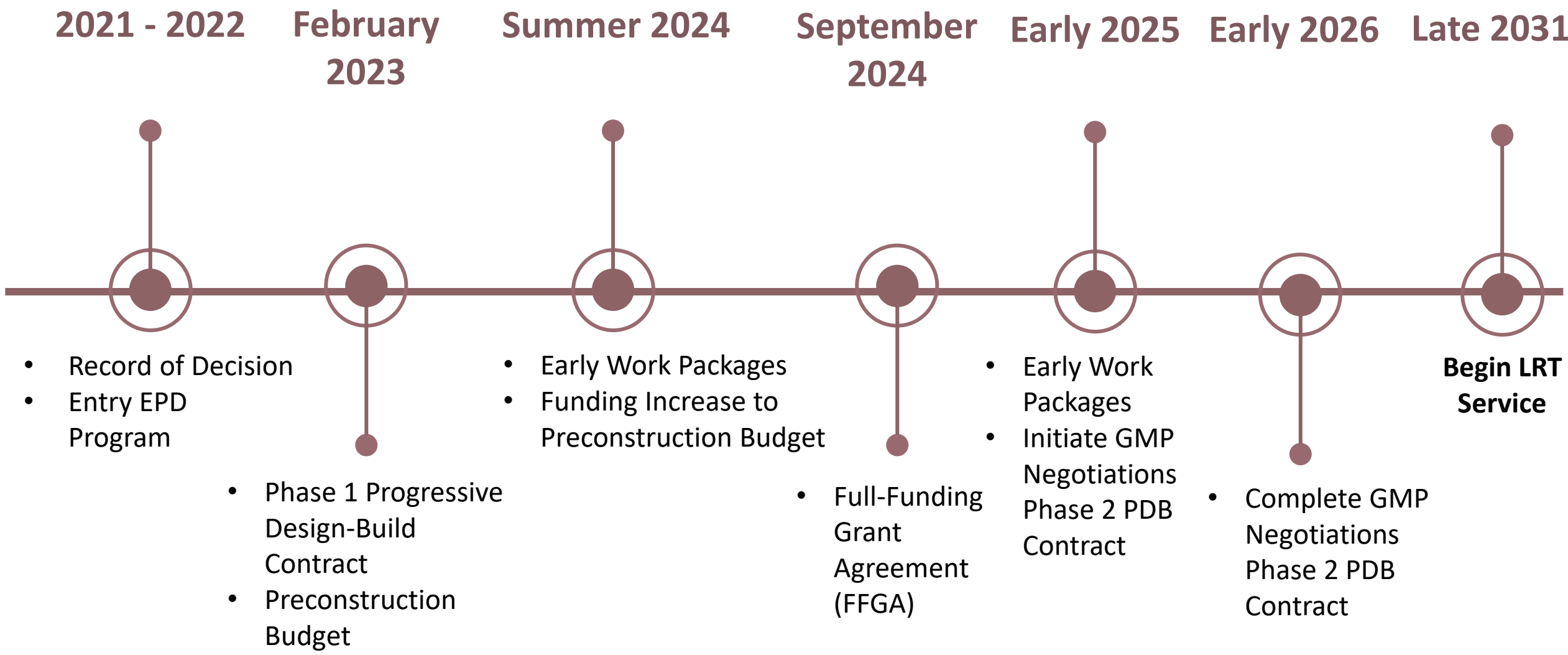
- 6.7 miles at-grade double-track light rail service along the center of Van Nuys Blvd.
- 11 center-boarding platform stations
- 10 Traction Power Substations
- Maintenance and Storage Facility
- Procurement of 33 Light Rail Vehicles

## Estimated Project Cost

- \$3.573 Billion



# Project Schedule Milestones



# East San Fernando Valley Light Rail Transit Project Funded Activities Underway

## Federal Transit Administration

- FFGA Oversight Coordination

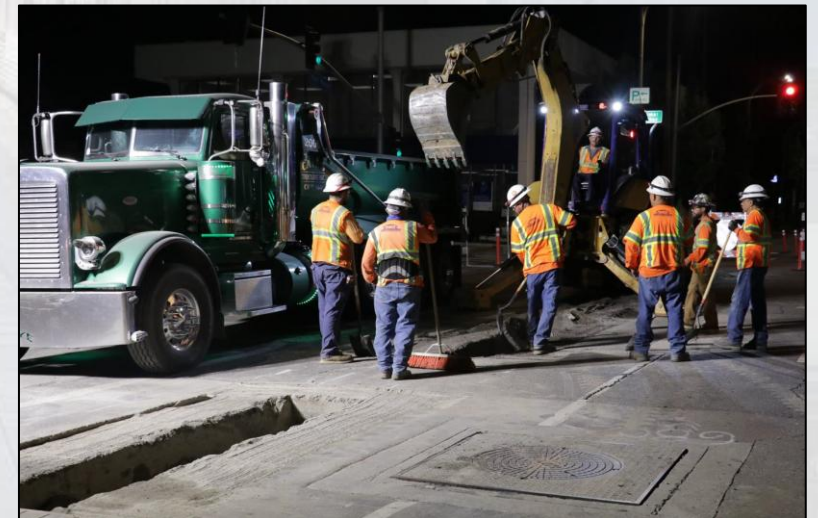
## Construction Activities in 2024

- Utility Adjustment Construction
- Complete Design/Construction Plans
- Progressive Design-Build: Phase 1

## Real Estate Acquisitions/Relocations

## Community Outreach

- Construction Relations
- Construction Mitigation Programs
  - Business Interruption Fund
  - Business Solution Center
  - Eat Shop Play



# East San Fernando Valley Light Rail Transit Project

## Additional Funding Investment

- **Early Work Packages**
  - EWP 07 – Utility Adjustments, Civil Improvements
  - EWP 08 – Utility & Civil Improvements, Segment A & C
  - EWP 09 – Utility & Civil Improvements, Segment A
  - EWP 10 – Long Lead Procurements
- **Real Estate Acquisitions and Relocations**
- **Construction Relations, Good Will Claims, Public Art**



Concept Image. ESFV LRT Maintenance and Storage Facility



Concept Image. ESFV LRT alignment along Van Nuys Boulevard

# Request to Construction Committee

## RECOMMENDATION

### **AUTHORIZE the Chief Executive Officer to:**

- A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project by \$608,095,000 from \$879,731,000 to \$1,487,826,000; and
- B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.





Board Report

File #: 2025-0007, File Type: Contract

Agenda Number: 11.

**CONSTRUCTION COMMITTEE  
FEBRUARY 19, 2025**

**SUBJECT: SOUTHEAST GATEWAY LINE PROJECT - ADVANCED WORKS CONSTRUCTION  
MANAGER/GENERAL CONTRACTOR PHASE 1**

**ACTION: AWARD CONTRACT**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD Contract No. PS119518000 to Flatiron-Herzog, a SGL Joint Venture, for the Southeast Gateway Line Light Rail Transit (LRT) Project (Project) Advanced Works Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$10,543,240 for Preconstruction Services, subject to the resolution of properly submitted protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$997,750,195; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

**ISSUE**

Staff is seeking the Board’s approval for three items: (1) award the Advanced Works CM/GC contract; (2) establish a Preconstruction Budget for the Project; and (3) negotiate and execute all project-related agreements and modifications within the authorized Preconstruction Budget. The Preconstruction Budget is inclusive of the CM/GC contract and all previously awarded contracts, incurred expenses to date, anticipated additional preconstruction activities performed by the CM/GC, and existing architectural and engineering (A&E) and professional services contracts for the Project, Right-of-Way (ROW) acquisitions, and unallocated contingency, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

**BACKGROUND**

In April 2024, the Board certified the Final Environmental Impact Report (EIR) for the Project, a 14.5-mile LRT line with nine stations from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in the City of Artesia and includes a new C Line infill station at the I-105

Freeway. The Project also provides for the inclusion of five parking facilities and a Maintenance and Storage Facility (MSF) in the City of Bellflower. In August 2024, the Federal Transit Administration (FTA) approved the Final Environmental Impact Statement (EIS) and issued a Record of Decision (ROD), marking the completion of the environmental phase of the Project.

Parallel workstreams were implemented to advance high-risk project activities such as utilities and freight relocation, which included obtaining Board approval of the A&E and Program Management Support Services (PMSS) contracts in November 2023 and February 2024, respectively. These actions and the team's early due diligence efforts enabled the Project to achieve a significant milestone of utility relocation by a private third-party, starting with the utility groundbreaking that was held in October 2024, shortly after FTA's issuance of the ROD. In addition, Metro successfully submitted all deliverables required to complete the Project Development phase of the Federal New Starts Capital Investment Grants (CIG) program in August 2024. Furthermore, the FTA approved Metro's request for a Letter of No Prejudice (LONP) on January 17, 2025. The LONP would allow Metro to incur costs in the amount of \$985,093,626 prior to executing a Federal Funding Grant Agreement (FFGA) and retain eligibility for reimbursement after grant approval.

The Project will be delivered in two tranches starting with: (1) CM/GC for Advanced Works, including utility adjustments, hazardous soil abatement, freight relocation, and grade crossings construction; followed by (2) a later procurement phase, which will include construction of the LRT guideway, stations, and MSF. Utilizing CM/GC for Advanced Works provides the benefit of the construction contractor's input, especially constructability reviews, during the design phase before the start of construction.

To move into preconstruction services, the Project will utilize this CM/GC contract and will continue to utilize support from Metro staff and previously awarded and existing contracts and agreements, as listed below.

<b>Contract (Firm Name, Contract No.)</b>	<b>Contract Value</b>	<b>Invoiced To Date</b>
Advanced Engineering Services (HDR Engineering, Inc., Contract No. AE104903000)	\$75,407,476	\$27,943,215
Supplemental Engineering Services (HDR Engineering, Inc., Contract No. AE59600000)	\$14,344,207	\$12,831,500
Project Controls Support Services (KTJV, Contract No. PS898560000)	\$692,141	\$263,221
Environmental Support Services (Kleinfelder, Contract No. EN66937000)	\$1,326,995	\$991,700
Right-of-Way Support Services	Under Procurement	Under Procurement
Program Management Support Services (WSP, Contract No. AE107133000)	\$99,999,105	\$2,878,879

**DISCUSSION**

Findings

Staff recommends using CM/GC for the Advanced Works scope because it enables Metro to engage a General Contractor to act as the “Construction Manager” consultant and collaborate with Metro and the professional services consultants. The CM/GC process provides the ability to effectively integrate benefits from the collaborative process and the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Further, the CM/GC delivery method for this project could also improve construction quality, provide higher certainty on the final construction cost and delivery schedule, and minimize risks related to construction change orders, disputes, and third-party delays during construction.

The CM/GC will deliver the Advanced Works scope in two distinct contract phases. The Preconstruction Budget not only establishes Phase 1, the Preconstruction Phase, which allows the contractor to work with the A&E consultants and Metro to provide constructability expertise, assess risks, provide cost estimates, and refine the project schedule, but also includes budget for professional services and ROW acquisitions. During Phase 1, Metro will work with the CM/GC Contractor to explore opportunities to accelerate the delivery schedule, as well as leverage their expertise to refine and develop the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC Contractor and Metro negotiate the contract price for Phase 2, the Construction Phase. If both the CM/GC and Metro reach an agreement on the Construction Phase costs, then the second contract phase (Construction Phase) will begin, and Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2, pending future Board approval.



At any stage during the Preconstruction Phase, Metro can exercise an “off-ramp” and seek another contractor by procurement of the construction work based on the Project’s final design, while still benefitting from the previous work performed by the CM/GC Contractor. The CM/GC Phases are described in more detail below:

- Phase 1 Preconstruction Services expressly sets out the work that the Contractor will perform, such as design review and preparation, pricing, and negotiation of Early Works Packages.
- Upon issuance of NTP for Phase 1, the Contractor, A&E design consultant, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the Contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If, after review and negotiation of the final OPC, both parties agree to a final Guaranteed Maximum Price (GMP) or Lump Sum (LS) for Phase 2, staff will seek Board approval to award Phase 2 construction to the Contractor. If not, Metro has the option to off-ramp the remaining Work, and package the design documents into a separate bid package. This off-ramp will be available for Metro throughout any time of Phase 1 as staff evaluates each OPC.
- Throughout the negotiations of Phase 2, Metro will maintain the following parameters to mitigate discrepancies and to increase the likelihood of project success:
  - Contractor’s Phase 2 lump sum management fee and Phase 2 Margin Percentage initially proposed will be retained in all OPCs;
  - Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro;
  - CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the Contractor is required to submit;
  - CM/GC contract sets out a clear governance structure for managing Phase 1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
  - Process for establishing all OPCs will employ transparent open-book methods and the use of Independent Cost Estimates (ICE) to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Advanced Works scope, the construction contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input in

constructability, Project phasing, and value engineering ideas as the design progresses. Metro plans to issue several Early Works Packages to initiate critical activities during Phase I. This approach aims to expedite the project by including soils abatement and advanced utility relocations within the corridor cities. These activities are essential precursors to relocating the freight infrastructure.

Establishment of Preconstruction Budget

The Preconstruction Budget is comprised of the following estimated expenditures anticipated through FY 2027.

<b>Expenditure Type</b>	<b>Amount (\$ in millions)</b>	
A. Construction including hazardous soils abatement and advanced utility relocations (by self-performing utilities and CMGC)	\$172.8	Includes CMGC Early Works Packages
B. High priority ROW acquisitions	\$449.3	<u>Proposed</u> budget covers the estimated cost of the priority parcels, not all project related parcels. Approval of <u>ROW</u> budget is required prior to Metro making offers. <u>ROW</u> acquisition amount shown is through FY 2027 only.
C. Professional services (A&E, ROW, environmental, and program management support services)	\$234.5	Includes incurred expenditures to date
D. Unallocated contingency	\$80.6	[A+B+C-\$50.6 (actuals)] X 10%
E. Expenditures prior to New Starts Project Development	\$60.6	
<b>Total</b>	<b>\$997.8</b>	

The FTA recently approved a LONP in the amount of \$985,093,626 for critical early works activities that would be eligible for reimbursement after FFGA award. Expenditures for ROW acquisition and utility relocation are covered under pre-FFGA-award authority and are therefore not included in the LONP amount. The LONP allows reimbursement for expenditures on early critical activities including hazardous soils abatement, railroad relocation, and grade crossings.

**DETERMINATION OF SAFETY IMPACT**

---

The Project is being planned and designed per Metro and all applicable regulatory and jurisdictional requirements. Approval of the Preconstruction Budget for the Project will have no impact on safety.

### **FINANCIAL IMPACT**

The funds required in FY25 for the Phase 1 Preconstruction Services are included in the adopted budget under cost Center 8510 Project number 860201, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

#### **Impact to Budget**

The source of funds for Recommendation A of this action is Measure R 35%, which is not eligible for bus and rail operations.

The sources of funds for the Preconstruction Budget are as listed in Attachment A.

### **EQUITY PLATFORM**

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities along the corridor. Approval of the contract will allow staff to advance the project and maintain the schedule to complete the line for service by 2035. The Diversity and Economic Opportunity Department (DEOD) established a 28% Disadvantaged Business Enterprise (DBE) goal for Phase 1 of the project. The recommended firm exceeded the goal by making a 29.43% DBE commitment. To ensure DBEs were informed of the contracting opportunity, Metro conducted a Virtual Outreach Event on November 1, 2023, with 280 attendees, as well as a pre-proposal conference, with 45 attendees, on May 7, 2024.

The Project will provide a much-needed transit connection, improving access to jobs by directly connecting to the Metro C Line (Green), Metro A Line (Blue), and LA County's broader regional transit network. The new contract will continue to work with stakeholders and communities to keep them informed of project updates.

In 2017 (the first year of environmental analysis), Black, Indigenous, and People of Color (BIPOC) residents comprised 65 percent of the total Study Area population, with Hispanic/Latino groups alone accounting for 51 percent of the total population. In addition, 44 percent of Study Area residents live below the poverty level, which is higher than the County average of 33 percent, and 18 percent of households do not own a car. The Project will serve a high-travel demand corridor with a significant population that relies on public transportation.

The entire LPA qualifies as an Environmental Justice (EJ) corridor and the corridor cities of Bellflower, Paramount, South Gate, Cudahy, Bell, and Huntington Park are also identified as LA Metro's Equity Focus Communities. Since initiating the Project Study, staff has conducted extensive outreach efforts for corridor communities and has continued to engage project stakeholders through

a variety of forums, platforms, languages, and access methods, including special outreach efforts to people of color, low-income populations, limited English proficiency populations, and persons with disabilities. Project development has been directly influenced by this engagement, as discussed above. Metro staff will continue to reengage communities as a part of the completion of the final environmental document, as well as the Slauson/A Line to LAUS Study, to help define the project, including alignment profile, station locations, and design.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

Vehicle Miles Traveled (VMT) was analyzed for this item through the VMT analysis completed for the Southeast Gateway Line Final EIS/EIR. The analysis identified a reduction in VMT due to the implementation of the project compared to conditions without the project, which demonstrates a benefit from the project and a less than significant impact from an environmental standpoint. Specifically, the VMT analysis in the Final EIS/EIR identified a reduction in daily regional VMT of 130,900 miles compared to the Horizon Year (2042) No Build Alternative conditions. The VMT analysis for the Cycle 7 TIRCP application identified a reduction in regional VMT of 6.6 billion miles over the life of the project.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high- quality mobility options that enable people to spend less time traveling
- Goal 3: Enhance communities and lives through mobility and access to opportunity and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with awarding Phase 1 of the CM/GC Contract for the Project and establishing the Preconstruction Budget. Staff does not recommend this alternative because the project benefits of using CM/GC Preconstruction Services for the Project would not be realized, which include improved design quality, enhanced efficiencies, a guaranteed maximum budget principal, and lower risk for future construction change orders. Furthermore, Metro will incur undesirable schedule delays and cost increases.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. PS119518000 with Flatiron-Herzog, a SGL Joint Venture. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the A&E consultant and PMSS consultant to complete the final design. Staff will return to the Board to seek approval of the Phase 2 Construction Project Budget and funding for remaining ROW parcels by FY27. Staff will also keep the Board informed of our progress in securing additional funds as the Project moves forward.

### **ATTACHMENTS**

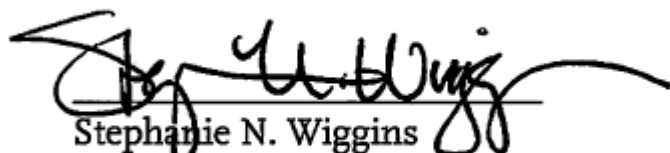
Attachment A - Southeast Gateway Line Funding and Expenditure Plan

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: June Susilo, Deputy Executive Officer, (213) 925-2760  
Mat Antonelli, Deputy Chief Program Management Officer, (213) 893-7114  
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-7297

  
Stephanie N. Wiggins  
Chief Executive Officer

Attachment A  
Preconstruction Funding & Expenditure Plan\*

(\$ in millions)	Precon.		2024	2025	2026
	Total	Prior	2025	2026	2027
<b>USES OF FUNDS</b>					
<b>FFGA Eligible Expenses (New Starts)</b>					
Construction Costs	172.8	-	23.8	51.4	97.6
ROW/Land Existing Improvements	449.3	0.1	4.0	217.9	227.3
Professional Services	234.4	50.5	60.2	60.7	63.0
Unallocated Contingency	80.6	-	8.8	33.0	38.8
<b>Subtotal</b>	<b>\$937.1</b>	<b>\$50.6</b>	<b>\$96.8</b>	<b>\$363.0</b>	<b>\$426.7</b>
<b>Non-Federally Eligible Expenses (New Starts)</b>					
Expenses Prior to Project Development (460201)	60.6	60.6			-
<b>Subtotal</b>	<b>\$60.6</b>	<b>\$60.6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL USES</b>	<b>\$997.8</b>	<b>\$111.2</b>	<b>\$96.8</b>	<b>\$363.0</b>	<b>\$426.7</b>
<b>SOURCES OF FUNDS</b>					
<b>Federal Revenue</b>					
Federal TOD Planning Grant	2.0	2.0	-	-	-
FTA Community Project Funding	11.0	-	-	11.0	-
<b>Federal Revenue Subtotal</b>	<b>\$13.0</b>	<b>\$2.0</b>	<b>\$0</b>	<b>\$11.0</b>	<b>\$0</b>
<b>Local Revenue</b>					
Prop A - Rail Development Account (35%)	264.2	6.1	-	143.4	114.7
Measure R - Transit Capital (35%)	227.2	82.7	96.8	21.0	26.6
Measure R - Highway Projects (20%)	75.0	-	-	-	75.0
Prop C - Transit-Related Highway (25%)	117.3	1.4	-	84.0	32.0
Measure M - Transit Construction (35%)	282.1	-	-	103.7	178.4
Measure R - Admin (1.5%)	0.5	0.5	-	-	-
<b>Local Revenue Subtotal</b>	<b>\$966.3</b>	<b>\$90.7</b>	<b>\$96.8</b>	<b>\$352.0</b>	<b>\$426.7</b>
<b>State Revenue</b>					
SB1 - Local Partnership Program	18.5	18.5	-	-	-
<b>State Revenue Subtotal</b>	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL SOURCES</b>	<b>\$997.8</b>	<b>\$111.2</b>	<b>\$96.8</b>	<b>\$363.0</b>	<b>\$426.7</b>

\* Preconstruction includes construction Early Works Packages.

**PROCUREMENT SUMMARY**

**SOUTHEAST GATEWAY LINE PROJECT ADVANCED WORKS  
CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)  
CONTRACT NO. PS119518000**

1.	<b>Contract Number:</b> PS119518000	
2.	<b>Recommended Vendor:</b> Flatiron-Herzog, a SGL Joint Venture	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input 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> April 25, 2024	
	<b>B. Advertised/Publicized:</b> April 25, 2024	
	<b>C. Pre-Proposal Conference:</b> May 7, 2024	
	<b>D. Proposals Due:</b> July 16, 2024	
	<b>E. Pre-Qualification Completed:</b> December 2, 2024	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> July 17, 2024	
	<b>G. Protest Period End Date:</b> February 26, 2025 (Estimated)	
5.	<b>Solicitations Downloaded:</b> 124	<b>Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> Fred Leung	<b>Telephone Number:</b> (213) 922-8914
7.	<b>Project Manager:</b> June Susilo	<b>Telephone Number:</b> (562) 524-0532

**A. Procurement Background**

This Board Action is to approve Contract No. PS119518000 issued in support of the Construction Manager/General Contractor (CM/GC) project delivery method for the Southeast Gateway Line (SGL) Advanced Works Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

Prior to the release of the solicitation, Metro initiated an Industry Review (IR) process and released the draft Request for Proposals (RFP) and draft CM/GC contract to the transportation construction industry. The purpose of the IR was to solicit feedback on the proposed scope and phasing of the utility adjustment and freight relocation work, and on the contract’s terms and conditions. Metro conducted one-on-one meetings with prospective contractors to discuss the scope, phasing, and proposed project delivery approach. This initiative aimed to enhance the likelihood of receiving competitive proposals for the solicitation. The one-on-one meetings were held virtually on November 15 and 16, 2023, with four firms participating. Metro addressed the 71 consolidated comments received during the IR process and posted the public responses on the Vendor Portal on February 05, 2024.

The RFP was issued in accordance with Metro’s Acquisition Policy, and the contract type is Construction Manager/General Contractor (CM/GC). The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) goal of 28% for Phase 1 – Pre-Construction Services. The DBE goal for Phase 2 – Construction, will be determined by Metro in accordance with the contract, should Phase 2 work proceed.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 17, 2024, revised RFP Appendix B and C and various sections of the contract and contract exhibits.
- Amendment No. 2, issued on June 12, 2024, extended the Proposal Due Date and revised RFP Section 1 – Letter of Invitation and various sections of the contract and contract exhibits.
- Amendment No. 3, issued on June 26, 2024, revised Appendix D – Section 4.11 of the RFP and revised various contract exhibits.

A virtual pre-proposal conference was held on May 7, 2024, and was attended by 45 participants representing 21 firms. Three (3) sets of questions and responses were released before the proposal due date.

A total of 124 downloads of the RFP were recorded in the planholders’ list. A total of five (5) proposals were received on July 16, 2024.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of the Gateway Cities Council of Governments and staff from Metro’s Project Management Office, Countywide Planning & Development, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following weighted evaluation criteria:

- |                             |                  |
|-----------------------------|------------------|
| • Capability and Experience | 35 Points        |
| • Project Understanding     | 10 Points        |
| • Project Approach          | 30 Points        |
| • Cultural Competency       | 5 Points         |
| • Price                     | <u>20 Points</u> |
|                             | 100 Points       |

Several factors were considered when developing these point values, giving the greatest importance to Capability and Experience. Additionally, a criterion of 5 points was allocated for proposers to demonstrate their approach to Cultural Competency.



In addition, the price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 90 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 36-month period of performance for Phase 2 work (for evaluation purposes only)
4. Phase 2 Margin Percentage, assuming a construction cost of \$450,000,000 (for evaluation purposes only)

Of the proposals received, all five were determined to be within the competitive range and are listed below in alphabetical order:

1. Advanced Work Builders (Joint Venture of Myers & Sons Construction, LLC; Railworks Track Services, LLC; Sully-Miller Contracting, Co.; and Colas Construction USA, Inc.)
2. Balfour Beatty Infrastructure, Inc. (Balfour Beatty)
3. Flatiron-Herzog, a SGL Joint Venture (Flatiron-Herzog JV)
4. Kiewit Infrastructure West Co. (Kiewit)
5. Southeast Gateway Constructors (Joint Venture of Skanska USA Civil West; and Stacy & Witbeck, Inc.)

During August and September 2024, the PET reviewed and scored each proposal. On October 11, 2024, the PET met and received Oral Presentations from all five firms. The Proposers' project managers and key team members had an opportunity to present each team's capability and experience, and its understanding and approach to the Project scope. Each team was asked questions regarding their previous experience related to delivering a similar Project. Following oral presentations, staff requested and received clarifications on proposed personnel from all firms.

## **Qualifications Summary of Firms within the Competitive Range**

### **Flatiron-Herzog JV**

Flatiron-Herzog JV effectively demonstrated extensive experience with similar projects and proposed a highly qualified team with a strong background in public transportation. Their proposal clearly articulated a comprehensive understanding of

the project and their approach to performing the Phase 1 work. Flatiron-Herzog JV received the highest scores in both the technical and price proposal evaluations. Their proposal achieved the top scores across all evaluation criteria, including a score of 4.13 out of 5 for Cultural Competency. Furthermore, Flatiron-Herzog JV exceeded the established goal by committing to a 29.43% DBE participation, which was the highest DBE commitment among the five Proposers.

### **Southeast Gateway Constructors**

Southeast Gateway Constructors demonstrated strong qualifications and experience in their proposal, supported by a highly capable team and a clear understanding of the project requirements. They presented a solid approach to executing similar projects and provided detailed insights into their methodologies.

### **Kiewit**

Kiewit presented a qualified team with a solid understanding of the project's scope and an effective approach to addressing its challenges. Their proposal demonstrated a reasonable grasp of the project's risks and opportunities and outlined clear strategies for managing these elements.

### **Advanced Work Builders**

Advanced Work Builders presented an experienced team with a strong understanding of the project scope, risks, and opportunities. Their proposal demonstrated a comprehensive approach to addressing the project's challenges.

### **Balfour Beatty**

Balfour Beatty presented a team with strong corporate experience in railroad-related projects and an approach suitable for the project. However, their background was more focused on Design-Build or Design-Bid-Build methodologies, rather than the CM/GC project delivery method. Their proposed cost was the highest among the five proposers, which placed them lower in the competitive range.

After a thorough evaluation review of proposals and the oral presentations, the PET's recommendation in the order of ranking is shown in the table below:

1	Proposer Name	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Flatiron-Herzog JV</b>				
3	Capability and Experience	87.14	35%	30.50	
4	Project Understanding	81.20	10%	8.12	
5	Project Approach	80.20	30%	24.06	
6	Cultural Competency	82.60	5%	4.13	
7	Price	100	20%	20.00	
8	<b>Total</b>		<b>100%</b>	86.81	<b>1</b>
9	<b>Southeast Gateway Constructors</b>				
10	Capability and Experience	81.97	35%	28.69	
11	Project Understanding	76.30	10%	7.63	
12	Project Approach	77.97	30%	23.39	
13	Cultural Competency	72.40	5%	3.62	
14	Price	93.85	20%	18.77	
15	<b>Total</b>		<b>100%</b>	82.10	<b>2</b>
16	<b>Kiewit</b>				
17	Capability and Experience	73.57	35%	25.75	
18	Project Understanding	75.00	10%	7.50	
19	Project Approach	74.97	30%	22.49	
20	Cultural Competency	70.00	5%	3.50	
21	Price	91.55	20%	18.31	
22	<b>Total</b>		<b>100%</b>	77.55	<b>3</b>
23	<b>Advanced Work Builders</b>				
24	Capability and Experience	69.83	35%	24.44	
25	Project Understanding	71.30	10%	7.13	
26	Project Approach	73.33	30%	22.00	
27	Cultural Competency	72.40	5%	3.62	
28	Price	83.00	20%	16.60	
29	<b>Total</b>		<b>100%</b>	73.79	<b>4</b>

<b>30</b>	<b>Balfour Beatty</b>				
<b>31</b>	Capability and Experience	51.60	35%	18.06	
<b>32</b>	Project Understanding	55.00	10%	5.50	
<b>33</b>	Project Approach	57.97	30%	17.39	
<b>34</b>	Cultural Competency	60.00	5%	3.00	
<b>35</b>	Price	70.65	20%	14.13	
<b>36</b>	<b>Total</b>		<b>100%</b>	58.08	<b>5</b>

**C. Cost/Price Analysis**

The recommended Phase 1 Lump Sum Fee and Delay Compensation Rate, and Phase 2 Management Lump Sum Fee and Margin Percentage have all been determined to be fair and reasonable based upon review of an independent cost estimate (ICE), cost analysis, technical evaluation, additional fact finding, and negotiations with the highest ranked Proposer.

<b>Proposer Name</b>	<b>Proposed Amount</b>	<b>Metro ICE</b>	<b>Award Amount</b>
Flatiron-Herzog JV	<b>\$10,543,239 (Phase 1 Lump Sum Fee)</b>	<b>\$16,900,000 (Phase 1 Lump Sum Fee)</b>	<b>\$10,543,239 (Phase 1 Lump Sum Fee)</b>
	<b>\$14,600/day (Phase 1 Delay Compensation Rate)</b>	<b>A Range of \$17,900 - \$32,000/day (Phase 1 Delay Compensation Rate)</b>	<b>\$12,300/day (Phase 1 Delay Compensation Rate)</b>
	<b>\$232,600/month (Phase 2 Management Lump Sum Fee)</b>	<b>\$234,000/month (Phase 2 Management Lump Sum Fee)</b>	<b>\$232,600/month (Phase 2 Management Lump Sum Fee)</b>
	<b>8% (Phase 2 Margin Percentage)</b>	<b>A Range of 8% -12% (Phase 2 Margin Percentage)</b>	<b>8% (Phase 2 Margin Percentage)</b>
Southeast Gateway Constructors	<b>\$12,112,321 (Phase 1 Lump Sum Fee)</b>		
	<b>\$10,000/day</b>		

	(Phase 1 Delay Compensation Rate)		
	\$234,000/month (Phase 2 Management Lump Sum Fee)		
	8.5% (Phase 2 Margin Percentage)		
Kiewit	\$11,708,904 (Phase 1 Lump Sum Fee)		
	\$10,000/day (Phase 1 Delay Compensation Rate)		
	\$218,752/month (Phase 2 Management Lump Sum Fee)		
	9% (Phase 2 Margin Percentage)		
Advanced Work Builders	\$11,960,520 (Phase 1 Lump Sum Fee)		
	\$10,000/day (Phase 1 Delay Compensation Rate)		
	\$220,320/month (Phase 2 Management Lump Sum Fee)		
	10% (Phase 2 Margin Percentage)		
Balfour Beatty	\$16,858,602 (Phase 1 Lump Sum Fee)		
	\$31,000/day		

	(Phase 1 Delay Compensation Rate)		
	\$225,000/month (Phase 2 Management Lump Sum Fee)		
	10% (Phase 2 Margin Percentage)		

The price evaluation criteria included in the RFP consisted of price elements with pre-established parameters to reflect the phases of the project. All firms proposed pricing within the pre-established parameters.

The final recommended Phase 1 Lump Sum Fee is lower than Metro’s ICE due to the following factors:

- The ICE was initially developed with several full-time key personnel allocated to support the Phase 1 effort, in contrast, Flatiron-Herzog JV’s proposal incorporated part-time staff to support Phase 1 and the associated scope of work, which is considered reasonable.
- Flatiron-Herzog JV also proposed lower overhead rates compared to those included the Metro’s ICE.

Staff successfully negotiated a reduction in the Phase 1 Delay Compensation Rate.

**D. Background on Recommended Contractor**

**Flatiron-Herzog, a SGL Joint Venture (Flatiron-Herzog JV)**

The managing partner of the Joint Venture (JV), Flatiron West, Inc. (Flatiron) is based in Chino, California and has 75 years of experience in delivering complex civil and transit projects. Flatiron has worked on 745 projects in California since 1991. Of these, 138 are located in the Los Angeles area, including the current G-Line Bus Rapid Transit Improvements and I-105 Express Lanes projects.

Herzog Contracting (Herzog), the other JV Partner, is headquartered in Long Beach, California. A leading track and heavy civil contractor with 55 years of experience, Herzog specializes in large-scale rail projects across the United States. The company has also collaborated with transit agencies across the U.S. to deliver \$7.7 billion in collaborative delivery projects.

The Flatiron-Herzog JV was formed specifically for this endeavor, combining their expertise in CM/GC and alternative project delivery methods to bring innovative solutions and resources to the project.



## DEOD SUMMARY

**SOUTHEAST GATEWAY LINE PROJECT - ADVANCED WORKS  
CONSTRUCTION MANAGER/GENERAL CONTRACTOR – PHASE 1  
PS119518000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 28% Disadvantaged Business Enterprise (DBE) goal for Phase 1 of the project. Flatiron-Herzog, A SGL Joint Venture (FHJV) made a 29.43% DBE commitment for Phase 1.

<b>Small Business Goal</b>	<b>28% DBE</b>	<b>Small Business Commitment</b>	<b>29.43% DBE</b>
----------------------------	----------------	----------------------------------	-------------------

**Phase 1**

	<b>DBE/SBE Subcontractors</b>	<b>ETHNICITY</b>	<b>% Committed</b>
1.	JLM Staffing Solutions dba JLM Strategic Partners	African American Female	5.77%
2.	Kroner Environmental, Inc.	Non-Minority Female	7.65%
3.	Modern Times, Inc.	Hispanic American	1.97%
4.	QN Management Solutions, Inc.	Asian Pacific American	4.80%
5.	RVI CM, Inc	Hispanic American	6.17%
6.	TSG Enterprises, Inc. dba The Solis Group	Hispanic American Female	3.07%
	<b>Total Commitment</b>		<b>29.43%</b>

**Phase 2**

DEOD will establish the DBE goal for Phase 2 Work in accordance with the provisions of the Contract. Prior to submittal of the Phase 2 Work Proposal, DEOD will notify FHJV of the DBE goal established for the Phase 2 Work. FHJV will be required to meet or exceed the goal at the time of submission of its Phase 2 Work Proposal or demonstrate Good Faith Efforts (GFE) to do so.

**B. Local Small Business Enterprise (LSBE) Preference**

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.



**C. Small Business Engagement and Outreach Plan (EOP)**

Proposers were required to submit a Small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. FHJV met the requirement.

**D. Contractor Outreach and Mentoring Plan (COMP)**

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1. FHJV must 1). submit a detailed COMP when submitting any Early Works Package request worth \$25 million or more and 2). submit an updated COMP with its Phase 2 Work Price Proposal. FHJV must mentor at least four (4) DBE firms during the Phase 2 Work.

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

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

**F. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this contract. 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).

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

PLA/CCP is not applicable on Phase 1- Pre-Construction (Design) portion of the contract wherein construction work is very limited. However, PLA/CCP is applicable on the Phase 2 – Work (Construction) portion of this contract to include all Early Work Packages that have contract value more than \$2.5 million and above.



# CM/GC Advanced Works Contract Award

SOUTHEAST GATEWAY LINE

Construction Committee

February 19, 2025



# Southeast Gateway Line

## RECOMMENDATION:

Authorize the CEO or designee to:

- A. AWARD Contract No. PS119518000 to Flatiron-Herzog Joint Venture, for the Southeast Gateway Line Light Rail Transit (LRT) Project Advanced Works Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$10,543,240 for Preconstruction Services, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$997,750,195; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.



# Southeast Gateway Line – CM/GC Advanced Works Scope



- CM/GC Advanced Works addresses key risks to the project prior to construction of the light rail guideway, stations, and maintenance facility.
- Key risks to be addressed by CM/GC
  - Hazardous soils
  - Utility conflicts
  - Union Pacific Railroad freight relocation
  - Grade crossings
  - I-105 Express Lanes interface potentially including C Line Infill Station and median construction on the I-105



# Procurement Evaluation

Proposer Name	Weighted Average Score	Flatiron-Herzog JV	Southeast Gateway Constructors	Kiewit	Advanced Work Builders	Balfour Beatty
<b>Capability and Experience</b>	35	30.50	28.69	25.75	24.44	18.06
<b>Project Understanding</b>	10	8.12	7.63	7.50	7.13	5.50
<b>Project Approach</b>	30	24.06	23.39	22.49	22.00	17.39
<b>Cultural Competency</b>	5	4.13	3.62	3.50	3.62	3.00
<b>Price</b>	20	20.00	18.77	18.31	16.60	14.13
<b>Total</b>	<b>100</b>	<b>86.81</b>	<b>82.10</b>	<b>77.55</b>	<b>73.79</b>	<b>58.08</b>
<b>Phase 1 Lump Sum Fee</b>		\$10,543,239	\$12,112,321	\$11,708,904	\$11,960,520	\$16,858,602
<b>Daily Delay Compensation Rate</b>		\$12,300	\$10,000	\$10,000	\$10,000	\$31,000
<b>Phase 2 Management Lump Sum Fee (monthly)</b>		\$232,600	\$234,000	\$218,752	\$220,320	\$225,000
<b>Phase 2 Margin Percentage</b>		8%	8.5%	9%	10%	10%



# Equity Platform

- Disadvantaged Business Enterprise (DBE) Goal for Phase 1: 28%
- CM/GC Phase 1 Commitment
  - 29.43% DBE
  - Utilize 6 DBE firms, 5 are local

(Phase 2 DBE Goal to be established during Phase 1)
- Proposal Evaluation Criteria allocated points to the proposing firm's demonstration of a well-defined approach to Cultural Competency.
- The entire 14.5mile alignment qualifies as Environmental Justice corridor.
  - In 2017 Black, Indigenous, People of Color residents comprised of 65% of total Study Area population
    - 51% Hispanic/Latino groups
    - 44% live below poverty level
    - 18% of households do not own a car
- **The project will serve a high-travel demand corridor with a significant population that relies on public transportation.**



# Workforce Goals

## **Project Labor Agreement/Construction Careers Policy (PLA/CCP)**

- Not applicable to Phase 1 Preconstruction
- Applicable in Phase 2 Construction including all Early Work Packages valued at more than \$2.5 million
- Workforce provisions include
  - 40% Targeted Local Workers – from economically disadvantaged areas of Los Angeles County
  - 10% Disadvantaged Workers – socially disadvantaged individuals of Los Angeles County
  - 20% Apprentice Worker



# Expenditure Plan

(\$ in millions)	Precon.		2024	2025	2026
	Total	Prior	2025	2026	2027
<b>USES OF FUNDS</b>					
<b><u>FFGA Eligible Expenses (New Starts)</u></b>					
Construction Costs	172.8	-	23.8	51.4	97.6
ROW/Land Existing Improvements	449.3	0.1	4.0	217.9	227.3
Professional Services	234.4	50.5	60.2	60.7	63.0
Unallocated Contingency	80.6	-	8.8	33.0	38.8
<b>Subtotal</b>	<b>\$937.1</b>	<b>\$50.6</b>	<b>\$96.8</b>	<b>\$363.0</b>	<b>\$426.7</b>
<b><u>Non-Federally Eligible Expenses (New Starts)</u></b>					
Expenses Prior to Project Development (460201)	60.6	60.6			-
<b>Subtotal</b>	<b>\$60.6</b>	<b>\$60.6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL USES</b>	<b>\$997.8</b>	<b>\$111.2</b>	<b>\$96.8</b>	<b>\$363.0</b>	<b>\$426.7</b>



# Sources of Funds

(\$ in millions)	Precon.		2024	2025	2026
	Total	Prior	2025	2026	2027
<b>TOTAL USES</b>	<b>\$997.8</b>	<b>\$111.2</b>	<b>\$96.8</b>	<b>\$363.0</b>	<b>\$426.7</b>
<b>SOURCES OF FUNDS</b>					
<b><u>Federal Revenue</u></b>					
Federal TOD Planning Grant	2.0	2.0	-	-	-
FTA Community Project Funding	11.0	-	-	11.0	-
<b>Federal Revenue Subtotal</b>	<b>\$13.0</b>	<b>\$2.0</b>	<b>\$0</b>	<b>\$11.0</b>	<b>\$0</b>
<b><u>Local Revenue</u></b>					
Prop A - Rail Development Account (35%)	264.2	6.1	-	143.4	114.7
Measure R - Transit Capital (35%)	227.2	82.7	96.8	21.0	26.6
Measure R - Highway Projects (20%)	75.0	-	-	-	75.0
Prop C - Transit-Related Highway (25%)	117.3	1.4	-	84.0	32.0
Measure M - Transit Construction (35%)	282.1	-	-	103.7	178.4
Measure R - Admin (1.5%)	0.5	0.5	-	-	-
<b>Local Revenue Subtotal</b>	<b>\$966.3</b>	<b>\$90.7</b>	<b>\$96.8</b>	<b>\$352.0</b>	<b>\$426.7</b>
<b><u>State Revenue</u></b>					
SB1 - Local Partnership Program	18.5	18.5	-	-	-
<b>State Revenue Subtotal</b>	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL SOURCES</b>	<b>\$997.8</b>	<b>\$111.2</b>	<b>\$96.8</b>	<b>\$363.0</b>	<b>\$426.7</b>



# Next Steps

- Execute CM/GC contract and issue NTP for Phase 1 Preconstruction services.
- CM/GC to conduct constructability reviews to support ongoing design development activities.
- CM/GC to develop construction cost estimate and construction schedule based on each design submittal.
- Metro Real Estate to initiate property right-of-way acquisitions.



**Board Report**

---

**File #:** 2025-0027, **File Type:** Oral Report / Presentation

**Agenda Number:** 12.

---

**CONSTRUCTION COMMITTEE  
FEBRUARY 19, 2025**

**SUBJECT: CALTRANS QUARTERLY CONSTRUCTION PROJECTS UPDATE**

**ACTION: RECEIVE ORAL REPORT**

**RECOMMENDATION**

RECEIVE the quarterly oral report on the status of the Caltrans construction projects.

**ISSUE**

Caltrans is a Metro funding partner and the lead agency on a few highway projects that are under construction in Los Angeles County. These projects include, but are not limited to, safety, mobility and operational improvements on freeways and state highways that are Measure M-funded.

At the request of Directors Horvath and Hahn, this report includes an update on the status of the Pacific Coast Highway Safety Enhancement Project and the I-105 at Studebaker Safety Enhancement Project, respectively.

**EQUITY PLATFORM**

Projects administered by Caltrans have federal aid and Disadvantaged Business Enterprise (DBE) commitment goals based on the contract bid amount for federal aid projects.

The I-405 Crenshaw Auxiliary Lane Project's DBE goal of 14% has been achieved. The I-405 Crenshaw Auxiliary Lane Project has been open to traffic for some time, only plant establishment construction activities remain.

The SR-71 South Segment Project did not have federal participation, so a DBE goal was not required, however, the Contractor achieved 0.45% in DBE participation. The SR-71 South Segment Project is under construction and expected to be completed and open to traffic by October 2025.

The Pacific Coast Highway (PCH) Safety Enhancement Project and the I-105 at Studebaker Safety Enhancement Project were emergency contracts administered by Caltrans to address unsafe conditions. The proposed safety and operational improvements for PCH Safety Enhancement Project are intended to reduce speeds and collision rates along the corridor, enhance safety through increased surveillance, and provide better and safer access for those who choose to walk, roll, cycle

or drive.

The I-105 at Studebaker Safety Enhancement Project in Norwalk is located within equity focused communities and the SR71 South Segment Project is in Pomona which is reported to be a disadvantaged community. Both cities have communities that stand to benefit from the proposed improvements that address operational deficiencies and unsafe conditions.

As the lead agency, Caltrans is responsible for all the project development phases including procurement, environmental process, outreach, final design, and construction. Caltrans, in coordination with the local jurisdictions, determined community engagement processes specific to the type of transportation improvement. This coordination is aligned with the Caltrans Race & Equity Action Plan to address systemic racial inequities that exist within the transportation sector.

Throughout the construction phase for the projects noted, outreach efforts consisted of sending press releases to cities, communities, elected officials, and multiple media outlets (talk radio, cable news) and social media platforms (X/Twitter, Instagram) that cover Los Angeles and Ventura Counties. Specific notices regarding construction work and/or detours were made available in multiple languages (English, Spanish, Chinese, etc.) based on the affected communities. In addition, Caltrans uses fixed and portable changeable message signs to report lane, ramp and/or local road closures; and QuikMap, a digital application, to provide real-time traffic information (including road closures) for motorists traversing to and through project areas impacted by construction activities. Caltrans also provides updates that are posted on Caltrans and Metro websites about active construction sites. Every effort is made to avoid, minimize, and/or mitigate construction impacts to communities by providing advance notice to the public when there are freeway and/or ramp lane closures for construction work and/or planned detours. Any unintended equity impacts that may arise will be responded to on a case-by-case basis by the appropriate project partners.

## **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

## **SR-71 South Segment Phase 1 Project**

This project will likely increase VMT in Los Angeles County as it involves a construction project that adds an additional mixed flow lane approximately 3.1 miles in each direction that encourages driving alone (and also adds one HOV lane that extends north to the I-10 freeway to close the gap in the HOV system, provide mobility options, and promote increased carpool, vanpool and bus transit usage along the SR-71 corridor).

This safety and mobility improvement project along SR-71 is identified in the voter approved Measure M expenditure plan and was cleared environmentally decades ago; prior to Metro enacting VMT analyses. The Project has been under construction for almost four years and is scheduled to be opened to traffic in July 2025.

### **I-405/Crenshaw Boulevard Improvements Project**

This project will likely increase VMT in Los Angeles County as the on- and off-ramp improvements will encourage driving alone. The operational improvements will enhance safety and mobility by eliminating the weaving and merging conflicts on I-405 between Western Avenue and Crenshaw Boulevard, and provide more ramp storage for vehicles to reduce congestion and prevent excess traffic from backing up and queueing along local arterials (Crenshaw Boulevard and 182<sup>nd</sup> Street). According to the Analysis of Collision Data in the Project Report, most of the ramp collisions were rear ends followed by sideswipes, hit objects, and overturns. Most of the collisions were caused by speeding, followed by improper lane change, improper turn, failure to yield, improper driving, and influence of alcohol.

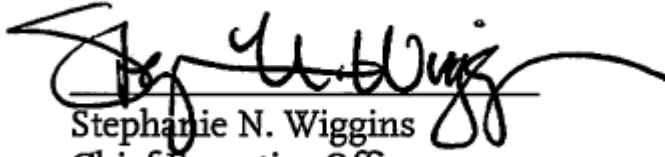
The Project is identified in the voter-approved Measure R expenditure plan and was cleared environmentally in 2016. Construction began in 2021 without conducting a VMT analysis, and the new on- and off-ramps were opened to traffic in May 2024 (southbound) and June 2024 (northbound). With 97 percent of the construction completed to date, only plant establishment work remains.

Although the projects included may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

Prepared by: John Yang, Deputy District Director, Caltrans District 7, (213) 761-3255  
Michelle E. Smith, Executive Officer, Complete Streets & Highways,  
(213) 547-4368  
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning,  
(213) 547-4317

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins  
Chief Executive Officer









# Caltrans Projects Status Report

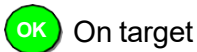
February 2025

**Construction Committee**  
Los Angeles County Metropolitan Transportation Authority



# Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	DBE Goal	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
1. SR-71 South Segment	N/A					Contract progress: 70% complete. Working with Contractor for schedule recovery along with resolving outstanding claims. RW131 soil nail wall construction is completed. NB-71 outside lanes open to traffic. Rio Rancho on-ramp to NB-71 is realigned and opened to traffic. Contractor currently working in Stage 2 median drainage crossover and grading for paving concrete roadway. Currently structure work on SW221A and RW138.
2. I-405 Crenshaw Aux Lane	14%					Contract progress: 97% complete. Contractor is working on planting throughout the project and is in plant establishment



On target



Possible problem (5-10% variance)







Significant Impact (over 10% variance)





# SR-71 South Segment

BUDGET	FA	Approved LOP*	Previous Period	Current Forecast
	\$124.1M	\$124.1M	\$124.1M	\$124.1M
Variance from Approved LOP:			\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:				\$0 

SCHEDULE	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Summer 2025*
Variance from Original:			0 WD (0%)	248 WD (26%)* 
Variance from Revised Schedule:				N/A 

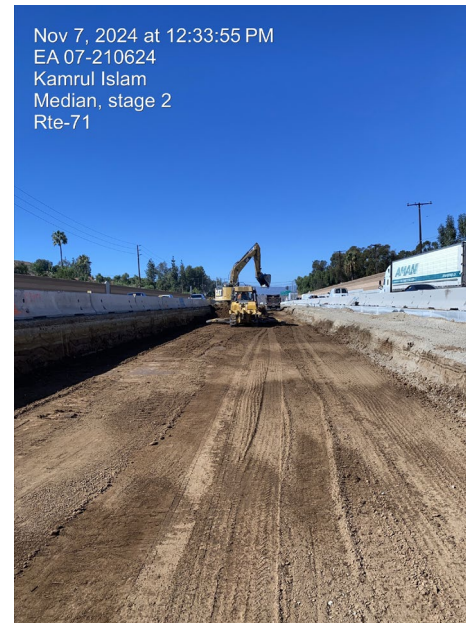
\*Pending from time extension approval based on claim resolution

# SR-71 South Segment

- Contract progress: 70% complete.
- RW 131 soil nail retaining wall is completed.
- Drainage System (DS) 16-1 Reinforced Concrete Box (RCB) is completed. Currently backfilling and removing shoring system.
- NB 71 outside lanes and Rio Rancho on-ramp is complete and opened to traffic on September 22, 2024. (Stage 1)
- Currently in Stage 2 median work. Lateral drainage tie-ins, roadway excavation and grading underway. Concurrently, SB-71 Stage 3 grading and base had started at the north end of work limits.
- Contractor is still preparing claim backup documentation. Once received, Department will verify and resolve all current potential claims on the project.



NB-71, completed stage 1 roadway.



Stage 2 Median, roadway excavation and grading.





**Metro**



Los Angeles County Metropolitan Transportation Authority

February 2025 Construction Committee



# I-405 Crenshaw Aux Lane

BUDGET				
	FA	Approved LOP	Previous Period	Current Forecast
	\$62.0M	\$62.0M	\$62.0M	\$62.0M
	Variance from Approved LOP:		\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:			\$0 	

SCHEDULE				
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Summer 2024
	Variance from Original:		0 WD (0%)	65 WD (11.2%) 
Variance from Revised Schedule:			0 WD 	

# I-405 Crenshaw Aux Lane

- Contract progress: 97% complete.
- The new northbound Crenshaw Boulevard ramp to southbound I-405 was opened to traffic in May 2024.
- The new northbound Crenshaw Boulevard ramp to northbound I-405 was opened to traffic in June 2024.
- The Contractor started the plant establishment period on July 22, 2024.
- The Contractor has met the DBE goal.
- There are no major issues. The Project will be accepted on May 30, 2025.



North side of Crenshaw Blvd UC (Looking South) showing Crenshaw Blvd improvements/auxiliary lane for new NB loop ramp.



South side of Crenshaw Blvd UC (Looking North) showing Crenshaw Blvd improvements/auxiliary lane for realigned SB on ramp and new NB Crenshaw Blvd to SB 405 on ramp

# Pacific Coast Highway (PCH) Safety Enhancement Project\*

## Project Limit

- State Route 1 from McClure tunnel to LA/Ventura County line

## Schedule

- December 2023 to March 2025

## Cost

- \$4,255,000

## Scope

- Striping improvement
- QWICK KURB for better visibility
- Radar feedback signs
- Pedestrian countdown signals
- Sign Installations

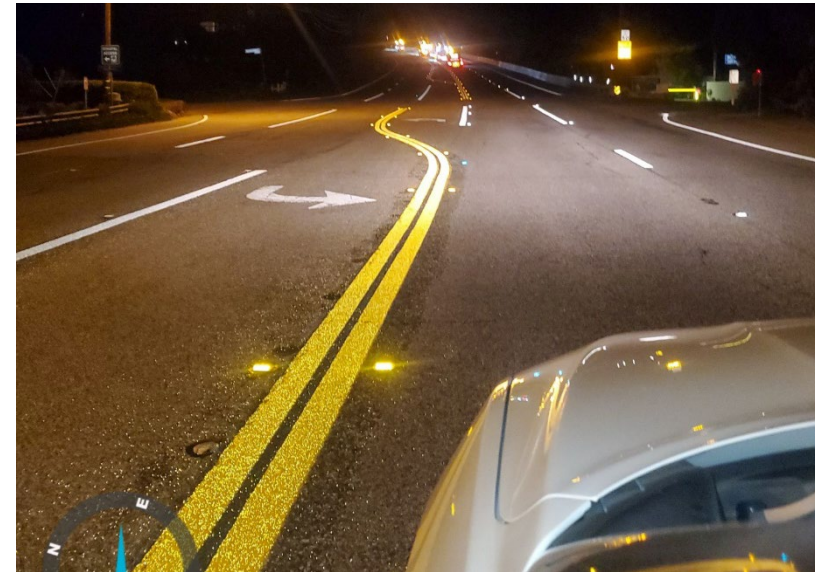
\*Caltrans Emergency Contract



# PCH Safety Enhancement Project

## STRIPING:

- Permanent thermoplastic striping for lane delineation completed.
- Completed thermoplastic pavement markings (installation of crosswalks, speed limit demarcations on the pavement and speed reduction bars).



## QWICK KURB:

- All Qwick Kurb installation has been completed per plans. Per request from City of Malibu, some locations were replaced with shorter reflective markers to enhance motorist visibility. All work completed.



# PCH Safety Enhancement Project

## RADAR SPEED FEEDBACK SIGNS:

- Temporary radar speed feedback signs installed at 10 locations as of December 2023. The permanent poles are ordered and waiting for delivery.

## PEDESTRIAN COUNTDOWN SIGNALS:

- Installation is completed for all 44 signals.

## SIGNS:

- Caltrans team is continuously taking inventory of all signs that need to be removed or replaced to improve visibility. The removal and replacement are ongoing.



**Metro**

Los Angeles County Metropolitan Transportation Authority

February 2025 Construction Committee



# I-105 at Studebaker Safety Enhancement Project\*\*

## Project Limit

- Interstate Route 105 ramp to Studebaker

## Schedule

- February 2024 to August 2024
- Contract was completed and accepted on 08/06/2024

## Cost

- \$460,000

## Scope

- Rumble strips
- Flashing beacon
- LED flashing sign panels
- Reflective back plates

\*\*Caltrans Minor Contract





# I-105 Safety Enhancement Project

## RUMBLE STRIPS:

- Completed: Installed four sets of Rumble Strips on exit ramp ahead of Studebaker intersection



## CROSSWALK MARKINGS:

- Completed: Installed Continental Crosswalk Marking



# I-105 Safety Enhancement Project

## FLASHING BEACON SIGN:

- Completed: Installed flashing beacons on ground-mounted “END FREEWAY ½ MI” sign

## REFLECTIVE BACK PLATES:

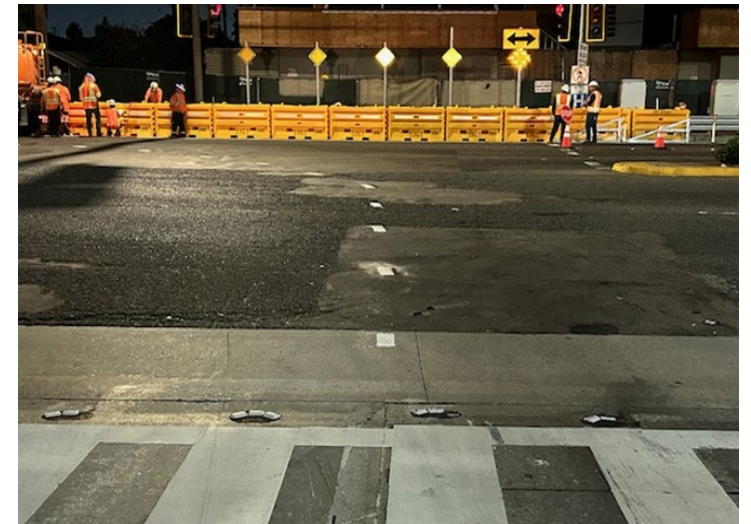
- Completed: Installed reflective backplates on the traffic signal heads at the intersection of I-105 and Studebaker Rd

## LED FLASHING SIGN PANELS:

- Completed: Installed LED flashing signs at the intersection of I-105 and Studebaker Rd

## Sentry Water-Cable Barrier:

- Completed: Installed two layers of Sentry barriers on October 3, 2024





**Board Report**

**File #:** 2025-0022, **File Type:** Informational Report

**Agenda Number:** 14.

**CONSTRUCTION COMMITTEE  
FEBRUARY 19, 2025**

**SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE the Program Management Project Status Report.

**ISSUE**

Program Management’s capital project status report provides significant highlights regarding several capital projects nearing or under construction.

**BACKGROUND**

Metro’s mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. Program Management oversees the construction of capital projects. The attached project status report provides significant information about the progress of 12 major capital projects.

**DISCUSSION**

The project status report includes a summary of 12 major projects including cost and schedule performance, small business project participation status, safety, risk, and equity (Westside Purple Line Sections 1, 2, and 3, Division 20 Portal Widening Turnback, Gold Line Foothill Ext. Phase 2B, Airport Metro Connector, I-5 North County Enhancements, East San Fernando Valley Transit Corridor, North Hollywood to Pasadena BRT Project, G Line BRT Improvements, I-105 Express Lanes Projects, and Southeast Gateway Line).The report highlights construction activities and safety data based on the latest available information through January 30, 2025.

**EQUITY PLATFORM**

The following table summarizes Equity Focus Communities (EFC) percentage data for the individual projects covered in this report. Please see Attachment A “Equity Assessment” for additional information.

Project	Percent in Equity Focus Communities
Airport Metro Connector	100% within or adjacent to Equity Focus Communities.
Gold Line Foothill Ext. Phase 2B	25% (1 of 4 stations) within or adjacent to Equity Focus Communities.
Westside Purple Line Ext 1	This project is not within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback	100% within or adjacent to Equity Focus Communities.
Westside Purple Line Ext 2	This project is not within or adjacent to Equity Focus Communities.
I-5 North County Enhancements	This project is not within or adjacent to Equity Focus Communities.
Westside Purple Line Ext 3	50% (1 of 2 stations) within or adjacent to Equity Focus Communities.
North Hollywood to Pasadena BRT Project	60% within or adjacent to Equity Focus Communities.
G Line BRT Improvements	88% (15 of 17 stations) within or adjacent to Equity Focus Communities.
I-105 Express Lanes	92% within or adjacent to Equity Focus Communities.
East San Fernando Valley Transit Corridor	100% within or adjacent to Equity Focus Communities.
Southeast Gateway Line	65% within or adjacent to Equity Focus Communities.

**VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.\* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

The projects in this report have mixed outcomes, but on the whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. In addition, the projects’ multi-modal benefits may contribute to offsetting the possible increase in VMT.

Project Name	Vehicle Miles Traveled (VMT)
Airport Metro Connector	This item will likely decrease VMT
Gold Line Foothill Ext. Phase 2B	This item will likely decrease VMT
Westside Purple Line Ext 1	This item will likely decrease VMT
Division 20 Portal Widening Turnback	This item will likely decrease VMT
Westside Purple Line Ext 2	This item will likely decrease VMT
I-5 North County Enhancements <small>footnote 1</small>	This item will likely increase VMT
Westside Purple Line Ext 3 (C1151)	This item will likely decrease VMT
Westside Purple Line Ext 3 (C1152)	This item will likely decrease VMT
North Hollywood to Pasadena BRT Project	This item will likely decrease VMT
G Line BRT Improvements	This item will likely decrease VMT
I-105 Express Lanes <small>footnote 1</small>	This item will likely increase VMT
East San Fernando Valley Transit Corridor	This item will likely decrease VMT
Southeast Gateway Line	This item will likely decrease VMT

*Footnote 1* - While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Although the I-5 North County Enhancements and I-105 Expresslanes projects may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Strategic plan goal # 1, Metro will expand transportation options, improve the quality of its transit network and assets, and take steps to manage demands on the entire network.

**SAFETY**

The average national safety rate is 2.4. Below are the project's recordable injury rates as compared to the national average.

	Project Hours	Recordable Injury Rate	Comments
Airport Metro Connector	1,425,122	1.26	Below National Average
Gold Line Foothill Ext. Phase 2B	2,353,825	0.25	Below National Average
Westside Purple Line Ext 1	10,456,342	0.84	Below National Average
Division 20 Portal Widening Turnback	1,225,860	1.47	Below National Average
Westside Purple Line Ext 2	4,757,014	2.35	Below National Average
I-5 North County Enhancements	853,835	1.41	Below National Average
Westside Purple Line Ext 3 (C1151) <sup>footnote 2</sup>	1,817,492	2.42	Above National Average
Westside Purple Line Ext 3 (C1152)	1,881,563	0.64	Below National Average
North Hollywood to Pasadena BRT Project	N/A	N/A	N/A - Construction not started
G Line BRT Improvements	N/A	N/A	N/A - Construction not started
I-105 Express Lanes	N/A	N/A	N/A - Construction not started
East San Fernando Valley Transit Corridor	36,514	0	Advanced Utility Adjustment Construction Only
Southeast Gateway Line	N/A	N/A	N/A - Construction not started

Safety project rates are based on the latest available information, consistent with reporting timelines.

*Footnote 2 - PLE3 (C1151) Above National Average - When the safety rate falls above the national average, the contractor establishes a routine program to conduct daily inspections of the different tasks within the construction sites to verify compliance with safety protocols. When injuries occur, the contractor investigates the nature of the injury and develops programs to address the nature of the injuries. The contractor also conducts Safety Standdowns whenever a serious injuries occur to reinforce the correct safety protocols. If the contractor's safety trend continues to stay significantly above the national average, then the contractor is required to augment safety professionals to enhance the daily safety inspection program.*

**NEXT STEPS**

Staff will continue to work towards the completion of all capital projects. The next Program Management project status report will be provided in April 2025.

**ATTACHMENTS**

Attachment A - Equity Assessments

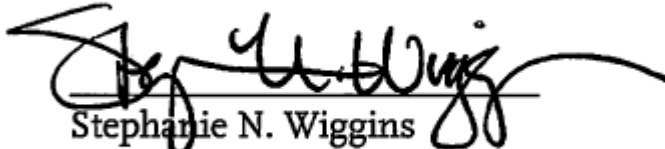
Prepared by:

Kathy Knox, Senior Executive Officer, Project Management Oversight, (213) 922-7504  
 Tashai Smith, Executive Officer, Diversity & Economic Opportunities, (213) 922-2128  
 Mat Antonelli, Deputy Chief Program Management Officer, (213) 893-7114

Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369  
Michael McKenna, Deputy Chief Program Management Officer, (213) 922-4239

Reviewed by:

Timothy Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie N. Wiggins  
Chief Executive Officer

## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
1 Airport Metro Connector (AMC)	<p>The AMC project is located along the Metro K Line which includes a light rail station, bus plaza, bicycle parking, customer service center, passenger pick-up and drop-off area, and direct connection to the future LAX Automated People Mover (APM). The station will provide an affordable, faster connection to the airport, which lowers travel costs for travelers and employees, including many hospitality workers and other service industry workers near LAX. The rail line goes through neighborhoods with high concentrations of people of color, limited English proficiency households, and low-income households. One hundred percent (100%) of this project is within or adjacent to Equity Focus Communities (EFC) and the station will provide them with direct access to the rest of the Metro rail system.</p>



## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects		
Major Projects		
Project Name	Equity Assessment	
2	West Purple Line Ext. 1 (Metro D Line)	<p>This project extends Purple (D Line) from Koreatown through Miracle Mile, adding three new stations at Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega. This extension will provide access to jobs, attractions, and hospitals such as Los Angeles County Museum of Arts, Restaurant Row, Beverly Center, and Cedars Sinai Medical Center. The D Line Extension 1 alignment travels through the Wilshire-Koreatown, Pico/Union, Olympic Park, Miracle Mile, Larchmont communities where fifty percent (50%) or more are people of color. In Pico/Union, the percentage of people of color is over seventy percent (70%), and in the Wilshire-Koreatown neighborhood is over ninety percent (90%). These Equity Focus Communities (EFC) neighborhoods will benefit from this project by providing faster travel options to West Los Angeles and improve transit access to jobs along the corridor. Community relations and public outreach events for this project include quarterly virtual stakeholder meetings, door-to-door and weekly email distribution for construction impact notices, information booth at community events, and direct stakeholder field and site visits. Community presentations highlight Metro's Eat Shop Play and Business Interruption Fund construction mitigation programs. The Eat Shop Play program supports local businesses by providing print/digital ads and social media and email marketing. The Business Interruption Fund provides financial assistance to small "mom &amp; pop" businesses directly impacted by the project's construction.</p>

## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects		
Major Projects		
Project Name	Equity Assessment	
3	Gold Line Foothill Ext. Phase 2B (Metro A Line)	This project will extend the Metro A Line 9.1 miles to the east from Glendora to Pomona with connections to the Metro B and D Lines. By increasing transportation options, and decreasing travel times, the population along the project corridor has faster access to attractions, job opportunities, and education within the San Gabriel Valley, Los Angeles County; which before were only accessible by taking several buses. This project allows rail travel to destinations such as La Verne University, Claremont Colleges, Pomona Colleges, Pomona Valley Hospital, Los Angeles County Fairplex, and Raging Waters. Twenty five percent (25%) of the project corridor is within Equity Focus Communities (EFCs) such as Azusa and Pomona with people whom are primarily Black, Indigenous, and other People of Color (BIPOC), have disabilities, and households with low incomes.

## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
4 Division 20 Portal Widening Turnback	<p>This project will provide enhanced rail service by upgrading Division 20 's rail yard. The Division 20 Portal Widening Turnback Project was designed to reconstruct the key facilities where all revenue service trains for the B and D Lines are dispatched, serviced, and maintained to provide more efficient service. This project includes widening a rail tunnel south of the US-101 Freeway, building a new turnback facility, and readjusting rail storage. The widening of the portal will allow more trains and reduce headways after the expansion of the Purple Line Extension (D Line). This project will have an indirect impact to Equity Focus Communities (EFCs) by speeding up train service for the Metro B and D Lines. (See project numbers 2, 5, and 8 for more information regarding the D Line Extension). The project made a nine-teen percent (19.34%) Small Business Enterprise (SBE) commitment and a three percent (3.31%) Disabled Veteran Business Enterprise (DVBE) commitment to support EFC's within or adjected to this project, primarily supporting neighborhoods along the D Line.</p>

## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects		
Major Projects		
Project Name	Equity Assessment	
5	West Purple Line Ext. 2 (Metro D Line)	<p>This project extends the Metro D Line from Miracle Mile through Beverly Hills and into Century City, adding two new stations at Wilshire/Rodeo and Century City/Constellation. The alignment will allow travelers access to Beverly Shopping Center, Westfield Century City Mall, Museum of Tolerance, and Century City Play House. The project will increase service frequency, reliability and community access to housing, jobs, educational, medical and entertainment needs. This extension of the Purple (D) Line specifically impacts riders of the system from marginalized communities that travel along Metro's B and D Lines. The project will provide access for riders traveling from Equity Focus Communities (EFCs), such as Downtown and Koreatown with neighborhoods with high concentrations of people of color, limited English proficiency households, and low-income households, to resources and amenities within the project area. The Community Relations team produces and distributes construction work notices, which include specific construction location updates, weekly construction work updates, and monthly look ahead notices. They also conduct outreach for community meetings including distribution of digital notices, direct emails, mailed postcards, social media, and paid online and print advertising. The project's invitations for community meetings offer interpretation or translation services upon request, and all public meetings are held in locations that comply with Title IX. The project continues efforts on behalf of Eat Shop Play and Business Interruption Fund in Century City and Beverly Hills.</p>

## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
6 I-5 North County Enhancements	<p>The project consists of enhancements to the I-5 highway including the addition of a 14 mile High Occupancy Vehicle (HOV)/ carpool lane, extension of the northbound truck lane, additional soundwalls to the truck lane and four other locations, replacement of the Weldon Canyon Bridge, and Intelligent Transportation System (ITS) improvements. These enhancements will augment safety on the freeway by increasing access for merging and offering trucks a separate lane from the general-purpose lanes (GPLs) and are expected to provide a much faster and smoother driving experience in the area for locals and travelers. This project is not within or adjacent to Equity Focus Communities (EFCs). However, this project will have an indirect impact on Equity Focus Communities (EFCs) by providing a better commute experience through the project corridor once complete. The project also made a 13.01% Small Business Enterprise (SBE) commitment to support EFCs within the county.</p>

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
7 G Line BRT Improvements	<p>The G-Line BRT Improvements project will upgrade the existing 18-mile bus lane stretching from North Hollywood to Chatsworth in the San Fernando Valley region. Eighty-eight percent (88%) of this project’s stations are within or adjacent to Equity Focus Communities (EFCs). Neighborhoods that will benefit from this project are primarily Black, Indigenous, and other People of Color (BIPOC), have disabilities and, lower income households. Upgrades include grade separations on major streets, bike path improvements, better signal priority technology and a four-quadrant gating system. This will provide quicker access to Metro B rail line, Universal Studios, Pierce College, Los Angeles Valley College, and City Walk. The project will allow access to jobs, health care, and education by providing safe and cost-effective improvements to operating speeds, capacity, and safety, while addressing passenger needs and minimizing disruption to San Fernando Valley residents. Community relations and public outreach events for this project include direct field visits, pop-up outreach at G Line stations, bike path and community events, presentations to the Metro Service Council, local area Neighborhood Councils and chambers of commerce, briefings for local elected officials, collateral material distribution, and regular in-person and virtual community update meetings. Community presentations and informational materials are provided in English and Spanish, and bilingual staff and professional language interpreters are available at community meetings.</p>

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
8 West Purple Line Ext. 3 (Metro D Line)	<p>This project will extend the existing D Line by adding 2.56 miles of new rail along with two stations at Westwood/UCLA and Westwood/VA Hospital. Fifty percent (50%) of this project’s stations are within or adjacent to Equity Focus Communities (EFCs). This project goes through areas with high populations of people with disabilities and low-income households. EFCs will benefit from the construction of this project by increasing access to West LA Veteran Administration Campus, UCLA, and UCLA medical center. The project will provide greater operational safety, decrease travel time, improve air quality, and increase access to the corridor, especially for people with low-incomes who work along, but may not live near the corridor and are reliant on public transportation. Community relations and public outreach events for this project are quarterly virtual stakeholder community meetings, door-to-door and weekly email distribution of project construction notices, community open houses, information booths at community events, briefings with LA City Council and administrators for the West VA Medical Center, and direct stakeholder field and site visits. Community presentations highlight Metro’s Eat Shop Play and Business Interruption Fund construction mitigation programs.</p>

## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
9 North Hollywood to Pasadena BRT Project	<p>North Hollywood to Pasadena BRT project is a 19-mile Bus Rapid Transit corridor with 22 stations. The Project serves as a key regional connection between the San Fernando and San Gabriel Valleys. Providing travelers access points to communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena for people living along the corridor. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena. Sixty percent (60%) of this project's stations are within or adjacent to Equity Focus Communities (EFCs). The project goals are to advance transit service, improve accessibility for disadvantaged communities, and enhance connectivity to Metro and other regional transit services. This project will serve as a feeder line, connecting commuters to Metro's B and E Lines, which were previously not accessible before this project. The outreach strategy includes multilingual outreach materials (English, Spanish, Armenian, Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. Public hearings also take place where stakeholder questions and concerns are answered. Along with robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and project information that will continue during design and construction activities.</p>



## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects		
Major Projects		
Project Name	Equity Assessment	
10	I-105 Express Lanes	<p>Improvements on the I-105 corridor are in the cities of El Segundo, Inglewood, Hawthorne, Los Angeles, Lynwood, South Gate, Paramount, Downey, Norwalk, and portions of unincorporated Los Angeles County. The improvements will convert the existing HOV lane to one or more High-Occupancy Toll (HOT) lanes, referred to as express lanes. This project is broken into 3 segments. Segment 1: I-405 to Central Ave; Segment 2: Central Ave to 1-710; Segment 3: 1-107 to Studebaker Road. Ninety two percent (92%) of this project is within or adjacent to Equity Focus Communities (EFCs). EFCs comprise approximately six miles of the sixteen-mile-long corridor. In the one-mile area around the I-105, about ninety-four percent (94%) of the total population of 536,000 is minority (70.3% Hispanic, 19.6% African American, 3.5% Asian, 0.6% American Indian) based on 2018 data. Of the 142,000 households living in this area, 22% earned below the poverty level (\$25,900 for a family of four) and twenty-six percent (26%) earned less than \$25,000 annually. To ensure low-income households are afforded equitable access to the ExpressLanes and benefits, Metro's Low Income Assistance Plan and Transit Rewards programs will help lower the costs of opening and maintaining an ExpressLanes account. Outreach to EFCs are conducted through roundtable meetings, partnerships with Community Based Organizations, and pop-up events at various transit locations and community events. The Diversity and Economic Opportunity Department (DEOD) established a twenty-two percent (22%) Disadvantaged Business Enterprise (DBE) commitment.</p>

## PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
11 East San Fernando Valley Transit Corridor	<p>The East San Fernando Valley Light Rail Transit Project is a 6.7 mile along Van Nuys Blvd which includes 11 new stations and a maintenance and storage facility. The project will connect communities of Van Nuys, Panorama City, Arleta, and Pacoima. One hundred percent (100%) of this project's stations are within or adjacent to Equity Focus Communities (EFCs). This project will provide better connectivity to other communities and Van Nuys MetroLink, Metro G Line, employment opportunities, and recreational activities for communities within and adjacent to the project. EFCs consist of neighborhoods with high concentrations of people of color, limited English proficiency households, and low-income households. The communities are engaged and supported during the construction of the project through programs such as the Community Leadership Council (CLC), and partnerships with Community Based Organization (CBO) whom provide information in both English and Spanish. Through Metros construction mitigation programs such Eat Shop Play, Business Interruption Fund, and the Business Solutions Center, we provide support to local, small businesses. The Eat Shop Play program supports local businesses by providing print/digital ads and social media and email marketing. The Business Interruption Fund provides financial assistance to small "mom &amp; pop" businesses directly impacted by the project's construction. The Business Solution Center provides hands-on business assistance and support services to small businesses impacted by the construction of the project. In addition to the programs referenced above, Metro through its contractor SFTC, plans to launch a Cultural Competency Plan. When approved, this plan will focus on three major areas: understanding the local community, local hiring and local contracting opportunities, and finally a</p>

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
	careers academy. This is in addition to a nine-teen percent (19.33%) Disadvantaged Business Enterprise (DBE) commitment for Phase 1 (Preconstruction).
12 Southeast Gateway Line	Metro’s plan for better transit includes a new light rail transit (LRT) line to southeast Los Angeles. This project connects Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, and unincorporated Florence-Firestone, to downtown Los Angeles. Connecting Metro’s A, C, and Regional Connector rail lines as a feeder line will provide alternatives to driving and create more access to opportunities. This project will include nine new stations and up to five parking facilities allowing access to destinations such as the Grammy Museum, Cerritos Sculpture Garden, and Birmingham Museum of Art. Equity Focus Communities (EFCs) in the area have a population that is sixty-five percent (65%) Black, Indigenous, and other People of Color (BIPOC) of the total study area population, and Hispanic/Latino groups alone account for fifty-one percent (51%) of the study area population. In addition, forty-four percent (44%) of study area residents live below the poverty level, compared with the county average of thirty-three percent (33%). The project will benefit communities through the addition of a new high-quality reliable transit service that will increase mobility and connectivity for the historically underserved communities in the corridor, help to address mobility disparities, and provide residents with increased access to employment, health, and education opportunities.



# **Program Management** Project Status Report

**Tim Lindholm**

Chief Program Management Officer

**Construction Committee**

February 2025



**Metro**

# Project Budget & Schedule Status Summary Chart

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
1. LAX/Metro Transit Center (AMC)					The project is 96% complete. The contractor is making progress on completing electrical and operating systems, interior finishes, electrical and communication room equipment/wiring, elevators and escalators, site finishes, and public ROW (B-Permit) work. Communication systems testing has commenced and will continue to ramp up as devices are installed. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
2. Gold Line Foothill Extension Phase 2B (L-Line)					Project is 93% complete. Construction continues with construction at the Glendora, San Dimas, La Verne and Pomona stations, Southern California Regional Rail Authority (SCRRA) Maintenance of way (MOW) building, Systems Integration Testing and Nighttime Train Testing. Began SCADA Testing. Equity: 25% of the project is within or adjacent to Equity Focus Communities.
3. Westside Purple Line Extension-Section 1 (D-Line)					Project is 95% complete. The Revenue Service Date is Fall 2025. Due to anticipated commitments, the PLE1 contingency has dropped below the 3% Project Reserve threshold. Equity: This Project is not located within or adjacent to Equity Focus Communities.
4. Division 20 Portal Widening Turnback					Project is 79% complete. Construction continues inside the West Portal at the Union East Crossover, North Ladder tracks installation are underway, traction power substations (TPSS) assembly and LFAT complete. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
5. Westside Purple Line Extension-Section 2 (D-Line)					Project is approximately 75% complete. The Project schedule is currently trending behind the target date, which is currently under review to improve schedule performance and recovery options. Equity: This project is not located within or adjacent to Equity Focus Communities.
6. I-5 North County Enhancements					Project is approximately 51% complete. The current construction progress will not allow for an on-time completion. Expected Substantial completion has moved from late Summer 2026 to late Winter 2027. Metro will closely monitor the progress of the work and coordinate with Contractor to mitigate the current delays. Retaining/Sound wall excavation/construction at 10 locations, work on 4 bridges, roadway excavation, lean concrete base (LCB) placement, and drainage/barrier work continues. Equity: This project is not located within or adjacent to Equity Focus Communities.
7. Westside Purple Line Extension-Section 3 (D-Line)					Project is 57% complete. The Project is implementing an accelerated re-sequenced schedule with a revised Revenue Service Date in Summer 2027. Equity: 50% of the project is within or adjacent to Equity Focus Communities.
8. North Hollywood to Pasadena BRT Project*					Design completed to 25% level by planning engineering firm. Program Management Support Service (PMSS) and Architect & Engineering contracts have been approved by Board. The Construction Manager/General Contractor (CM/GC) contract was awarded at December 2024 Board Meeting. Equity: 60% of the project is within or adjacent to Equity Focus Communities.
9. G Line BRT Improvements (G-Line)					Project LOP approved by Board in September 2024. Executed Early Works Package to commence construction on grade separations, station and bike path improvements. Advancing design on gated Intersections alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings. Equity: 88% of the project is within or adjacent to Equity Focus Communities.
10. I-105 Express Lanes*					Design is 80% complete overall. Due to re-design of Segment 1 to reduce the construction cost, Segment 1 design is currently at 95% completion. Seg 1 subcontractor bidding is in process. Segments 2 and 3 Design is at 65% complete. Opinion of Probable Construction Cost (OPCC) based on 65% has been submitted and under evaluation. Equity: 92% of the project is within or adjacent to Equity Focus Communities.
11. East San Fernando Valley Light Rail Transit Project*					FFGA was signed September 6, 2024. Real Estate property acquisitions are underway. Executed Early Work Packages for Design Studies, Initial IPMO, Utility Adjustment UA 6/4, and Final Design. Negotiation continues for Main Project Office and Utility Adjustment UA 2/3 & 7 Early Work Packages. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
12. Southeast Gateway Line (SEGL)*					Submitted the Project Development Phase deliverables and a request for approval to enter the Engineering Phase to the FTA in August 2024 and November 2024, respectively. Key activities include advancing the 60% design for Advanced Utility Relocation (AUR), completing the refinement to the 30% design for freight relocation and the 30% LRT design package, and advancing the 60% design for freight relocation, grade crossings, and I-105 interface works. Equity: 65% of the project is within or adjacent to Equity Focus Communities.



\*Projects without a LOP budget  
**February 2025 Construction Committee**

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem  
 (5-10% variance)



Significant Impact  
 (over 10% variance)

# Small Business Project Status Summary Chart (reflective of payments reported through November 2024)

\*Projects without a LOP budget

\*\*Excludes from contract value time delay, claims, settlements, incentives that Contractor contends has no DBE opportunity.

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
1. LAX/Metro Transit Center (AMC)	Construction	SBE	20.79%	18.50%		-.03%		89%	Tutor Perini Corporation (TPC) has a 2.29% SBE shortfall and is exceeding the DVBE commitment by 2.43%. TPC reported a decrease in both SBE and DVBE participation by 0.03% and 0.16%, respectively during this reporting period. TPC has a shortfall mitigation plan on file.
		DVBE	4.96%	7.39%		-.16%			
2. Gold Line/Foothill 2B (L-Line)	Construction	SBE	14.20%	12.42%		--	--	90%	Metro Gold Line Foothill Extension Construction Authority reporting on Kiewit/Parsons JV Construction contract.
3. Westside Purple Line Extension-Section 1 (D-Line)	Design	DBE	20.25%	22.71%		+.50%		96%	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment on both Design and Construction by 2.46% and 0.98%, respectively. STS reported an increase DBE participation on Design of 0.50 and a decrease on Construction of 0.31%, during this reporting period.
	Construction	DBE	17.00%	17.98%		-.31%	20.12%	99%	
4. Division 20 Portal Widening Turnback	Construction	SBE	19.34%	18.31%		+.29%	18.54%	86%	Tutor Perini Corporation (TPC) has a 1.03% SBE and a 0.24% DVBE shortfall. TPC reported a slight uptick in the SBE participation of 0.29% and a slight decrease in DVBE of 0.05%, during this reporting period. TPC has an updated mitigation plan on file and staff will continue to monitor TPC progress towards meeting its commitment.
		DVBE	3.31%	3.07%		-.05%	3.10%		
5. Westside Purple Line Extension-Section 2 (D-Line)	Design	DBE	25.31%	30.24%		+.11%		96%	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 4.93% and has a 1.30% shortfall on Construction. TPOG reported a slight increase in the DBE participation on Design both Design and Construction by .011% and 0.10%, respectively during this reporting period. TPOG has a shortfall mitigation plan on file. However, Metro requested an updated mitigation plan and forecast with payment breakdown due by December 13, 2024.
	Construction	DBE	17.00%	15.70%		+.10%		75%	
6. I-5 North County Enhancements	Construction	DBE	13.01%	21.74%		+0.79%		35%	OHLA USA, Inc. (OHLA) is currently exceeding its DBE commitment by 8.73%. OHLA reported an increase in their DBE participation by 0.79% during this reporting period.
7. Westside Purple Line Extension-Section 3 – Tunnels (D-Line)	Design	DBE	11.19%	17.30%		N/A		97%	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on both Design and Construction. FKTP reported no change in their DBE participation on design and a slight increase in its DBE participation on construction of 0.14% during this reporting period.
	Construction	DBE	17.10%	21.42%		-.14%	21.50%	88%	
7. Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing (D-Line)	Design	DBE	19.25%	16.09%		-.26%		97%	Tutor Perini/O&G, A Joint Venture (TPOG) reported a decrease in its DBE participation on Design of 0.26% and a slight increase on Construction of 1.72% during this reporting period. TPOG has a 3.16% shortfall on Design and 8.79% shortfall on Construction. TPOG submitted an updated shortfall mitigation plan and contends the majority of DBE work will be performed in the 3rd qtr. of 2026 and through substantial completion. As DBE work commences the level of participation will increase accordingly. Staff will continue to monitor TPOG's progress towards meeting its commitments on this project.
	Construction	DBE	21.00%	12.21%		+1.72%		52%	

On target

Possible problem (3-5% shortfall)

Significant Impact (over 5% shortfall)

# Small Business Project Status Summary Chart (reflective of payments reported through November 2024)

\*Projects without a LOP budget

\*\*Excludes from contract value time delay, claims, settlements, incentives that Contractor contends has no DBE opportunity.

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
8. North Hollywood to Pasadena BRT Project	PMSS	SBE	35.59%	91.38%	OK	+91.38%		7%	Ramos Consulting Services, Inc's (RCS) is exceeding both the SBE and DVBE commitments by 55.79% and 4.72%, respectively.
		DVBE	3.00%	7.72%		+7.72%			
	A&E	SBE	37.69%	TBD	TBD	TBD		TBD	Contract recently awarded; no payments have been reported to date.
		DVBE	3.00%	TBD	TBD	TBD		TBD	
	CM/GC Phase 1	SBE	43.26%	TBD	TBD	TBD		TBD	Contract recently awarded; no payments have been reported to date.
		DVBE	3.49%	TBD	TBD	TBD		TBD	
9. G Line BRT Improv. (PDB Phase 1) (G-Line)	PDB Phase 1	SBE	18.35%	20.82%	OK	+0.75%		94%	Valley Transit Partners (VTP) is exceeding the SBE and DVBE commitments by 2.47% and 0.38%, respectively. VTP reported an increase in both SBE and DVBE participation of 0.75% and 0.09%, respectively during this reporting period.
		DVBE	3.73%	4.11%	OK	+0.09%			
9. G Line BRT Improv. (PDB Phase 2) (G-Line)	PDB Phase 2	SBE	24%	4.63%	OK	+4.39%		39%	Valley Transit Partners (VTP) current level of SBE and DVBE participation is 4.63% and 4.30%, respectively and is cumulatively being counted towards the Phase 2 – Construction commitment. VTP reported an increase in both SBE and DVBE participation of 4.39% and 4.30%, respectively during this reporting period.
		DVBE	3%	4.30%	OK	+4.30%			
10. I-105 Express Lanes*(Phase 1)	CM/GC	DBE	12.40%	12.56%	OK	+1.145%		75%	Flatiron-Myers, A Joint Venture (FMJV) is exceeding the commitment by 0.16%. FMJV reported an uptick in DBE participation by 1.45% during this reporting period.
11. East San Fernando Valley Transit Corridor* (ESFV)	PE/DSDC	SBE	25.29%	23.67%	OK	+0.17%		86%	Gannett Fleming, Inc (GFI) has a shortfall of both the SBE and DVBE commitments of 1.62% and 0.03%, respectively. GFI reported an increase in the SBE participation of 0.17% and a decrease in DVBE of 0.10% during this reporting period. GFI submitted an updated mitigation in December 2023. However, Metro requested an updated mitigation plan due by December 26, 2024.
		DVBE	5.54%	5.51%	OK	-0.10%			
11. ESFV LRT Line Project – Phase 1*	PDB	DBE	19.33%	18.45%	OK	-3.40%		99.8%	San Fernando Transit Constructors' (SFTC) current level of DBE participation is 18.45%, representing a 0.88% shortfall of the commitment. SFTC reported a decrease in DBE participation of 3.40% during this reporting period. SFTC has a mitigation plan submitted on April 11, 2024. However, Metro will request an updated mitigation plan due by December 30, 2024. Staff will continue to monitor SFTC's progress toward meeting the DBE commitment.
11. ESFV – AUA #1*	DBB	DBE	25.32%	22.41%	OK	N/A		95%	W A Rasic Construction Company, Inc.'s (WA Rasic) current level of DBE participation is 22.41%, representing a 2.91% shortfall. WA Rasic reported no change in the DBE participation this reporting period. WA Rasic has a shortfall mitigation plan on file. However, Metro requested an updated mitigation plan due by December 30, 2024. Staff will continue to monitor WA Rasic's progress toward meeting the DBE commitment.
12. Southeast Gateway Line (SEGL)	PMSS	DBE	30.16%	37.31%	OK	+37.31%		2%	WSP USA, Inc. Is exceeding the DBE commitment by 7.15%.



On target





Possible problem (3-5% shortfall)





Significant Impact (over 5% shortfall)



# LAX/Metro Transit Center (AMC)

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

\* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	Early 2025***
Variance from Original:		+0d (0%)	+45d (1.5%) 	
Variance from Revised Schedule:			N/A 	

\*\* Current Forecast is based on November 2024 Schedule Update

\*\*\* Pre-revenue train testing has begun in November 2024, and system integration testing ongoing.



# LAX/Metro Transit Center (AMC)

## Safety

Project Hours: 1,425,122 (purely construction hours);  
Recordable Injury Rate: 1.26 vs. The National Average: 2.4.

## Updates

### Overall project progress is 96.3% complete

Primary Station Construction at 95.4% completion

- LADWP has provided permanent power to the AMC station
- K-Line service is operating end-to-end and running through the AMC station.
- Station-wide buildout is progressing at the LRT, Metro Hub, Bike Hub, and Bus Plaza, both interior and exterior.
- Mechanical, electrical, and low voltage installation and testing
- Vertical circulation systems are making progress. Finalizing installation and preparing for state inspections
- Site-wide civil improvements progressing including: landscape & irrigation systems, directional pavers, bollard installation, architectural concrete hardscape, perimeter fence foundations along Arbor Vitae, Photovoltaic (PV) foundations, and shared-use-path sidewalk and landscaping on Aviation Blvd (B-Permit).
- Due to the recent wildfires, this project experienced approximately 1.5 days of delay.

## Equity

- 100% of the project is located within or adjacent to Equity Focus Communities.

Main Hub



Bike Hub





Site Work



February 2025 Construction Committee



Los Angeles County Metropolitan Transportation Authority

# Gold Line Foothill Extension Phase 2B

BUDGET				
		Approved LOP*	Previous Period	Current Forecast**
		\$1,533M	\$1,533M	\$1,533M
	Variance from Approved LOP:		\$0M (0%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 (0%) 

\* At time of the award of contract – Board Approval (June 2017)

\*\*Current Forecast does not include funding received from CALSTA SB125

SCHEDULE			Revenue Operation	
	Original *	Approved Rebaseline	Previous Period	Current Forecast**
	January 2025	N/A	Summer 2025	Summer 2025
	Variance from Original:		0d (0%)	0d (0%) 
	Variance from Revised Schedule:		n/a	n/a 

\* The Original date reflects the Authority's Substantial Completion date

\*\* Current Forecast is from the Authority's October 2024 Schedule Update. Authority forecasts Substantial Completion at January 2025, and assumes Revenue Operation will follow 6 months later for the first segment to Pomona.



# Gold Line Foothill Extension Phase 2B

## Safety

- Project Hours: 2,353,825 (as of October 2024)
- Recordable Injury Rate: 0.25 vs. the National Average: 2.4.

## Updates

- **Overall Project Progress is 93% complete**

## Construction will continue as follows:

- Sound wall and fencing throughout the project
- Storm Drain inlets and walkway gutter nearing completion
- 4 new stations: Glendora, San Dimas, La Verne, and Pomona
- LRT train control, Overhead Catenary System (OCS) poles and wire installation
- Continue local field acceptance testing for traction power substations (TPSSs)
- Systems integration testing continues
- Begin nighttime active train testing
- Begin preliminary punch list walk with Cities
- Station Parking Lot hardscape work in progress.
- Conducted tour with Gold Line Authority elected officials.

## Equity

- 25% of the project is located within or adjacent to Equity-Focus Communities.



Palomares to Pomona - LRV Live Wire Testing



San Dimas – LRV Pull away test





# Westside Purple Line Extension – Section 1

BUDGET	FFGA	Approved LOP*, **	Previous Period**	Current Forecast**
	\$2,822M	\$2,774M	\$3,354M	\$3,354M
	Variance from Approved LOP:		\$580M (21%)	\$580M (21%) 
	Variance from Revised Budget:			\$0M (0%) 

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

\*\*Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	November 2023	Fall 2025	Fall 2025	Fall 2025
	Variance from Original:		+667d (17%)	+667d (17%) 
	Variance from Revised Schedule:			+0d (0%) 



# Westside Purple Line Extension – Section 1

## Safety

Project Hours: 10,456,342; Recordable Injury Rate: 0.84 vs. the National Average: 2.4.

## Updates

- **Overall Project Progress is 95% complete.**
- **Western Station/Interface Chamber:** Interior room build-out and systems work.
- **Wilshire/La Brea Station:** Civil restoration on Wilshire Boulevard. Entrance structure/plaza construction. Interior room buildout, architectural finishes, elevator/escalator work, systems installations and acceptance testing (LFAT).
- **Wilshire/Fairfax Station:** Entrance structure/plaza construction. Civil restoration on Wilshire Boulevard. Interior room buildout, architectural finishes, systems installations, escalator/elevator work and acceptance testing (LFAT).
- **Wilshire/La Cienega Station:** Entrance structure/plaza construction. Permanent utility work. Architectural finishes, interior room build-out, systems installations, elevator/escalator work and acceptance testing (LFAT).
- **Tunneling:** Successfully completed Live Car Train Test (project-wide)
  - **Reach 1:** Continued systems work in tunnels and cross passages.
  - **Reach 2:** Continued systems work in tunnels and cross passages.
  - **Reach 3:** Continued systems work in tunnels and cross passages.
  - **Reach 4:** Continued systems work in tunnels and cross passages.

## Equity

- This Project is not located within or adjacent to Equity Focus Communities.





**Wilshire/Fairfax Station**  
Entrance Plaza



**Reach 1 Tunnel (Western to La Brea)**  
Live Car Train Test entering Wilshire/La Brea Station





# Division 20 Portal Widening Turnback

BUDGET				
		Approved LOP*	Previous Period**	Current Forecast
		\$801.7 M	\$1,056.5 M	\$1,056.5 M
	Variance from Approved LOP:		\$254.8M (24%)	\$254.8M (0%) 
Variance from Revised Budget:			\$0M(0%) 	

\* Original LOP approved at the February 2020 Board meeting for award of contract

\*\* LOP increase approved at October 2024 Board meeting

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline*	Previous Period	Current Forecast**
	June 2024	Summer 2026	Summer 2026	Summer 2026
	Variance from Original:		+733d (47%)	+733d (47%) 
Variance from Revised Schedule:			+0 (0%) 	

\* Rebaseline Schedule April 2024

\*\* Current Forecast is Contractor's recent Schedule Update



# Division 20 Portal Widening Turnback

## Safety

- Project Hours: Project Hours: 1,225,860
- Recordable Injury Rate: 1.47 vs. The National Average: 2.4.

## Construction Updates

- **Overall Project Progress is 79% complete.**
  - **C1136 TPC Portal Widening Turnback Contract**
    - Contract progress is 78%.
    - Traction power substation (TPSS) SCADA testing is complete and energized, Union East crossover dynamic SIT underway, north storage yard devices & terminations underway. In the north ladder track area, third rail & bumping post is being installed as well as train control devices. Paving of service access roads is underway.
  - **C1184 C3M Traction Power Substation Contract**
    - Contract progress is 96%.
    - Substation energized April 2024 and will feed new improvements.
  - **Coordination with Adjacent Projects**
    - Purple Line Extension (PLE1), Regional Connector; Metro Center Project, HR4000 and A650 Vehicle Delivery.

## Equity

- 100% of the project is located within or adjacent to Equity Focus Communities.



Center Street Reconstruction





Crossing Panel Installation







# Westside Purple Line Extension – Section 2

BUDGET	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$2,499M	\$2,441M	\$2,575M	\$2,700M***
	Variance from Approved LOP:		\$134M (5%)	\$259M (11%) 
	Variance from Revised Budget:			\$125M (5%) 

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

\*\*LOP Budget Amendment July 2023. Excludes finance costs.

\*\*\* Contractor's delay claims and RFCs are currently under review. The results will be reflected in future updates, subject to Board Approval.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	August 2025	N/A	Summer 2026	Summer 2026
	Variance from Original:		+374d (12%)	+374d (12%) 
Variance from Revised Schedule:			+0d (0%) 	

\*The Current Forecast is based on Project Revised Schedule reflecting a target RSD of Summer 2026.



# Westside Purple Line Extension – Section 2

## Safety

- Project Hours: 4,757,014
- Recordable Injury Rate: 2.35 vs. The National Average: 2.4

## Construction Updates-

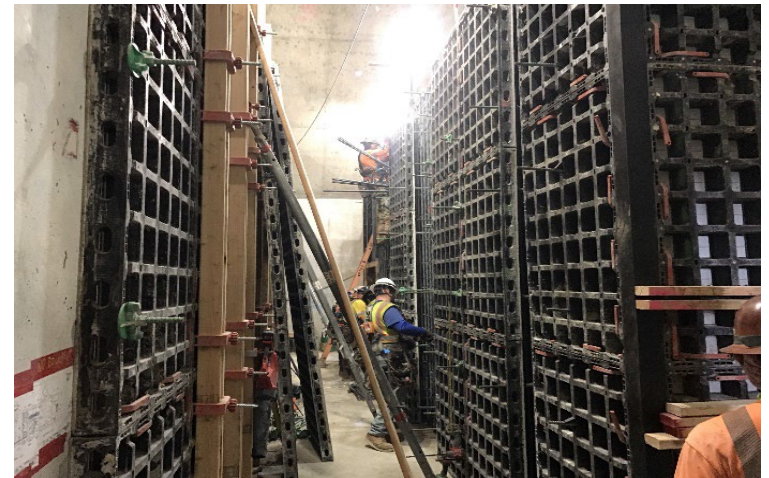
- **Overall Project Progress: 75% complete.**
- **Century City Station (CCS)**
  - Placement of concrete for concourse level walls in the station box is ongoing. Roof structural concrete is ongoing (94% complete).
  - Station Entrance exterior wall waterproofing and rebar is ongoing.
- **Wilshire/Rodeo Station (WRS)**
  - Traction power substation access shaft walls are ongoing.
  - Installation of roof falsework is ongoing.
- **Tunnels**
  - Tunnel walkway construction has started in BL Tunnel in Reach 4.

## Equity

- This Project is not located within or adjacent to Equity Focus Communities.





Century City Station  
Backfill Along Avenue of the Stars





Wilshire Rodeo Station  
Interior Walls-East Concourse Level Slab



# I-5 North County Enhancements

BUDGET			
	Approved LOP*	Previous Period	Current Forecast
	\$679.3M	\$679.3M	\$679.3M
	Variance from Approved LOP:	\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:	N/A	N/A 

\* At time of the award of contract - Board Approval (March 2021)

SCHEDULE	Substantial Completion			
	Original	Approved Re-baseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Winter 2027**
	Variance from Original:		+0d (0%)	+180d (10%) 
	Variance from Revised Schedule:		N/A	N/A 

\*\* Schedule analysis shows a 283-day delay in substantial completion. Metro disagrees with Contractor's schedule analysis. Working with contractors to mitigate delay and improve the schedule performance.



# I-5 North County Enhancements

## Safety

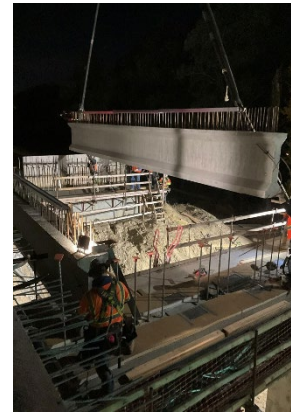
Project Hours: 853,835; Recordable Injury Rate: 1.41 vs. The National Average: 2.4.

## Updates

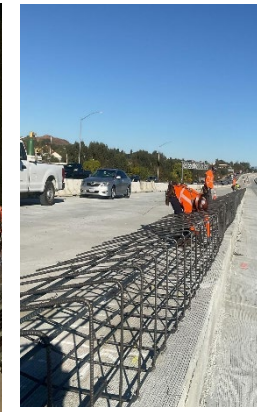
- **Overall Project progress is 51% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
  - Work on 3 bridges throughout the project.
  - Construction of approximately 16 Retaining/Sound Walls on-going throughout the project.
  - On-going work in the median includes barrier and signage installation
  - Lean Concrete Base (LCB) and Jointed Plain Concrete Paving (JPCP) in the median is complete.
- Castaic Creek Bridge substructure is complete.
- Project Team continues to coordinate with various stakeholders.
- Due to the recent wildfires, this project experienced approximately one week of delays.

## Equity

- This project is not located within or adjacent to Equity Focus Communities.



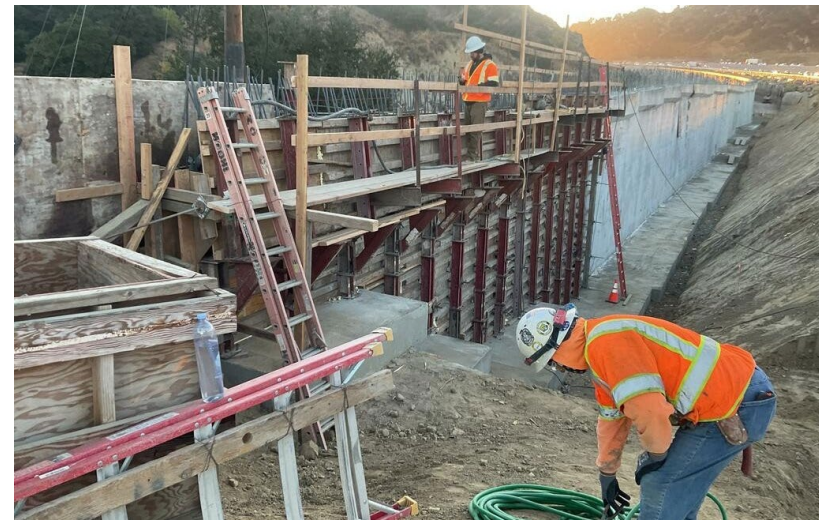
Set Girders at Rye Canyon Bridge



Median Barrier Rebar Installation





Wall 986 Installation of 24IN CIDH Piling



Retaining Wall 2460 Ready for Pour





# Westside Purple Line Extension – Section 3

BUDGET	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

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

\*\* Excludes finance costs. In June 2023, the Board approved \$53M LOP increase for Concurrent Non-Full Funding Grant Agreement (Non-FFGA) activities.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	Summer 2027	Summer 2027	Summer 2027
	Variance from Original:		+131d (3.91%)	+131d (3.91%) 
Variance from Revised Schedule:			+0d (0%) 	

\* Based upon agreed acceleration modification.



# Westside Purple Line Extension – Section 3

## Safety

Project Hours: 3,699,055 Recordable Injury Rate: 1.46 vs. The National Average: 2.4.

- C1151: Project Hours: 1,817,492; Recordable Injury Rate: 2.42.
- C1152: Project Hours: 1,881,563; Recordable Injury Rate: 0.64.

## Updates

- **Overall Project Progress is 57% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
  - Main station box invert concrete placement was completed.
  - Secondary invert, interior wall and exterior wall concrete placement has begun and is on going.
- **Westwood/VA Hospital Station**
  - Main station box excavation was completed.
  - Station invert concrete placement ongoing (81% complete).
  - The water line connection on Wilshire is 91% complete.
- **Tunnels**
  - Cross passage work in the tunnels continues.
  - Excavation for eight of fourteen cross passages are complete.
- **Equity**
  - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.






**Westwood/UCLA Station:  
Secondary Invert Concrete Pour (East End)**





**Westwood/VA Hospital Station:  
Completed Invert Concrete Pours (Looking West)**



# North Hollywood to Pasadena BRT

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$8.26M		N/A	\$8.26M
	Project	N/A		\$308M-515M	\$308-515M
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:			N/A	N/A 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Summer 2027	Summer 2027
	Variance from Original:		N/A	N/A 
	Variance from Revised Schedule:			N/A 

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



# North Hollywood to Pasadena BRT

## Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

## Updates

**Design is 25% complete.**

- Environmental Impact Report (EIR) Approved April 2022
- Program Management Support Service (PMSS) awarded in March 2024
- Architect & Engineering (A&E) contract awarded in May 2024
- CM/GC contract was awarded at the November/December board meeting.

## Equity

- 60% of the project is within or adjacent to Equity Focus Communities



*Project Map*







*View of Vineland Ave / Lankershim Blvd*





# G Line BRT Improvements

BUDGET				
		Approved LOP	Previous Period	Current Forecast
	Project	\$668.45M	\$668.45M	\$668.45M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
Variance from Revised Budget:			\$0M 	

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Winter 2027	N/A	Winter 2027	Winter 2027
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	



# G Line BRT Improvements

## Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

## Updates

- **Progressive Design Build Contract**
  - The Life of Project (LOP) budget was approved at the September 2024 Board meeting.
  - EWP 4 for the construction of Grade Separations, Station and Bike Path Improvements was executed December 2024.
  - Construction start is scheduled for January 2025.
  - Phase II Environmental Site Assessment is currently underway.
  - The AFC design submittal for Van Nuys is under development. The 100% design submittals for Bike Path improvements and Sepulveda are also underway.
  - Advancing the gated intersections alternative, which includes gates at 13 intersections and traffic signal upgrades at the remaining crossings.
- **Utility Owner-Performed Advanced Utility Relocation (AURs)**
  - Sepulveda – Relocation of communication lines are complete. All necessary underground infrastructure has been installed. LADWP 34.5kv lines remain and are scheduled to be relocated by April 2026
- **Property Acquisitions**
  - Metro has obtained possession of two of three required properties

## Equity

- 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.



Project Map





Phase II Environmental Site Assessment





February 2025 Construction Committee

# 105 Express Lanes

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$119M	\$119M	\$119M	\$119M
	Project	\$757M	\$1.2B - \$1.44B	\$1.4B - \$1.5B	
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0 M (0%)	
	Variance from Approved LOP:		N/A	N/A	
	Variance from Revised Budget:			\$0M	

The Revised Forecast is derived from the ongoing Project estimate, which is in progress following the recent finalization of OPCC for Segment 1 and a more precise estimate for Segments 2 & 3 by CMGC.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Spring 2028*	Spring 2028* 
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

\*Note: Spring of 2028 operation is for Segment 1. Segment 2/3 currently is forecasting Spring of 2029



# 105 Express Lanes

## Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

## Updates

**Design is 80% complete.**

### Segment 1

- Sub-contractor packages bids were received in July. Final pricing and Segment 1 budget was approved by the Board in October 2024.
- Segment 1 95% plans submitted to Caltrans in September 2024.
- Equity Assessment is in progress; seven roundtable meetings held to date with Community Based Organizations
- Receipt of State's funding allocation of \$150M from California Transportation Commission (CTC) in May 2024. Metro awarded Segment 1 contract in November 2024.

### Segment 2 and 3

- Caltrans has concurred with Value Engineering elements. Design team is preparing necessary documents for approval.
- Revised design 95% submittal is anticipated late 2025.
- 65% OPCC update was received with VE elements and is being evaluated.
- Segment 3 design is coordinating with Southeast Gateway Line project

### Roadside Toll Collection System (RTCS)

- Started Milestone A-3: Requirements Traceability Matrix Approval
- Draft Roadside System Detailed Design Document submitted for review
- Approval for RTCS Infrastructure Design Document

## Equity

- 92% of the project is within or adjacent to Equity Focus Communities.
- Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



**Traffic on 105 Freeway Eastbound**





**The Project Map**





**February 2025 Construction Committee**

# East San Fernando Valley Transit Corridor

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Pre-Construction	\$879.7M		\$879.7M	\$879.7M
	Project	N/A		\$3.57B	\$3.57B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A
	Variance from Revised Budget:				\$0M 

\*The Board approved an increase to the Pre-Construction Budget in July 2024.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Fall 2031	Fall 2031
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

\*\*Current schedule forecast reflects Metro's Internal Schedule. The actual Baseline schedule will be negotiated with Progressive Design Builder as part of the Phase 2 Supplement.



# East San Fernando Valley Transit Corridor

## Safety

C1220 Contract Hours Worked: 36,514; Recordable Injury Rate: 0 vs. National Average: 3.0


## Updates

- **FTA Coordination**
  - Full Funding Grant Agreement (FFGA) was executed on 9/13/24
- **Progressive Design-Build Contract**
  - Project negotiating and executing Early Work Packages (EWPs)
  - EWP-01 – Design Studies – \$4.8M - awarded 7/9/24
  - EWP-02 – Initial Integrated Project Mgmt. Office – \$8.8M - awarded 8/7/24
  - EWP-03 – Utility Adjustment Packages 4/6 – awarded 9/5/24
  - EWP-04 – Final Design – \$80M – awarded 9/30/24
  - EWP-05 – Field Office – target Dec. award
  - EWP-06 – Utility Adjustment Packages 2/3/7 - target Dec. award
- **Real Estate**
  - 12 offers issued
  - 8 offers accepted, 5 of which have closed escrow
  - Condemnation process has begun for parcels that did not accept.
- **Construction**
  - SFTC utility construction began in October on EWP-03.
  - DWP self-perform work forecast complete in March.
- **Light Rail Vehicle (LRV) Procurement**
  - LRV Manufacturing Contract to be advertised in early 2025.
- **Equity**
  - 100% of the project is within or adjacent to Equity Focus Communities.




February 2025 Construction Committee

# Southeast Gateway Line

BUDGET				
		Approved Budget to Date *	Previous Period	Current Forecast
	Project		\$	\$
	Variance from Approved LOP:		N/A	N/A
Variance from Revised Budget:			\$0M	

\*The Board has not yet established a Pre-Construction Budget or a Life of Project Budget for the Project.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Fall 2035	Fall 2035
	Variance from Original:		+0d (0%)	+0d (0%)
Variance from Revised Schedule:			N/A	

\*\*Current schedule forecast reflects Metro's Internal Schedule.



On target



Possible problem (5-10% variance)



Significant Impact (over 10% variance)

# Southeast Gateway Line

- **Project Development**
  - FTA/PMOC risk workshop completed Nov 5-7, 2024
  - Anticipate initial FTA/PMOC results shared with Metro by mid December
  - Submitted request for approval to enter Engineering on Nov 19, 2024
  - Submitted request to FTA for approval of Letter of No Prejudice (LONP) for the Advanced Works on Nov 20, 2024
- **Advanced Engineering**
  - Continue to advance design for critical elements including utilities, freight, and grade crossings for the CMGC Advanced Works
  - Continue 30% design refinements on LRT elements
  - Continue design coordination with key external stakeholders including UPRR, POLA/POLB, Caltrans, cities, CPUC, and self-performing utility owners
  - 2nd VE workshop scheduled for Q2, 2025
- **Site Investigations**
  - Completed utility potholing
  - Geotechnical investigation work complete except in rivers pending permit from LA County/USACE (defer to next dry season)
  - Environmental sampling completed on San Pedro subdivision w/ report by mid Dec 2024
- **Advanced Works Construction Contract (CM/GC)**
  - Under procurement; award planned for Q1, 2025
- **Equity**
  - 65% of the project is within or adjacent to Equity Focus Communities.







## Board Report

---

**File #:** 2025-0021, **File Type:** Informational Report

**Agenda Number:** 15.

---

### CONSTRUCTION COMMITTEE FEBRUARY 19, 2025

**SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE a Status Report on Program Management Quarterly Change Report.

#### **ISSUE**

A summary of the use of Board delegated authority to the CEO for contract changes for transit and regional rail construction projects greater than \$500,000 is provided quarterly.

#### **BACKGROUND**

In January 2017, the Board approved a one-year pilot to delegate authority to the CEO for execution of project agreements up to the Life-of-Project (LOP) budget for the Crenshaw/LAX, Regional Connector, and Purple Line Extension Section 1 & 2 projects. The purpose of the pilot was to save time and minimize disruption due to the typical contract change administration approval process.

The pilot program was effective, generated cost savings, and avoided costly construction delays. At its January 2018 meeting, the Board approved the continuation and expansion of the delegation of authority within the LOP budget 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 (Attachment A). Board delegated authority to the CEO for contract modifications is very beneficial to expedite contract changes and avoid costly construction delays. Since inception of the program up to 2,870 concurrent workdays or concurrent 11.1 years, aggregated across the program, have been saved (Attachment B).

#### **DISCUSSION**

The change activities for the reporting period between September 1, 2024 - November 30, 2024, are included in Attachment A.

#### **EQUITY PLATFORM**

The table below demonstrates the level of benefits to Equity Focus Communities. These Change

Orders are necessary to complete each capital project, so each capital project provides full benefits to Equity Focus Communities.

Project	Percent in Equity Focus Communities
Regional Connector	3 of 3 stations (100%) are within or adjacent to Equity Focus Communities
Westside Purple Line Ext 1	This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 2	This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 3	1 of 2 stations (50%) are within or adjacent to Equity Focus Communities
Division 20	100% of the project is within or adjacent to Equity Focus Communities
Airport Metro Connector	100% of the project is within or adjacent to Equity Focus Communities
Rail to Rail	90% of the project is within or adjacent to Equity Focus Communities
I-5 North County Enhancements	This project is not located within or adjacent to Equity Focus Communities
I-105 Express Lanes	92% of the project is within or adjacent to Equity Focus Communities
I-605 South Street Interchange Improvements	This project is not located within or adjacent to Equity Focus Communities
North Hollywood to Pasadena	60% of the project is within or adjacent to Equity Focus Communities
East San Fernando Valley Transit Corridor	100% of the project is within or adjacent to Equity Focus Communities

**VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.\* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

The projects in this report have mixed outcomes, but on the whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure

and reinvestment of funding towards transit projects. In addition, the projects' multi-modal benefits may contribute to offsetting the possible increase in VMT.

Project	Increase or Decrease VMT
Regional Connector	This item has helped to decrease VMT.
Westside Purple Line Ext 1	This item will likely decrease VMT.
Westside Purple Line Ext 2	This item will likely decrease VMT.
Westside Purple Line Ext 3	This item will likely decrease VMT.
Division 20	This item will likely decrease VMT.
Airport Metro Connector	This item will likely decrease VMT.
Rail to Rail	This item will likely decrease VMT.
I-5 North County Enhancements <small>footnote 1</small>	This item will likely increase VMT.
I-105 Express Lanes <small>footnote 1</small>	This item will likely increase VMT.
I-605 South Street Interchange Improvements <small>footnote 1</small>	This item will likely increase VMT.
North Hollywood to Pasadena	This item will likely decrease VMT.
East San Fernando Valley Transit Corridor	This item will likely decrease VMT.

Footnote - While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Although the three highway projects above may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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

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

### **NEXT STEPS**

The next Program Management Quarterly Change Report will cover the period of December 1, 2024, through February 28, 2025, and will be presented to the April 2025 Construction Committee.

---

## ATTACHMENTS

Attachment A - Quarterly Change Orders Log for Reporting Period of September 1, 2024 - November 30, 2024

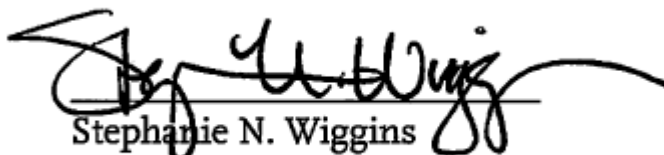
Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays Avoided (Through November 2024)

Prepared by:

- **Regional Connector** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Westside Purple Line Ext 1** - James Cohen, Senior Executive Officer, Projects Engineering, (323) 900-2114
- **Westside Purple Line Ext 2** - Zephaniah Varley, Senior Executive Officer, Projects Engineering (interim), (424) 551-4449
- **Westside Purple Line Ext 3** - Kimberly Ong, Senior Executive Officer, Projects Engineering, (424) 551-4501
- **Division 20 Portal** - Albert Soliz, Deputy Executive Officer, Project Management, (213) 922-4002
- **Airport Metro Connector** - Rafie Zamani, Senior Executive Officer, Projects Engineering (interim), (213) 418-3140
- **Rail to Rail** - Rafie Zamani, Senior Executive Officer, Projects Engineering (interim), (213) 418-3140
- **I-5 North Country Enhancements** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **I-105 Express Lanes** - James Wei, Executive Officer, Program Management, (213) 922-7258
- **East San Fernando Valley Transit Corridor** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Link Union Station** - Michael McKenna, Deputy Chief Program Management Officer (Interim), (424) 551-4447
- **Report** - Julie Owen, Senior Executive Officer, Program Control, (213) 922-7313

Reviewed by:

Tim Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie N. Wiggins  
Chief Executive Officer

## REGIONAL CONNECTOR

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)

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 <small>(if the change is a unilateral, explain in <b>BOLD</b> fonts)</small>	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C0980-MOD-292	<b>Settlement of Changes and Request for Changes:</b> This Contract Modification closes all remaining open Change Notices, Change Orders, and Request For Changes other than RFC 187r2 which will be closed under separate Contract Modification.	5	N/A	10/31/2024	Over \$15M	\$ 10,500,000
C0980-MOD-293	<b>Global Claims Settlement:</b> Resolve all open claims, including RFC 187r2.	5	N/A	10/31/2024	Over \$60M	\$ 55,000,000

#### B. PROFESSIONAL SERVICES CONTRACTS

MC070-MOD-00030	<b>FY25 Funding for Construction Management Support Services:</b> Provide additional funding for staff augmentation to Metro for construction oversight and closeout support through June 30, 2025.	5	8/30/2024	9/4/2024	\$ 647,079	\$ 647,079
-----------------	---	---	-----------	----------	------------	------------

#### C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

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

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

**B) PROFESSIONAL SERVICES CONTRACTS**

	None		
--	------	--	--

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
--	------	--	--

**WESTSIDE PURPLE LINE SECTION 1**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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 232	<u>Wilshire/La Brea Stand-By Generator and Load Bank Procurement</u> : Due to new final design information provided by WPLE2 and WPLE3, WPLE1 has to upgrade its standby generators to a larger size to accommodate the increased generator loads (Emergency Ventilation Fans, Under Platform Exhaust Fans and Station UPS's) at the Wilshire/La Brea Station. This change order is being issued so that the manufacturer can move forward with the procurement and delivery of the generator and the load bank at Wilshire/La Brea Station.	5	11/18/2024	11/18/2024	\$ 2,477,728	\$ 2,324,954

**B. PROFESSIONAL SERVICES CONTRACTS**

	KKCS/TRIUNITY JV Cost Estimating, Sr. Program Management Analyst, and DBE Contract Compliance Monitoring Services through FY25		9/6/2024	9/6/2024	\$ 1,024,712.39	\$ 1,024,713.00
--	--	--	----------	----------	-----------------	-----------------

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
--	------	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

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

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

**B) PROFESSIONAL SERVICES CONTRACTS**

	None		
--	------	--	--

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
--	------	--	--



**WESTSIDE PURPLE LINE SECTION 2**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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. C1120 - Tutor Perini / O&G, 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-00223	<u>Revise Street Restoration in City of Beverly Hills per MOA and Other Project Conditions – Design Only:</u> This Change directs the contractor to revise the street restoration design at Wilshire Rodeo Station to comply with the requirements of the Memorandum of Agreement (MOA) between Metro and the City of Beverly Hills, Federal American with Disabilities Act, and other Project conditions.	2	8/6/2024	9/4/2024	\$ 584,349	\$ 544,852
MOD-00227	<u>CCS 24-inch Storm Drain Line D Connection on Avenue of the Stars-Construction (CO-81):</u> This Change directs the Contractor to proceed with shoring installation and connection to an existing storm drain lateral serving 2000 Avenue of the Stars.	5	9/16/2024	10/21/2024	\$ 1,706,453	\$ 1,670,998
CO-00073.2	<u>Impacts Arising from Secondary Lining Installation in Reach 5 Tunnels:</u> The Contractor has separately, via CN-244, been directed to design a secondary liner within the Special Lining Section of Tunnel Reach 5 to meet the Project's additional Lining Performance Criteria. This direction resulted in impacts to material procurement and construction logistics associated with the original design of the tunnel lining in the Special Lining Sections. This Change covers these impacts.  Note: The Contractors Proposed Amount is \$0 as this change order is part of a compilation of different changes. The amount was previously reported under CN-000250 in May 2024 reporting indicated Rough Order of Magnitude Cost More than \$15 Million.	5	N/A	10/31/2024	\$ -	\$ 672,000

**B. PROFESSIONAL SERVICES CONTRACTS**

None						
------	--	--	--	--	--	--

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None						
------	--	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A) DESIGN BUILD CONTRACT - CONTRACT NO. C1120 - Tutor Perini / O&G, A Joint Venture**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN-00207	<u>Additional Project Management, Administration, and Compliance Activities for Changes Issued During Base Design Services (Claim 58, RFC-00110)</u> : This Change constitutes full compensation for and final resolution of Claim 58 including without limitation, all design work or services, of any nature, rendered or performed from October 1, 2021 to May 31, 2024, including extended design services, and all subcontractor design services and extended design services, from October 1, 2021 to May 31, 2024.	5	Between \$500K and less than \$1M
CN-00226	<u>Additional Project Management, Administration, and Compliance Activities for Changes Issued During Base Design Services (RFC-00104)</u> : This change constitutes full compensation for and final resolution of Claims 23, 29, 31, 33, 41, 42, 46 and 61 including without limitation, all design work or services, of any nature, rendered or performed at any time prior to October 1, 2021, including extended design services, and all subcontractor design services and extended design services, at any time prior to October 1, 2021.	5	Between \$5M and \$10M
CN-00238	<u>Wayside Operating Signage – Design, Fabrication, and Installation</u> : This change includes design, furnish, and install wayside operating signage. Prior to solicitation of the Request for Proposal (RFP) for the C1120 Contract, it was assumed that Metro Operations would fabricate and install certain Wayside Operating Signage (WOS). After Operation's review of the C1120 Contractor's submittal for WOS, Metro Operations confirmed insufficient resources to perform the portion of the work assigned to them, and that it should be transferred to the C1120 Contractor.	5	Between \$500K and less than \$1M
CN-00277	<u>MOA New Streetscape Standards in City of Beverly Hills - Design Only</u> : This Change directs the contractor to revise the design of the Wilshire Rodeo Station (WRS) sidewalk pattern, street equipment and furniture to incorporate new City of Beverly Hills (COBH) Streetscape Design Standards to comply with the requirements of the Memorandum of Agreement (MOA) between Metro and the City of Beverly Hills. This scope of work will include construction related items.	2	Between \$1M and \$5M
CN-00279	<u>MOA Impacts to Work Activities during 2024 Holiday Moratorium</u> : The purpose of this Change is to compensate the C1120 Contractor for impacts to the Wilshire/Rodeo station construction activities from work restrictions imposed by the City of Beverly Hills (COBH) Memorandum of Agreement (MOA) during the following period: a. November 28, 2024, through January 1, 2025. This Change excludes individual COBH holidays defined in the MOA which were not already part of the C1120 Contract. Those individual additional COBH holidays will be captured separately in a subsequent Change.	2	Between \$500K and less than \$1M

**B) PROFESSIONAL SERVICES CONTRACTS**

TBD	Engineering Support Services	5	More than \$15M
-----	------------------------------	---	-----------------

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
--	------	--	--

**WESTSIDE PURPLE LINE SECTION 3**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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. C1151 (FKTP)**

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
C1151-CO-00014	Special Secondary Tunnel Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 – CONSTRUCTION ONLY - This Change directs the Contractor to construct a special secondary liner within the Special Lining Section of Tunnel Reach 6 to meet additional Lining Performance Criteria. The Change Order was necessary to keep the Work moving while negotiations for a bilateral Modification continue.	5	9/17/2024	10/25/2024	\$ 57,764,399	\$ 4,736,727

**A. DESIGN BUILD CONTRACT - CONTRACT NO. C1152 (TPOG)**

C1152-MOD-00135	UCLA Sta - Ground Improvement - During Final Design of PLE3 (Purple Line Extension 3), it was identified that foundation excavation for adjacent Wilshire Gayley building is planned to take place concurrently with the Westwood/UCLA station excavation. This Change strengthens the strip of soil ((ground improvement) that is approximately 9 ft wide separating the two excavations, improving soil stability during excavations.	5	10/9/2024	10/24/2024	\$ 1,817,583	\$ 1,817,583
C1152-CO-00129	Special Secondary Tunnel Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 – CONSTRUCTION ONLY - This Change directs the Contractor to revise the construction for the tunnel fit out to accommodate the C1151 design change for the special secondary liner within the Special Lining Section of Tunnel Reach 6 to meet additional Lining Performance Criteria. The Change Order was necessary to keep the Work moving while negotiations for a bilateral Modification continue.	5	9/27/2024	11/21/2024	\$ 11,441,925	\$ 1,050,000

**B. PROFESSIONAL SERVICES CONTRACTS**

PS77530000-TO-003-MOD-00002	WPLE3- Environmental Resource Monitoring - Continuation of environmental field monitoring compliance services, as required by the VA Hospital and UCLA access agreements, though 04/30/2026.	5	10/24/2024	10/29/2024	\$ 1,266,503	\$ 1,266,503
PS54007-TO-008-MOD-00005	Metro Quality Management Consultant (QMC) Services for WPLE 3 Project - FY2025 Support - Continuation of Quality Management services to supplement Metro's Quality Management Department and to provide technical expertise in resolving complex issues through 07/31/25.	5	9/13/2024	9/17/2024	\$ 909,733	\$ 909,733

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
--	------	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A. DESIGN BUILD CONTRACT - CONTRACT NO. C1151 (FKTP)**

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

**A. DESIGN BUILD CONTRACT - CONTRACT NO. C1152 (TPOG)**

	None		
--	------	--	--

**B) PROFESSIONAL SERVICES CONTRACTS**

	None		
--	------	--	--

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
--	------	--	--

**DIVISION 20 PORTAL WIDENING TURNBACK**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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

<b>A. DESIGN BUILD CONTRACT - CONTRACT NO. 1136 (TUTOR PERINI CORP)</b>							
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>B. PROFESSIONAL SERVICES CONTRACTS</b>							
	None						
<b>C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS</b>							
	None						

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A) DESIGN BUILD CONTRACT - CONTRACT NO. 1136 (TUTOR PERINI CORP)**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CO-00294	Schedule B Increase: This change order authorizes work items and quantities to be added to the contract value based on unit prices from the Schedule of Quantities & Prices – Schedule B. This includes soil excavation, treatment and disposal of hazardous groundwater above base contact levels, potholing, asbestos piping, and Metro directed fencing and gate installation.	5	Between \$1M and \$5M

**B) PROFESSIONAL SERVICES CONTRACTS**

None			
------	--	--	--

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None			
------	--	--	--

**AIRPORT METRO CONNECTOR**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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. 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
Tutor - C1197 Mod 43 CO 10.1 CN 57	<p>Flaggers for Arbor Vitae Crossing Mod 43 reduces CO 10.1 from 2,995,000 to final negotiated price of 2,605,516.</p> <p>Los Angeles World Airports (LAWA) is currently widening Arbor Vitae Street as part of their Landside Access Modernization Program (LAMP). As a result, the signal and gate equipment at the existing at-grade crossing will need to be removed and replaced to accommodate the wider street. This involves deactivation of the current street crossing equipment. While the street is under construction, pedestrian access will be maintained, and Metro will continue to use Arbor Vitae crossing to move trains between Southwest Yard and the K-line. To mitigate potential safety risks and prevent interruptions to Metro Operations, flaggers must be utilized to ensure the safe passage of trains through the deactivated crossing. The flaggers would also maintain the safety of pedestrians and other construction personnel when walking across the tracks.</p> <p>Flagging cost incurred by the AMC project, as a result of LAWAs construction efforts on Arbor Vitae Street, will be reimbursed by LAWA</p>	5	8/1/2024	8/20/2024	\$ 2,631,871	\$ 2,605,516
Tutor - C1197 Mod 44 CN 36	Bulletin 40 - Roof Drain and Light Gage Framing	5	9/13/2024	10/9/2024	\$ 1,375,884	\$ 1,358,138
Tutor - C1197 Mod 45 CN 71	LRT Excessive Deflections	5	10/1/2024	10/23/2024	\$ 841,430	\$ 833,373
Tutor - C1197 Mod 46 CN 32	Bulletin 41 - Additional Security Cameras	5	10/2/2024	10/18/2024	\$ 948,104	\$ 939,256
Tutor - C1197 Mod 47 CN 48.1	Additional Bus Charging Stations	5	10/10/2024	11/9/2024	\$ 5,136,669	\$ 5,073,300
Tutor - C1197 Mod 48 CO 15 CN 58	Bulletin 62 and 62A - Arbor Vitae Fence Updates	5	10/23/2024	11/4/2024	\$ 826,439	\$ 812,572
Tutor - C1197 Mod 49 CO 13 CN 33	<p>Bulletin 29C - Arbor Vitae Fence Updates</p> <p>Final negotiated price for work started under CO 13.                      Authorizes Not to Exceed amountof \$1,000,000 to allow work decribed in base Change Notice (CN) 33 to proceed pending finalization of the Contract Modification. CO 13 does NOT supersede CN 33.</p>	5	10/30/2024	11/12/2024	\$ 1,349,528	\$ 1,134,517

**B. PROFESSIONAL SERVICES CONTRACTS**

None						
------	--	--	--	--	--	--

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None						
------	--	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A) DESIGN BID BUILD CONTRACT - CONTRACT NO. C1197 - Tutor**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
Tutor - C1197 Mod 50 CN 50	<p>Bulletin 43 - Added Roof Hatches and MESH Ceiling Hatches</p> <p>The Contractor shall provide the necessary labor, equipment, and materials to perform work in accordance with the Contract Documents and Bulletin 43.</p> <p>Bulletin 43 also modifies the architectural and structural drawings to allow better coverage and safer access for maintenance personnel to the roof of the AMC station. The adjustments and additions, such as the installation of railings, fall restraint systems, and ladders, will aim to improve the safety for personnel accessing the roof level.</p>	5	Between \$1M and \$5M
Tutor - C1197 Mod 51 CN 59	<p>Bulletin 54 - Telecom Radio Station Changes</p> <ul style="list-style-type: none"> <li>- Identify existing available telecom and electrical pathways to be used for the radio system.</li> <li>- Identify final locations for the installation of radio equipment – telecom cabinets, radio equipment, and radio antennae to ensure existing structure can support added loads.</li> <li>- Verify power requirements for all equipment to ensure existing electrical system can support the added loads for the radio system.</li> </ul>	5	Between \$1M and \$5M

**B) PROFESSIONAL SERVICES CONTRACTS**

None			
------	--	--	--

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None			
------	--	--	--



## RAIL TO RAIL

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)

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

<b>A. DESIGN BUILD CONTRACT - CONTRACT NO. C1166 Rail to Rail (Griffith)</b>							
MOD/CHANGE #	DESCRIPTION <small>(if the change is a unilateral, explain in <b>BOLD</b> fonts)</small>	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
None							
<b>B. PROFESSIONAL SERVICES CONTRACTS</b>							
None							
<b>C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS</b>							
None							

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A) DESIGN BUILD CONTRACT - CONTRACT NO. C1166 - Rail to Rail (Griffith)**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1166 Mod tbd CO 30 CN	<p>Mod TBD (CO-30) Temp Traffic Signals and Street Lights (Various Bulletins)</p> <p>The scope of this change addresses the difference between the labor, equipment, and materials the contractor originally anticipated for the temporary traffic signal and temporary street lighting work at public right-of-way intersections based on the example case plans provided, and the actual plans provided to the contractor after bid, during construction. This change does not pertain to traffic control plans as it is the understanding with the Contractor that there is a no cost change with traffic control plans.</p> <p>At the time of bid, the design for the Volume 5 traffic control plans was not completed for all the intersections. The designer assigned cases to the different intersections. However, when the approved traffic control plans were issued, there was difference between the cases and what was issued. The contractor is seeking costs for this change in plans, specifically for the temporary traffic signal (TTS) plans and the temporary street lighting (TSL) plans. This change is not for the traffic control (TC) plans. The contractor has indicated there will be no cost for the traffic control plans.</p>	5 and 7	Between \$1M and \$5M
C1166 Mod tbd CN 125	<p>Design Bulletin (DBul) 125-SSLE Bollards Installation</p> <p>Contractor to provide labor, equipment, and material (except actual bollards that were procured separately) to install both removable and non-removable bollards as shown on C1166-DBul-00125-SSLE Bollards along the Metro Right of Way of Rail to Rail project.</p>	5 and 7	Between \$500K and less than \$1M

**B) PROFESSIONAL SERVICES CONTRACTS**

None			
------	--	--	--

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None			
------	--	--	--

**I-105 EXPRESS LANES**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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

**A. CMGC CONTRACT - CONTRACT NO. PS84667000**

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
003	Modification for the Identified Early Works Package for Segment 1, Construction	5		11/15/2024	\$ 389,126,962	\$ 389,126,962

**B. PROFESSIONAL SERVICES CONTRACTS (WSP Design Contract), Segment 1, Contract # AE275020011497-TO8)**

5	Additional design that includes updating the 100% design to avoid the newly discovered landfills near Normandie Avenue.	5		8/30/2024	\$ 1,908,075	\$ 1,908,075
---	---	---	--	-----------	--------------	--------------

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
--	------	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A. CMGC CONTRACT - CONTRACT NO. PS84667000**

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

**B) PROFESSIONAL SERVICES CONTRACTS (WSP Design Contract), Segment 1, Contract # AE275020011497-TO8)**

	None		
--	------	--	--

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
--	------	--	--

**I-5 NORTH COUNTY ENHANCEMENTS PROJECT**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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. C70396C1205 - OHL USA, INC.**

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**

	None					
--	------	--	--	--	--	--

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS - CONTRACT NO. PS67828000 - HILL INTERNATIONAL**

MOD 2	PS67828000 Project Title: I-5 N HOV and Truck lane	5	9/27/2024	9/30/2024	\$ 33,228,106	\$ 33,228,106
-------	--	---	-----------	-----------	---------------	---------------

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)****A) DESIGN BID BUILD CONTRACT - CONTRACT NO. C70396C1205 - OHL USA, INC.**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CO 33	Wildlife Fencing Enhancements	5	Between \$500K and less than \$1M
MOD 45	Quantity Increase: 840656 - PAINT TRAFFIC STRIPE (2-COAT)	5	Between \$500K and less than \$1M

**B) PROFESSIONAL SERVICES CONTRACTS - CONTRACT NO. AE469080015383 - JACOBS ENGINEERING**

MOD 17	POP Extension through July 31, 2027	5	Between \$1M and \$5M
--------	-------------------------------------	---	-----------------------

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
--	------	--	--

**EAST SAN FERNANDO VALLEY**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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

**A. PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS**

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
PS89616000-MOD-00006	Design Potholing. This contract modification is for the Contractor to complete utility investigations to support the final design of Early Works Package (EWP) 04. The scope encompasses all investigation that is needed to complete the final design of utility relocation for the entire project corridor. Work includes coordination and management of subconsultant activities. Field work will include advanced saw cutting and jackhammering activities, implementation of traffic control, excavation, field surveying, noise monitoring, and post-excavation pavement restoration.	5 - Scope	11/7/2024	11/20/2024	\$ 4,034,495	\$ 3,034,495

**B. PROFESSIONAL SERVICES CONTRACTS - CONTRACT NO. AE58083E0129 - GANNETT FLEMING, INC.**

AE58083E0129-MOD00051	<u>Design Services During Construction (DSDC) for the Advance Utility Adjustments (UA) Packages.</u> Consultant shall provide technical Design Services During Construction (DSDC) of the Utility Adjustments (UA), to be constructed by DWP-PS and San Fernando Transit Constructors (SFTC). Tasks to be performed included review and respond to RFI's from both the Contractor and Third Parties; review and comment on submittals made by the Contractor and Third Parties; review, respond and comment on Nonconformances as necessary; attend construction, field or third-party meetings as requested; attend quality meetings as requested; coordinate with 3rd parties as necessary; make minor design adjustments to plan and/or profile sheets as necessary; and update base files as needed.	5 - Scope	06/20/24	7/1/2024	\$ 691,200.00	\$ 637,162.00
-----------------------	---	-----------	----------	----------	---------------	---------------

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
--	------	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A) PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS**

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

**B) PROFESSIONAL SERVICES CONTRACTS - CONTRACTS NO. AE35279 - KKCS/TRIUNITY**

PS89856000-CWO-013-MOD-00004	FY25 PCSS - DBE Contract Compliance Monitoring, Cost Estimating, Scheduler, PMIS, and Sr. Program Management Analyst. DBE Compliance - Consultant staff shall continue to provide compliance monitoring support from Senior Contract Compliance Officers (Consultants) as required to the Diversity and Economic Opportunity Department through the Program Control Support Services Contract (PCSS) to provide contract compliance monitoring support services consistent with the Department of Transportation (DOT) 49 Code of Federal Regulations (CFR) Part 26 and Metro's Disadvantaged Business Enterprise (DBE) Program and compliance with Metro's SBE Program, and following the attached detailed Scope of Work. Estimating - Metro requires Project Construction Estimating Oversight Services to support the design and construction of the East San Fernando Transit Corridor project through the Progressive Design-Build project delivery method with program management technical support services as follows: Provide on-going Program Management technical support services in accordance with contractual job classifications for a Cost Estimating Manager and/or Sr. Cost Estimator. Continue to provide oversight support and advice on the following topics relative to the selected project delivery method for East San Fernando Valley (ESFV).	5 - Scope	Between \$1M and \$5M
------------------------------	---	-----------	-----------------------

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None	None		
------	------	--	--



**LINK UNION STATION**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2024 - November 30, 2024)**

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.**

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**

Task Order 1	Link US - Life Storage Building Abatement & Demolition - Contract No. AE79441-004-TO-01 - Abatement and demolition of the Life Storage building, including installation of temporary street lighting	5	08/26/24	9/11/2024	\$ 4,669,681	\$ 4,669,681
--------------	--	---	----------	-----------	--------------	--------------

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
--	------	--	--	--	--	--

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2024 - November 30, 2024)**

**A) DESIGN BUILD CONTRACT - CONTRACT NO.**

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

**B) PROFESSIONAL SERVICES CONTRACTS**

CWO16, Mod. 2	Link US - Program Control Support Services (PCSS) - Contract No. PS8985600 - Additional funding to cover difference between ICE and Cost & Schedule Proposal for pending MOD 2	5	Between \$500K and less than \$1M
---------------	--	---	-----------------------------------

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
--	------	--	--

**Attachment B - OIG Spot Check CEO Delegated Authority Delays Avoided (through November 2024)**

Project Name	Total Work Days Saved	Years Saved
<b>Crenshaw/LAX</b>	336	1.3
<b>Regional Connector</b>	463	1.8
<b>Purple Line Section 1</b>	849	3.3
<b>Purple Line Section 2</b>	536	2.1
<b>Purple Line Section 3</b>	486	1.9
<b>Division 20</b>	200	0.8
<b>Airport Metro Connector</b>	123	0.5
<b>Total Savings</b>	<b>2870</b>	<b>11.1</b>

# Program Management Quarterly Change Report Summary

---

Tim Lindholm

Chief Program Management Officer

# Program Management Quarterly Change Report

- This report summarizes quarterly changes valued at greater than \$500,000 for projects managed by Program Management.
- The current Quarterly Change Orders Log is reporting a period from September 1, 2024, through November 30, 2024.
- Changes included in this report are within the approved LOP budget for each project.
- The next Change Order Log will cover the period of December 1, 2024, through February 28, 2025, and will be presented to the April 2025 Construction Committee.

## Quarterly Changes (Sept 1, 2024 – Nov 30, 2024)

Project	# of Approved Changes	Contractor Proposed Amount	Total Approved Amount	Within LOP	# of Pending Changes	Range	Within LOP
Regional Connector	3	\$ 165,700,000	\$ 66,147,079	√	-	-	√
Westside Purple Line Extension Section 1	2	\$ 3,502,440	\$ 3,349,667	√	-	-	√
Westside Purple Line Extension Section 2*	3	\$ 2,290,802	\$ 2,887,850	√	6	Between \$500K and \$1M, \$1M and \$5M, \$5M and \$10M, More than \$15M	√
Westside Purple Line Extension Section 3	5	\$ 73,200,143	\$ 9,780,546	√	-	-	
Division 20 Portal Widening Turnback	-	-	-	-	1	Between \$1M and \$5M	√
Airport Metro Connector	7	\$ 13,109,925	\$ 12,756,672	√	2	Between \$1M and \$5M	√
Rail to Rail	-	-	-	-	2	Between \$500K and \$1M, \$1M and \$5M	√
I-5 North County Enhancements Project	1	\$ 33,228,106	\$ 33,228,106	√	3	Between \$500K and \$1M, \$1M and \$5M	√
I-105 Express Lanes	2	\$ 391,035,037	\$ 391,035,037	√	-	-	
East San Fernando Valley	2	\$ 4,725,695	\$ 3,671,657	√	1	Between \$1M and \$5M	√
Link Union Station	1	\$ 4,669,681	\$ 4,669,681	√	1	Between \$500K and \$1M	√

\*Includes one directive to proceed with change order for secondary tunnel liner. No contractor proposal, hence the difference between proposed and approved amounts.

Project Name	Total Work Days Saved	Years Saved
Crenshaw/LAX	336	1.3
Regional Connector	463	1.8
Purple Line Section 1	849	3.3
Purple Line Section 2	536	2.1
Purple Line Section 3	486	1.9
Division 20	200	0.8
Airport Metro Connector	123	0.5
<b>Total Savings</b>	<b>2870</b>	<b>11.1</b>

OIG Spot Check  
 CEO Delegated  
 Authority Time  
 Saved (Through  
 November 2024)



File #: 2025-0023, File Type: Informational Report

Agenda Number: 16.

**CONSTRUCTION COMMITTEE  
FEBRUARY 19, 2025**

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

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period September 1 to November 30, 2024.

**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 construction 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 Quarterly Major Project Status for the period of September 1, 2024 - November 30, 2024. The OIG gathers the data, reviews all the change orders over \$500,000 and selects change orders from the major projects. The information for the Spot Checks was collected from the Program Management Information System (PMIS), which is the department’s database system. Also, virtual meetings and telephonic interviews were conducted with Metro Program Management, Project Control, and Procurement staff from each involved project office.

For each Spot Check, we summarized:

- Description of the change order,
- Change order detail,
- Scope of Work,
- Budget,
- Schedule (Time to execute the change order),
- Safety, and
- Recommendations (lessons learned are identified starting with this report).



Metro's Program Control department has provided informal responses to this report before its issuance and they are asked to provide written responses to the recommendations in this OIG Spot Checks Report within 30 days after this Report is issued. Included with this report is a spreadsheet with the status of responses concerning previous OIG Spot Check Report recommendations (Attachment B).

## **DISCUSSION**

### **Spot Checks Performed in this Quarter**

#### **Spot Check #1 - Airport Metro Connector (AMC) 96<sup>th</sup> St. Transit Station Project**

This OIG Spot Check report concerns the Airport Metro Connector (AMC) 96<sup>th</sup> St Transit Station Project (Contract C1197 MOD 00045), Excessive Roof Deflection.

#### **Change Order Detail**

See Attachment A Spot Check #1 table.

#### **Summary #1**

**Scope of Work** - This change order of \$833,373 is for MOD 00045. It is related to additional work on the skylight roof at the Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station Project. Conditions of excessive roof damage were caused by the increased load on the structural members. This resulted in the deformation of the structural elements and necessitated rework to maintain structural integrity.

**Budget** - This change order MOD 00045 was negotiated to \$833,373. The Contractor's Proposal (CSP) was \$841,430 and the Independent Cost Estimate (ICE) was \$680,133. The ICE is \$161,297 (19.17%) under the Contractor's Proposal. The negotiated amount is \$153,240 (22.53%) over the ICE. The staff confirmed that funds for this change order are included within the Life-of-Project budget.

#### **Question to Airport Metro Connector Program Management**

The OIG requested an explanation for the variation between the Contractor's Proposal and ICE, and the final change order amount. Was this variation anticipated, or did additional factors arise during implementation that justified this increase?

#### **Response from Airport Metro Connector Program Management**

The variation between the Contractor's Proposal, ICE, and final Change Amount resulted from additional Request for Information (RFI) details and evolving market and project conditions that increased costs. After negotiations, the increase was accepted by Metro. A cost-benefit analysis weighed corrections against schedule impacts, leading to the most efficient solution. Two in-person negotiation meetings ensured the Contractor's proposal was accurate and aligned with field

performance.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The Contractor and Metro agreed on the Scope of Work on October 1, 2024. The modification was awarded on October 23, 2024, and it took staff seventeen workdays to complete all signature approvals, assuming presentation at a February Board meeting date (no December or January meeting), it would have taken a total of 93 workdays to complete the transaction, under the prior Board approval method for change orders.

**Safety** - The Airport Metro Connector Transit Station Project has 1,290,644 Project hours through September 2024 with a Total Recordable Injury Rate (TRIR) of 1.4 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away Restricted or Transferred (DART) rate of 0 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendations/Lessons Learned** - The OIG recommends continuing to perform design constructability, quality, and safety assessments and implementing engineering controls, and monitoring systems to detect technical compliance anomalies early in the project lifecycle.

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

This OIG Spot Check report concerns the Purple Line Extension Section 2 (Contract C1120 MOD 00227), Unforeseen Conditions of the Private Sewer Line in the Critical Path.

#### **Change Order Detail**

See Attachment A Spot Check #2 table

#### **Summary #2**

**Scope of Work**- This change order of \$1,670,988 is for MOD 00227. It is related to permanent improvements and unforeseen conditions of an unidentified sewer line discovered by the Contractor during the piling operations and striking the live sewer line at 2000 Ave of the Stars. The unknown sewer line was not in the as-built utility drawings, and the Los Angeles Bureau of Engineering (LABOE) was unaware of it.

#### **Question to Purple Line Extension 2 Program Management**

The OIG requested an explanation of what exploratory methods were conducted to identify and locate utilities during the design phase?

#### **Response from Purple Line Extension 2 Program Management**

Potholing was conducted for some utilities as part of the design process, but not for all utilities. The sewer line in question exceeded the effectiveness of the Ground Penetrating Radar (GPR). The

prime contractor and infrastructure designer did not account for the sewer line in their plans because it was not identified during the exploratory work of the design phase, and there was no indication of the sewer line in the as-built records provided by the Los Angeles Bureau of Engineering (LABOE). The contractor utilized typical utility location methods (i.e., potholing and GPR).

**Budget** - This change order MOD 00227 was negotiated to \$1,670,998. The Contractor's Proposal was \$1,706,453 and the Independent Cost Estimate (ICE) was \$1,628,401. The ICE is \$78,052 (4.57%) under the Contractor's Proposal. The negotiated amount is \$42,597 (2.62%) over the ICE. The staff stated that funds for this change order are within the recently amended Life-of-Project budget.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The Contractor and Metro agreed on the Scope of Work on October 08, 2024. The modification was awarded on October 21, 2024, and it took staff nine workdays to complete all signature approvals. Under the prior Board approval method for change orders, assuming presentation at a February Board meeting date (no December or January meeting), it would have taken a total of 89 workdays to complete the transaction, under the prior Board approval method for change orders.

**Safety** - The Purple Line Extension 2 Project has 4,757,014 Project hours through October 2024 with a Total Recordable Injury Rate of 2.35 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away Restricted Transferred (DART) rate of .5 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendations/Lessons Learned** - None

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

This OIG Spot Check report concerns the Purple Line Extension Section 1 (Contract C1045 MOD 00231), Wilshire/La Brea Station Plaza Standby Generator and Load Bank Procurement.

#### **Change Order Detail**

See Attachment A Spot Check #3 table.

#### **Summary #3**

**Scope of Work** - This change order of \$2,324,954 is for MOD 00231. It is related to permanent improvements and replacement of the existing 2000 kW standby generator with a larger 2750 kW standby generator at the Wilshire/La Brea Station Plaza. The change order incorporates the Contractor's design, procurement of equipment, and necessary construction improvements.

**Budget** - This change order MOD 00231 was negotiated to \$2,324,954. The Contractor's Proposal was \$2,477,728 and the Independent Cost Estimate (ICE) was \$1,984,603. The ICE is \$493,125 (24.85%) under the Contractor's Proposal. The negotiated amount is \$340,351 (17.15%) over the

ICE. The staff stated that funds for this change order are within the Life-of-Project budget.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The Contractor and Metro agreed on the Scope of Work on November 07, 2024. The modification was awarded on November 18, 2024, and it took staff seven workdays to complete all signature approvals. Under the prior Board approval method for change orders, assuming presentation at a February Board meeting date (no December or January meeting), it would have taken a total of 78 workdays to complete the transaction, under the prior Board approval method for change orders.

**Safety** - The Purple Line Extension 1 Project has 10,456,342 Project hours through October 2024 with a Total Recordable Injury Rate of .84 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away Restricted Transferred (DART) rate of .10 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendation/Lessons Learned** - None

#### **Spot Check #4 - Airport Metro Connector (AMC) at the 96<sup>th</sup> Street Transit Station Project**

This OIG Spot Check report concerns the Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station (Contract C1197 MOD 00049), Improvements of the North-end Perimeter Site Fencing.

#### **Change Order Detail**

See Attachment A Spot Check #4 table.

#### **Summary #4**

**Scope of Work** - The change order of \$1,134,517 is for MOD 00049 It is related to design changes of the north-end perimeter site fencing along Arbor Vitae Street at the Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station Project. The change order amount includes costs associated with the design, procurement of materials, and construction necessitated by the increased number of bus charging stations and infrastructure improvements made by the Los Angeles Department of Water and Power (LADWP).

**Budget** - This change order MOD 00049 was negotiated to \$1,134,517. The Contractor's Proposal was \$1,349,528 and the Independent Cost Estimate (ICE) was \$1,166,373. The ICE is \$183,155 (15.70%) under the Contractor's Proposal. The negotiated amount is \$31,856 (2.73%) under the ICE. The staff stated that funds for this change order are within the Life-of-Project budget.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The Contractor and Metro agreed on the Scope of Work on October 30, 2024. The modification was awarded on November 18, 2024, and it took staff 12 workdays to complete all signature approvals. Under the prior Board approval method for change orders, assuming presentation at a February Board meeting date (no December or January meeting), it would have taken a total of 74 workdays to complete the transaction, under the prior Board approval method for change orders.

**Safety** - The Airport Metro Connector Transit Station Project has 1,290,644 Project hours through

---

September 2024 with a Total Recordable Injury Rate (TRIR) of 1.4 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away Restricted or Transferred (DART) rate of 0 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendations/Lessons Learned - None**

## **FINANCIAL IMPACT**

This report will have no financial impact on the Agency beyond what is described above.

### **Impact to Budget**

For all of the construction change orders reviewed, Metro stated the funds are within the approved budget and will utilize the contingency funds to cover the cost from the Life-of-Project-budget.

- Spot Check #1) \$833,373 Airport Metro Connector 96<sup>th</sup> Street Transit Station Project
- Spot Check #2) \$1,670,988 Purple Line Extension Section 2 Transit Project
- Spot Check #3) \$2,324,954 Purple Line Extension 1 Transit Project
- Spot Check #4) \$1,134,517 Airport Metro Connector 96<sup>th</sup> Street Transit Station Project

## **EQUITY PLATFORM**

In the opinion of the OIG, we considered whether these change orders presented any equity-related issues on their face. The OIG did not receive any data concerning community impacts. The OIG observed no obvious disparate impacts created by these change orders on small businesses or 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.

## **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro Program Management, Safety in construction, and effective financial management. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Office of Inspector General reviews large change orders over a calendar quarter and makes recommendations as appropriate to support Metro's Strategic Plan Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization and CEO goals to exercise fiscal discipline to ensure financial stability. The OIG mission includes reviewing expenditures for fraud, waste, and abuse in Metro programs, operations, and resources. For each selected change order reviewed, the OIG evaluates whether there are red flags of fraud, waste, or abuse taking place. We report the details of the significant change orders and make recommendations consistent with the OIG's Construction Best Practices report dated February 29, 2016, and supplemental report in 2023 more particularly focusing on safety, lessons learned, improving efficiencies, and prudent spending.

### **NEXT STEPS**

The OIG shall provide every quarter, an ongoing spreadsheet of recommendations to Program Control and Program Management. 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 in this report

Attachment B - OIG Recommendations and Responses Tracking Sheet

Prepared by: Stuart Bermudez, Construction Specialist Investigator, (213) 244-7324

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

---

Karen Gorman  
Inspector General

**Spot Check #1 – Airport Metro Connector 96<sup>th</sup> St. Transit Station Project - Contract C1197**

**Change Order Detail**

<u>Description of Modification or Change Order – MOD 00045</u>	
Excess Roof Deflections	
<u>Change Order Dates:</u>	
Scope of Work approved	October 01, 2024
Modification Executed	October 23, 2024
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	17 workdays
Estimate using former Board approval process Agenda for the February Board	93 workdays
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$680,133
Contractor's proposed cost	\$841,430
Negotiated amount	\$833,373
Percentage of negotiated amount <i>over/under</i> ICE	22.53%
Amount less than the Contractor's Stated Proposal (CSP)	\$8,057

**Spot Check #2 – Purple Line Extension Section 2 Transit Project - Contract C1120**

**Change Order Detail**

<u>Description of Modification or Change Order – MOD 00227</u>	
Unforeseen Conditions of Private Sewer Line in Critical Path	
<u>Change Order Dates:</u>	
Scope of Work approved	October 08, 2024
Modification Executed	October 21, 2024
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	9 workdays
Estimate using former Board approval process Agenda for the February Board	89 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$1,628,401
Contractor Stated Proposal (CSP)	\$1,706,453
Negotiated Amount	\$1,670,998
Percentage of negotiated amount <i>over/under</i> (ICE)	2.62%
Amount less than the Contractor's Stated Proposal (CSP)	\$35,455

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

<u>Description of Modification or Change Order – MOD 00231</u>	
Wilshire/La Brea Station Plaza Standby Generator and Load Bank Procurement	
<u>Change Order Dates:</u>	
Scope of Work approved	November 07, 2024
Modification Executed	November 18, 2024
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	7 workdays
Estimate using former Board approval process Agenda for the February Board	78 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$1,984,603
Contractor Stated Proposal (CSP)	\$2,477,728
Negotiated Amount	\$2,324,954
Percentage of negotiated amount <i>over/under</i> (ICE)	17.15%
Amount less than the Contractor's Stated Proposal (CSP)	\$152,774

**Spot Check #4 – Airport Metro Connector 96<sup>th</sup> St. Transit Station Project -**  
**Contract C1197**

**Change Order Detail**

<u>Description of Modification or Change Order – MOD 00049</u>	
Improvements of the North-end Perimeter Site Fencing	
<u>Change Order Dates:</u>	
Scope of Work approved	October 30, 2024
Modification Executed	November 18, 2024
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	12 workdays
Estimate using former Board approval process Agenda for the February Board	74 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$1,166,373
Contractor Stated Proposal (CSP)	\$1,349,528
Negotiated Amount	\$1,134,517
Percentage of negotiated amount <i>over/under</i> (ICE)	2.73%
Amount less than the Contractor's Stated Proposal (CSP)	\$215,011



ATTACHMENT B (FEBRUARY 2025)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>#1 Contract C1197 Airport Metro Connector LRT Roof Excessive Deflection MOD - 0141</p>	<p>I have requested a response from the Project Management team to a series of questions to justify Metro's reasoning.</p> <p>To streamline future adjustments, it is recommended to implement engineering controls and monitoring systems to detect anomalies early in the project lifecycle. Additionally, Metro's quality assurance protocols could benefit from enhancements that balance safety, quality, time, and budget considerations. For instance, ensuring adequate time for structural completion before commencing finishing works could prevent similar change orders in the future.</p>	<p>I received an email reply from the Project Manager on 11/13/2024. He stated that my series of questions justifying processes, cost, and Metro's reasoning of approval will be replied to by EOB 11/15/2024</p> <p>Response from Airport Metro Connector Program Management</p> <ul style="list-style-type: none"> <li>a) The variation between the ROM, ICE, and final Change Amount resulted from additional RFI details and evolving market and project conditions that increased costs. After contractor negotiations, the increase was deemed justifiable. A cost-benefit analysis weighed deflection corrections against schedule impacts, leading to the most efficient solution. Two in-person negotiation rounds ensured the contractor's proposal was accurate and aligned with field performance.</li> <li>b) Recovery costs were deemed unfeasible for AMC due to complex project conditions, including delegated designs, challenging field scenarios, tight schedules, logistical constraints, and structural steel integration. Lacking evidence of significant design or workmanship issues by the Engineer of Record (EOR) or Contractor, no basis exists to invoke warranties or pursue recovery.</li> </ul>	
<p>#2 Contract C1120 WS Purple Line Extension 2 Storm Drain /Unforeseen conditions MOD - 00227</p>	<p>I have requested a response from the Project Management team to a series of questions to justify Metro's reasoning.</p> <p>The prime contractor and infrastructure designer did not account for the sewer lateral in their plans because there was no indication in reference documents provided by the Los Angeles Bureau of Engineering (LABOE). The contractor utilized utility location methods (i.e., potholing and GPR) which were unsuccessful. I reviewed the contractor processes and as-build utility records with the Los Angeles Bureau of Engineering (LABOE), which revealed no records of the private sewer lateral and supports the justification of the change order.</p>	<p align="center">Agreed</p>	
<p>#3 Contract C1045 Purple Line Extension 1 Transit Project Wilshire/La Brea Station Plaza stand-by generator and load bank procurement. MOD 00231</p>	<p align="center">None</p>	<p align="center">No Comment</p>	
<p>#4 Contract C1197 Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station Improvements of the north-end perimeter site fencing MOD 00049</p>	<p align="center">None</p>	<p>The change includes costs associated with the design, materials, and construction that were necessitated by the increased number of bus chargers and modifications implemented by the LADWP.</p>	

ATTACHMENT B (JANUARY 2024)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>#1 Contract C1136: Division 20 Portal Widening Turnback Project MOD-0109: Lighting Various Civil and Electrical Changes</p>	<p>The OIG recommends continuing forward with cost recovery from the Designer of Record.</p>	<p>Agreed</p>	
<p>#2 Contract C1197 Airport Metro Connector Transit Station/96th Street Station MOD 0027 - Low Voltage Cabling</p>	<p>The OIG recommends that the project office contacts the Airport monorail construction support team and recommend they install the Low Smoke Zero Halogen (LSZH) type fiber optic cable also.</p>	<p>The Project will coordinate with LAWA to install Corning's NFPA 130 compliant optical cable type which also meets Low Smoke Zero Halogen (LSZH) classification to be consistent with the optical cables on AMC project.</p>	
<p>#3 Contract C1045 Purple Line Ext. Section 1 CO-0045: SCE and LADWP Change to Electrical Rooms and Equipment (Construction with minor design).</p>	<p>The OIG recommends staff work closely with SCE and LADWP to confirm their approvals for the requested work and to update any MRDC standard or specification to ensure that Metro corrects any out of date standards in relations to SCE or LADWP.  It is recommended that Management discuss with the Diversity and Economic Development Department if the standard change order language might be revised to indicate a particular SBE/DBE goal for the change order "unless the contractor has already met the SBE/DBE goal for the contract as a whole".</p>	<p>#3 (Top Half): The Project will continue to work closely with DWP/SCE. Metro engineering (Gateway) can look into updating the MRDC with some of the more significant changes that DWP/SCE requested but it should be noted that many of the changes that LADWP and SCE request are not in the ESR Manual or any other type of standard but came about due to safety concerns as they progressed through the work in the field.  #3 (Bottom Half): The Project Manager and DEOD clarified the Contract requirements for achieving the DBE goal for Changed Work in the above attached letter.</p>	
<p>#4 Contract C1152: STATIONS Purple Line Ext. Section 3 CO-091.2: Water Supply Loop System at Wilshire &amp; Federal Intersection</p>	<p>None</p>	<p>None</p>	

ATTACHMENT B (OCTOBER 2023)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
#1 Contract C1136: Division 20 Portal Widening Turnback Project MOD-0093: Rebar for Contact Rail Encasement	The OIG recommends an updated ICE reflecting the complete work that should have been requested to aid in the negotiations with the contractor for final settlement. Lessons Learned is to evaluate ductbanks in trenches for compliance with applicable city standards and loading requirements for static and dynamic loading demands when installing these. Future design plans should include this as a requirement to check.	None.	
#2 Contract C1151: TUNNELS Purple Line Ext. Section 3 CO-011: Extension of Time and Re-sequencing of Contract Work	The OIG recommends that a determination be made whether the Tunnels contractor can be held liable for any costs incurred from the Station contractor, and vice versa, when delays occur that are the responsibility of a contractor and further study potential project recovery time.	The Metro project team has assessed the cost responsibilities in accordance with the Contract, which does not provide this mechanism. The overall project recovery time is being addressed by implementing the accelerated resequencing schedule.	
#3 Contract C1152: STATIONS Purple Line Ext. Section 3 CO-0109: Extension of Time	Lessons Learned from previous contracts was to state a delay compensation rate. This action was included in this contract (delay compensation rate of \$24,000/day) and eliminates future disagreements and litigation.	The C1152 contract procurement commenced prior to the other contract lessons learned, and the C1152 Contract includes the same Delay Compensation terms as the other contracts.	
#4 Contract C1152: STATIONS Purple Line Ext. Section 3 CO-0109: Acceleration and Re sequencing of Contract Work	The OIG recommends Metro evaluate these three change orders in order to reduce the time impact to the schedule and increase work acceleration.	Metro minimized the time through acceleration and re-sequencing implemented by COs to both C1151 and C1152 Contracts resulting in acceleration of project substantial completion to January 2027.	

ATTACHMENT B (JULY 2023)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>July 2023 #1 Contract C1197 Airport Metro Connector MOD-0245: Bulletin 28 – Onsite DWP &amp; Bus Charging</p>	<p>The OIG recommends Metro review all construction plans for satisfaction of the zero-emissions bus fleet objective to add as appropriate electric charging capability.</p>	<p>Confirmed. Project has been in consistent coordination with the Bus Operations Group since 2019. Initial coordination landed on 3 chargers which were included in the original construction bid contract. Additional coordination after release of original contract documents introduced the 2020 Layover Charging Analysis, which has led to four (4) additional chargers and an entire new LADWP Yard being placed into the project for seven (7) bus charging stations total. This final number and layout of bus chargers has been coordinated and confirmed with Metro Bus Operations.</p>	<p>Fall 2024 is the current estimated schedule</p>
<p>#2 Contract C1045 Purple Line Ext. Section 1 CO-0028: Expedite Cutterhead Removal at Tail Track</p>	<p>The lessons learned from this change order is to add to the initial Contract details on the tunnel boring machine interplay between the two projects and the cutterhead removal and scheduling.</p>	<p>Accept</p>	
<p>#3 Contract C1120 Purple Line Ext. Section 2 CO-0179: Provisions for WRS North Secondary Entrance</p>	<p>The OIG recommends continual monitoring of the City of Beverly Hill design plans as they near construction as to avoid any construction impacts, safety concerns and complications at the knockout panel.</p>	<p>The Project agrees with this recommendation and will continue to monitor the City's design. Currently, the City has paused the design to reassess its project budget.</p>	
<p>#4 Tunnel Contract C1151 Purple Line Ext. Section 3 MOD-0024: Claim-04 Gravel Seam Impact BR Tunnel Rings 399-486</p>	<p>The OIG recommends more geotechnical exploration in the development of the Geotechnical Baseline Report as to better identify the correct soil characteristics.</p>	<p>Extensive ground investigations were performed to provide data to support writing of the C1151 Geotechnical Baseline Report (GBR). Additional investigations help, but costly, they are not a panacea, as the alluvial soils of the Los Angeles Basin are heterogeneous (highly variable), so additional boreholes would not identify every change in the ground. The considered baseline using experience as well as borehole information presents the expected changes in the GBR. This enables pricing of risks that are within the control of the Contractor and not to transferring this ground conditions risk to the contractor. Metro Rail Design Criteria (MRDC) Section 5 GBR requirements are being revised &lt;Metro Chief Engineer to confirm&gt; to control use of 2022 ASCE GBR suggested guidelines, including ground investigation requirements, to better define baseline soil characteristics.</p>	<p>September 2023 &lt;Metro Chief Engineer to confirm when the MRDC revisions will be completed&gt;</p>

ATTACHMENT B (APRIL 2023)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
April 2023 #1 Contract C0980 Regional Connector MOD-0245: 10-Inch Sanitary Sewer Relocation & Upsize existing 8-Inch Sewer to 12- Inch	The OIG recommends to Work with the City where construction is going to occur at the earliest possible time to determine their requirements so that those requirements can be negotiated, included in the bidding documents when released with correct information and requirements, and if the requirement change is caused by Metro's increased utilization of the utility or if it amounts to a betterment for which a sharing/contribution should be made.	Agreed. Projects should do their best to identify utility conflicts ahead of time, but depending on the area and available documentation that is not always possible. This work was impacted by both surrounding facilities and modified work sequencing in the intersection when the project changed the plan after realizing the utility impacts of the terminated AUR contract.	
#2 Contract C1045 Purple Line Ext.Sect.1 CO-0022 Fully Guarded Double Crossovers	The OIG recommends consulting with Operations on the desired headway speeds at the design phase so that these requirements can be added at the earliest possible times. This may be added to the Construction Departments Lessons Learned data base to have fully guarded double crossover rail to keep the minimum headway and protect rail cars to avoid possible derailment in the future in the initial design and specifications and avoid future change orders.	Concur that the Project's required crossover speeds need to be finalized during the design phase and those needed speeds, combined with the available station box crossover length and width, will determine if a fully guarded crossover is required and if it will be required to be included as part of the Project's design.	
#3 Contract C1120 Purple Line Ext.Sect.2 CO-0058: Project and Construction Site Delay Impacts	<p align="center">None</p>		
April 2023 #4 Stations Contract C1152 CO-0090.1 & MOD-0089 Purple Line Extension Section 3 UCLA Station - Additional LADWP Temporary Power Conduits	The OIG recommends: 1. For the Project to submit to the Lessons Learned data base, run by the Quality Assurance group, the events regarding coordination with LADWP (or another third-party utility) which required the increase in size of conduits and forced relocation of the ductbanks. By submitting information of these changes to the Lessons Learned data base, future projects will be warned that there might be an update to the electrical requirements applicable to their project.  2. The Metro Rail Design Criteria (MRDC) should get periodic updates to include new standards by agencies that review and approve Metro construction so that when future RFPs are issued they comply with those mandatory standards. This will not foreclose Metro seeking a waiver or amendment in the future from that entity on an individual project that might reduce the cost and that will not require a costly change order. Additionally, the MRDC should be updated to encourage early coordination with the third-party utilities to obtain their written agreement to the specifications for a project prior to the RFP issuance.	1. Agreement in sharing the LADWP standards (that were not previously made available to the project by LADWP) to be available for other Metro projects. 2. Third Party standards are maintained by the respective Third Parties and provided to Metro during the design phase for each project. Early coordination occurs with Third Parties; however, disclosing the current and applicable standards has at times not been consistent by the Third Parties. Metro is currently working with LADWP to establish a new Utility Cooperative agreement. Agreement terms: to include language where standards will be memorialized at the time of RFP issuance, language accommodating early involvement, language to establish a design freeze, language to define betterments, as well as other terms to minimize risks on projects. Similar agreements are also being pursued with other utility owners. It should also be noted that Metro is closely coordinating with all applicable City's and utility owners from an early engagement standpoint while the Projects are still in the planning phases. The following actions are currently being taken; Establishing and execution of Master agreements and Utility Cooperative Agreements with applicable City's and utility owners prior to the start of Preliminary Engineering and prior to the release of RFP's. Other general actions being taken include establishing more robust potholing and subservice investigations early on and engagement with utility owners early on to identify fatal flaws and pitfalls with alternatives. Pitfalls such as unavailability of power in the area to accommodate TBM's, addressing heavy relocations, identifying schedule challenges with relocations should they be required. The MRDC is a live document and goes through review and updates on a regular basis and usually before award of a major contract. MRDC is currently undergoing a major review and update. We have and will continue to share our MRDC with City of Los Angeles. The MRDC mainly refers to the Green Book for roadway and utility related items which is what almost all the Cities use as well. With the current efforts to engage the third parties prior to the release of the RFPs, we should be able to catch any third-party requirement that would be outside the Green Book and MRDC.	

ATTACHMENT B (January 2023)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
January 2023 #1 Contract C1136 CO-0121.1 Division 20 Portal Widening and Turnback Project - Site Improvements for Garfield Yard to Store New Special Trackwork	As was recommended in the prior quarterly construction change orders spot check report, the OIG recommends the issue of liability for sub-contractor's bonds and insurance be resolved, and further change orders follow the standard Metro construction practices and procedures.	Recommendation is noted. VCM is seeking a resolution to the sub-contractor bond and insurance for change orders.	
January 2023 #2 Contract C1045 CO-0015 Purple Line Extension Section 1 Station Artwork Architectural Glass	The OIG recommends that a final scope of work and agreed upon total costs be determined as soon as possible.	Metro acknowledges the OIG's recommendations and will work toward resolution of scope & cost disagreements involving the Architectural Art Glass. Negotiations are pending the contractor's confirmation on available dates for these negotiations.  To avoid these potential impacts for future projects, WPLE 1 is working with the Metro Art department on a lesson learned session to help implement a change in the development of the artwork scope in future contracts. This will impact the contractual and procurement requirements for the artwork (timing, line item allowances, contingency) so that there is less cost discrepancy for the artwork between the time overall Construction Contract is developed and when the artwork is procured.	
January 2023 #3 Contract C1120 CO-0023.2 Purple Line Extension Section 2 Relocated UPE Plenum at Westfield Mall	None.		
January 2023 #4 Tunnels Contract C1151 MOD-0007.2 Purple Line Extension Section 3 Revisions to Southern California Edison (SCE) Power Connection	The OIG recommends that in all future contracts where it is possible to consolidate planned multiple street utility construction works, that a single trench be dug and both temporary and permanent power conduits be installed in the same trench at the same time as to reduce costs and minimize impacts to the neighborhood.  The OIG further recommends, that when the Metro management authorize work and exercise their authority under this Delegation Policy, there should be a maximum period after that action that it must be reported in the quarterly program management report, and not wait 3 years to negotiate the modification and report an action to the Board.	PM and V/CM have committed to working together as necessary to analyze the issue and seek resolution. As part of that process, the two departments will work with the Office of the IG to close out the action.	

ATTACHMENT B (October 2022)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>October 2022 #1 Contract C0980 MOD-0239 Regional Connector Transit Corridor Project - Additional AT&amp;T Duct bank Installations at 2nd Street – Construction</p>	<p>The OIG acknowledges the unknown underground site condition of numerous conflicting underground utilities, but the existing AT&amp;T communication vaults that were both too small and in poor condition were known prior to the beginning of contract. It should be noted that AT&amp;T did not initially provide design or informational requests for new vaults and now Metro must create a change order and pay the contractor for an oversight on the utility's behalf.</p> <p>The OIG recommends, as a Lesson Learned, that in project planning for Metro to ask the utility company to acknowledgement that all vaults, duct banks, and utility lines conform to current specifications and are in satisfactory condition. It is prudent for Metro to be aware of the utilities condition before entering into a construction contract.</p>	<p>Agreed. The AT&amp;T infrastructure was not in a condition that could be hung in place safely resulting in the construction of a new system. It would be best to understand the condition of all utilities to the best possible extent prior to start of construction but not always possible.</p>	
<p>October 2022 #2 Contract C1136 CO-0017.4/MOD 0037 Division 20 Portal Widening and Turnback Project - 1st Street Bridge Continuous Monitoring</p>	<p>As was recommended in the prior quarterly construction change orders spot check report, the OIG recommends the issue of liability for sub-contractors claims and bonds be resolved so that it is not necessary to use NTE change order methods, and further change orders follow the standard Metro construction practices and procedures.</p>	<p align="center">Agreed</p>	
<p>October 2022 #3 Contract C1197 MOD-009 Airport Metro Connector Transit Station Bulletin 16 – Light Rail Transit (LRT) Fence Updates</p>	<p>The OIG recommends Metro consider updating Metro's design criteria and necessary specifications to reflect current 2022 California Seismic standards in the MRDC and future requests for proposals to build better and be prepared for future earthquakes. This may be considered a lesson learned.</p>	<p>The OIG recommendation may not completely reflect the issue. The contract MOD for bulletin 16th was the result of design change during the construction. In reviewing of the contractor's submittal, two things became apparent. First, the picket members were very heavy and disproportionate to the size of the horizontal members carrying them which created a structural concern. The second issue was a quality/constructability concern as the design shown on the contract drawings and the shop drawings required each picket to be field welded in place. All welds are required by the original Contract Documents to be ground smooth. The design change addressed both issues. For the structural issue, the thickness of the 4" o.c. pickets were reduced although the depth of the horizontal members was increased. For the constructability issue, the pickets were panelized so that they could be shop fabricated and craned into place. The panels were attached to the horizontals with bolts rather than welds, speeding up the installation time which would reduce crane use and reduce field welding and grinding. None of these issues were related to Metro's design criteria or technical spec.</p>	
<p>October 2022 #4 Contract C1045 MOD 0159 Purple Line Ext. Sect. 1 Track Level Access Openings at Wilshire/Western, Wilshire/La Brea and Wilshire/ La Cienega</p>	<p>None</p>		

ATTACHMENT B (August 2022)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
August 2022 #1 Contract C1136 MOD-0029 Division 20 Portal Widening and Turnback Project - Time Extension for MOD-20 Addl Scope and Addl Requirements for DIV 20	The OIG recommends, that all future construction contracts include a capped amount per day to pay the contractor when Metro stops critical path construction work or contractor incurs significant delays due to unforeseen causes.	Agreed	
August 2022 #2 Contract C1136 CO-0011.3 Division 20 Portal Widening and Turnback Project - 1st Street Viaduct - Crack and Spall Repair	1) The OIG recommends that the scope of work should be agreed upon as soon as possible.  2) The OIG recommends the issue of liability for sub-contractors claims and bonds be resolved, and further change orders follow the standard Metro construction practices and procedures. We further recommend that the language concerning bonds and sub-contractors in the Metro standard forms for modification/change orders be moved to the Metro standard contract terms and conditions.	Agreed	
August 2022 #3 Contract C1120 CO-0041 Purple Line Ext. Sect. 2 Tunneling Suspension Associated with Abandonment of Oil Wells	The OIG recommends Metro consider implementing Unilateral change orders when the contractor is claiming compensation for delays greater than the contract cap permits.	Agreed	
August 2022 #4 Stations Contract C1152 CO-0035.1 Purple Line Ext. Sect. 3 VA Steam Tunnel Size Increase and Redundancy	Now that the cost schedule proposal (CSP) has been received, the OIG recommends that the Contractor's CSP be thoroughly evaluated to finalize the change order to enter into an agreed upon modification to replace working on a NTE basis as soon as possible.	The Contractor has split the CSP into two parts. Part 1 is the heavy civil work. Part 2 is the Mechanical / Electrical / Plumbing work.  Metro has finalized their analysis of Part 1 of the Contractor's CSP of the change and should finalize a value with the contractor imminently.  Metro has performed an initial round of fact finding and analysis of Part 2 and is engaging in further meetings with the Contractor to resolve the differences.	



ATTACHMENT B (April 2022)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
April 2022 #1 Contract C0988 MOD-0551 Crenshaw/LAX Transit Corridor Project Landscape Changes – Park Mesa	none		
April 2022 #2 Contract C0980 MOD-00230 Regional Connector - Transit Corridor Project Alameda Emergency Stair Exit (ES2)	The OIG recommends in-house plan review be as fully completed as possible before Metro groups sign off on the design plans.	The project team agrees with OIG and does have both project staff and Metro staff provide reviews for all plans. This change originated with the change in FLS requirements within the Wye which was identified after award of contract.	
April 2022 #3 Contract C1045 MOD-0144 Purple Line Extension Sect. 1 Construction LA Cienega Station During Mining	none		
April 2022 #4 Contract C1045 MOD-0147 Purple Line Extension Sect. 1 Vapor Extraction Street Restoration	none		

ATTACHMENT B (January 2022)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>January 2022 #1 Contract C0980 MOD-00218 Regional Connector - Transit Corridor Project Metro Eastside Access Improvement Project "Segment 2" Esplanade and other improvements along Alameda Street – Construction Only</p>	<p>none</p>		
<p>January 2022 #2 Contract C1136 CO-00020.2 Division 20 Portal Widening and Turnback Project Differing Site Conditions - Connections to Existing Ductbanks and Unknown Utilities Impacts</p>	<p>The OIG recommends that Metro continue to track the time and materials used by the contractor while negotiating the Contractor's cost and schedule proposal and to bring this change order to a final award amount.</p>	<p>Final award amount for CO-00020.2 has been reached. Negotiations with the Contractor (TPC) consisted of multiple workshops to reach agreement on rates of production, activity duration, labor, materials and equipment required, complexity of the work. Since agreement on these items was challenging, Metro made a business decision to start with the contractor's estimate and deduct items that were not allowed in the contract. A final settlement for CO 20 was reached at \$43.3M, approximately \$10M under the contractor's original estimate. A time delay for changes related to CO 20 in the amount of \$6M, or 6 months at \$1M per month, has also been agreed upon for these changes.</p>	<p>Substantial Completion and commissioning of the turnback track is scheduled for late Fall of 2024 to coincide with Revenue Operations of PLE1. Final project completion could be as much as a year later.</p>
<p>January 2022 #3 Contract C1120 CO-00034 Purple Line Extension Sect. 2 Century City Constellation Station Storm Drain and Sanitary Sewer Relocation Construction of MOD 70 Design</p>	<p>none</p>		
<p>January 2022 #4 Contract C1152 MOD-0007 Purple Line Extension Sect. 3 Replacement Parking at VA Hospital Lot 42 During Station Construction</p>	<p>The OIG recommends that the Contractor be instructed to timely submit cost proposals, enter negotiations, and sign agreements before work is performed so Metro can process the work order close in time to work being performed, not only to pay the contractor but to help ensure the sub-contractors are paid timely.</p>	<p>No comments</p>	

ATTACHMENT B (October 2021)

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

ATTACHMENT B (July 2021)

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

ATTACHMENT B (April 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>April 2021 #1 Contract C0988 MOD-00253.3 Crenshaw/LAX Transit Corridor Project Landscape Changes – Park Mesa</p>	<p>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.</p>	<p>-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.</p>	
<p>April 2021 #2 Contract C0980 MOD-00188 Regional Connector - Transit Corridor Project 2nd/Hope Pedestrian Bridge - Construction</p>	<p>no recommendation concerning this change order</p>		
<p>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 &amp; Century City Constellation Stations</p>	<p>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.</p>	<p>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.</p>	
<p>April 2021 #4 Contract C1120 MOD-0095 0100 Purple Line Extension Sect. 2 Century City Constellation Main Entrance - Construction</p>	<p>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.</p>	<p>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.</p>	

ATTACHMENT B (January 2021)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>January 2021 #1 Contract C0980 MOD-00184 Regional Connector - Transit Corridor Project Expanded Duco Yard and Temple Street Sanitary Sewer Work</p>	<p>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.</p>	<p>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.</p>	<p>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.</p>
<p>January 2021 #2 Contract C1045 MOD-00121 Purple Line Extension Sect. 1 Alternate Soil Disposal</p>	<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>	
<p>January 2021 #3 Contract C1120 MOD-0091 Purple Line Extension Sect. 2 Increase UPS Spare Capacity at Wilshire Rodeo and Century City Constellation Stations</p>	<p>The OIG recommends that immediately prior to sending out an RFP, Metro should insure that the most current MRDC is used.</p>	<p>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.</p>	

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
<p>October 2020 #1 Contract C0988 MOD-00485 Crenshaw/LAX Transit Corridor Project Case 5 Bedding Required by LABOE</p>	<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>	<p>Recommendation will be incorporated into C/LAX project Lessons Learned.</p>	
<p>October 2020 #2 Contract C1045 MOD-00111 Purple Line Extension Sect. 1 Fairfax Paleo Zone Modified Limits</p>	<p>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.</p>	<p>Recommendation will be incorporated into PLE1 project Lessons Learned.</p>	
<p>October 2020 #3 Contract C1120 MOD-00080 Purple Line Extension Sect. 2 Demobilization and Remobilization due to COBH Moratorium</p>	<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>	<p>Agreed.</p>	
<p>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>	<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>	<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.</p>	



ATTACHMENT B (October 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>October 2020 #5 Contract C1151 MOD-005 Purple Line Extension Sect. 3 Addition of Sepulveda Staging Area to Compensate VA Site Reduction</p>	<p>The Purple Line Extension 3 was a 'next decade project' and was accelerated to be completed in the next 5 years with many project processes that had to be compressed to meet the schedule. We also understand that the real estate acquisition process is contingent on the funding being in place.</p> <p>The real estate acquisition process and all other real estate arrangements must be negotiated as early as possible and negotiate those property rights strategically to ensure we have our real estate needs met at the earliest and least expensive manner possible.</p>	<p>The space available for staging at the Tail Track Exit Shaft on the Department of Veterans Affairs Campus is limited; being located in a nationally designated historic district. Metro Real Estate and Project Staff have and are working closely together, in a timely manner to ensure real estate acquisitions are coordinated with project need dates to minimize overall risk and cost to Metro in delivering the project.</p>	

ATTACHMENT B (August 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
August 2020 #1 Contract C1045 MOD-00095 Purple Line Extension Sect. 1 Transit Project: Phase 5 Golder EOR Mitigation Plan Implementation	<p>The OIG is in agreement with applying extra safety precautions that the Metro project office has put forward. Where conditions are relatively unique to the tunneling industry, more prescriptive specifications for means and methods in these zones is warranted.</p> <p>Since the Contractor, Golder Gas, performed the entire mitigation plan including removal and mitigation, the OIG recommends that LA Metro ensure that Golder Gas is held contractually, jointly, and severally liability for any future incident involving gas in the area where the soil vapor extraction wells and the monitoring wells are installed and abandoned. This is the common practice in environmental cases where a "consulting expert" is hired to monitor and mitigate a hazardous substance issue.</p>	<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>	
August 2020 #2 Contract C1045 MOD-00106 Purple Line Extension Sect. 1 Center Muck Shaft at La Brea (ECI-03)	<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>	
August 2020 #3 Contract C1045 MOD-00107 Purple Line Extension Sect. 1 Center Muck Shaft at La Brea (ECI-03)	<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 personnel 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
<p>August 2020 #4 Contract C1120 MOD-00073 Purple Line Extension Sect. 2 Century City Constellation Station Track Work Extension</p>	<p>1. The OIG is concerned that a bid is almost 3 times over the ICE, when you are in a noncompetitive circumstance, may not be a good faith offer or bad communication on specifications. Such behaviors can have the effect of damaging a relationship during an early phase of construction and create distrust that can harm project collaboration in the future. We appreciate a contractor's willingness to proceed on work even without a commitment from Metro in some cases for the payment for that work, but recommend the contractor exercise greater care in formulating its proposals and that Metro be clear and fair but diligent and firm in its ICE calculations and negotiations stance.</p> <p>LA Metro is having to absorb the cost of track extension change orders that arose due to errors and omissions on the part of the engineering consultant WSP. The OIG was informed that WSP miscalculated the braking distance in the initial project definition drawings that were supplied to the construction contractor. Metro will have to cover this expense with the contractor, but should look to the design engineering firm for reimbursement to Metro of the costs it would not have had to otherwise incur less amounts saved or mitigations.</p> <p>2. The OIG additionally recommends that Metro review the current Metro Rail Design Criteria (MRDC) compared to the newly released FRA track design standards for accommodating a train entering a stub-end to determine if any modification or update to our MRDC is warranted.</p>	<p>1. If a Cost and Schedule Proposal (CSP) is significantly higher than the Independent Cost Estimate (ICE), Metro's Contract Administrator and the Project Team engages in further meetings with the Contractor to clarify scope in order to determine the source of the discrepancies between the two estimates. These meetings are professional in nature, and often result in favorable resolution on a price that is somewhere between the ICE and the revised CSP. This process ultimately leads to the execution of mutually agreed upon Contract Modifications, and avoids costly disputes related to Changed Work.</p> <p>Related to the cost of the change, if WSP had calculated the braking distance correctly, the Contractor's proposal price would have included the cost for the trackwork that was recently added by Contract Modification. As a result, the awarded contract value would have been slightly higher, and the project contingency slightly lower at Notice to Proceed. The only additional cost that this error by WSP may have created is a theoretical premium for paying for added trackwork in a non-competitive environment, which would be difficult to prove. It should be noted that the difference between the executed Contract Modification price and the ICE was about 17%, or \$171,000. As a result, it is likely that it would be difficult for Metro to determine if it paid a non-competitive premium. That said, the recommendation will be discussed with senior executive management in VCM and Program Management to determine if any action against WSP will take place.</p> <p>2. This recommendation will be referred to Metro Engineering for consideration.</p>	

ATTACHMENT B (April 2020)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>April 2020 #1 C0980 MOD-00161 Regional Connector - Procure Medium Attenuation Fasteners In lieu of Standard Direct Fixation Rail Fasteners for the 2nd &amp; Broadway Crossover</p>	<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 guideway 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>	<p>Completed with issuance of subject contract modification. Equipment to be installed 3rd quarter 2020</p>
<p>April 2020 #2 C1045 MOD-00098 Purple Line Sect. 1 Additional Air Scrubbers at Fairfax Station</p>	<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>	
<p>April 2020 #3 C1120 MOD-00064 Purple Line Sect. 2 Geotechnical Instrumentation Installation and Monitoring AT&amp;T and Beverly Hills High School</p>	<p>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.</p>	<p>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.</p>	
<p>April 2020 #4 C1151 MOD-00001 Purple Line Sect. 3 Revise the Tail Track Exit Shaft Location from US Army Reserve to Veterans Affairs Property</p>	<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>	<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.</p>	

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, it was decided that Metro County Counsel would provide a preliminary review on the issue and it would be revisited in the future.</p>	

ATTACHMENT B (Oct 2019)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>Oct. 2019 / #1 C0988-MOD-00432 Crenshaw/LAX - Update Station Customer Signage, Construction</p>	<p>The Metro RDC was updated with 2010 ADA Standards for Accessible Design later, and after the release and execution of the Crenshaw contract. When new standards are issued all request for proposal specifications pending after that date should be reviewed for correction before release when possible.</p> <p>For request for proposals released between 2010 and 2014, (when we changed the specification and Metro RDC) the OIG recommends immediate evaluation to determine if they were also awarded based on the old pre-2010 standards to determine whether their projects might be similarly impacted.</p>	<p>Agreed</p>	
<p>Oct. 2019 / #3 C1078 MOD-00083 Purple Line Sect. 1 - La Cienega Dewatering DSC</p>	<p>The Geotechnical Baseline Report stated that the ground conditions would permit drainage of water. The OIG questions if the consultant who developed the Geotechnical Baseline Report properly interpreted the boring data. Investigation is warranted to determine if the report accurately reflects the data.</p> <p>The OIG recommends recovering part of the cost, if the investigation demonstrates that the report was erroneous. The OIG further recommends future Geotechnical Baseline Reports should include interpretation of the borings to determine within a 95% confidence level the nature of the underlying soil and the location of the water table.</p>	<p>Project reviewed the GBR and actual field data and concludes this is a DSC. There is no error and omission on the part of the consultant.</p>	
<p>Oct. 2019 / #4 C1078 MOD-00085 Purple Line Sect. 1 - Geotechnical Instrumentation: Revise Geotechnical Contingency Plan and Reporting</p>	<p>The OIG recommends if Metro believes this change order is a betterment, then Metro should complete the new "Potential Notice of Betterment" form, submit a copy to LABOE and retain a copy for negotiations at the end of the contract if not sooner. This means Metro would move forward at LABOE expense. Going forward, this "Potential Notice of Betterment" form should be completed when applicable and submitted to the LABOE prior to agreeing to move forward, thus allowing the LABOE to make the decision if the betterment is truly necessary.</p>	<p>Project concurs and will develop a Potential Notice of Betterment for LABOE.</p>	

ATTACHMENT B (July 2019)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>July 2019 / #1 C0988-MOD-00426 Crenshaw/LAX - Irrigation Water Meters, Park Mesa Medians</p>	<p>The OIG recommends this disagreement between the City of Los Angeles Public Works and LA Metro about the responsibility for the changes should be discussed and resolved.</p>	<p>This item is tied to the tree permit that included adding pavement in areas beyond the project limits, increasing the number of replacement of trees for those cut down, adding landscaped medians (which require the subject irrigation). All of the items above were discussed with City and the two parties agreed to an MOU for which the City would be paid 3.5 million to pave the street (work valued at 7.0 million plus) and that this agreement resolved the other issues mentioned above with Metro installing at its cost (medians, trees...etc.)</p>	
<p>July 2019 / #2 C0980 MOD-00141.2 Regional Connector - Impacts to Support of Excavation: Decking, Utilities and Temporary Drainage</p>	<p>The OIG recognizes the age of the buildings at the site and errors of definitive drawings.</p> <p>The OIG recommends to research on the front end, even drawings to confirm accuracy, to preclude issuing an expensive change order after construction has commenced.</p>	<p>There are definitely some lessons to be applied to future projects based on Regional Connector's experience with utilities. The most Signiant finding is the need to conduct utility condition assessments in areas where cut-and-cover construction is planned. This could be accomplished by a combination of potholing, inspection of maintenance holes/vaults and research with the utility owner. The documented age of the utility and the presence of large masonry vaults/maintenance holes, should serve as guides in the determination of whether facilities should be replaced.</p>	<p>No further action by Regional Connector</p>
<p>July 2019 / #3 C1078 MOD-00025 Purple Line Sect. 1 - Revised Low Impact Development (LID)</p>	<p>The OIG recommends that all upcoming sites where known industrial and railway activity occurred, that a full investigation of soils occurs and is stated in the Environmental Impact Statement. Performing such investigation early may result in additional early costs, but these circumstances will then become known costs of the project and may be prepared with less delay and less costs than waiting.</p>	<p>Site investigation and soil remediation was completed prior to the construction of the site. However, the original plan for the DTSC directed site cleanup was the previous owner's responsibility. Due to the nature in how this property was eventually acquired in order to meet the construction schedule (imminent domain) there was no time to clean up the groundwater issues prior to LID designs. and assess any data gaps that may have existed. Orders from the DTSC to continue remediation efforts of the groundwater, beyond Metro's planned clean up phase, pushed the environmental effort beyond a clear end date which in effect conflicted with the LID design since it would be predicted to pushing an identified contaminated groundwater plume during rain events once completed. In the future, if Metro can anticipate action to be required from outside entities (that can take significant time to develop and execute) beyond the initial environmental phase, it will request contractor to change the design prior to 60% completion to avoid major changes</p>	
<p>July 2019 / #4 MC1120 MOD-00037 Purple Line Sect. 2 - Revision to Avg Depth of Seismic Borings along Wilshire Blvd. on Tunnel Reach 5</p>	<p>The OIG commends the Engineering department for taking supplementary steps to determine additional the location of seismic fault line in relation to the track alignment for improved safety and long-term structural integrity.</p>	<p>Noted</p>	<p>N/A</p>

ATTACHMENT B (April 2019)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>April 2019 / #1 C0988 MOD-00402 Crenshaw/LAX - Provisional Payments - Pending Dispute Resolution Fire Rated Cable (multiple) Change Orders</p>	<p>1. The OIG recommends that Metro expeditiously and fairly resolve the litigation with the Contractor. 2. The OIG further recommends that a review team monitor the billings of the Contractor to validate the efficacy of the incentive program as this may become a tool for improving future performance on other projects.</p>	<p>1. Agree, different mechanisms to achieve this being considered. 2. Agree, already being implemented.</p>	<p>1. December 2019 2. Closed</p>
<p>April 2019 / #3 C1045 MOD-00071 Purple Line Sect. 1 - Golder Gas Investigation and Report</p>	<p>The Independent Cost Estimate was not an accurate representation of work stated in the agreed upon scope of work. The OIG recommends that Metro continue to follow through on the plan for mitigation of gas migration utilizing the Contractor's new report of procedures where known high concentrations of hydrogen sulfide and methane gases exist.</p>	<p>Metro is following thru on the plan. Installation of wells for field testing began in 3/19. The mitigation options draft memo, based on the field-testing observations, was received 6/25. Design of a selected gas migration mitigation option, i.e. increasing the number of soil vapor extraction wells, is ongoing.</p>	<p>Completion of mitigation recommendation and implementation, is tentatively scheduled for December 31, 2019.</p>
<p>April 2019 / #4 C1045 MOD-00072 Purple Line Sect. 1 - Reach 3 Additional Gas Testing and Assessment</p>	<p>The OIG recommends: 1. In following the new Contractor's report, Work Plan for Exploratory Program to Assess Mitigations for Potential Gas Migration, a. Record all steps that were successful and those that need modification. b. Have information formatted and add to Technical Specifications. c. Have steps and procedures added into Lessons Learned d. Incorporate these finding and procedures into any future bid process where potential gas migration and tunnel boring may occur. 2. Note under Lessons Learned where known high concentrations of hydrogen sulfide and methane gases exist, prior study and geotechnical investigation be completed and included in the bid documents.</p>	<p>1. Metro has the following comments: a. Plan to record this. Modifications to the testing program in field to be made as appropriate b. This is likely a unique area. A Full report on the program and recommendations is included in the work. Pending the outcome, Technical Specifications would be developed for the Project c. Agree, also see b above d. We note that investigation is in progress now to study gas migrations. Pending outcome, future bid process would include results, including incorporation in Geotechnical Investigation and Technical Requirements 2. Agree. In this instance the area was studied and fully identified/described in the bid documents. Also see 'b' above.</p>	<p>12/31/2019</p>



OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>April 2019 / #5 C1045 MOD-00074 Purple Line Sect. 1 - Additional Instrumentation (Project Wide) as requested by LABOE and STS EOR</p>	<p>The OIG recommends that instrumentation bought for this project become property of LA Metro, so that future projects (remainder of the Purple Line Extension 2 and 3) will have instrumentation on hand to immediately install when Support of Excavation for those projects begin.</p>	<p>Metro has made several attempts in the past for Purple Line and Regional to salvage and reuse geotechnical instrumentation. However, passing the instruments between projects offer a number of challenges. These include the following:</p> <ul style="list-style-type: none"> <li>• The Design life of instrumentation equipment is limited given the temporary nature of the work.</li> <li>• Given the diminished value of the used instrumentation equipment it is often abandoned in place. An effort to salvage the equipment may result in increased costs.</li> <li>• The means, methods and performance of shoring, instrumentation and monitoring are left with the Design-builder. Dictating the used instruments would interfere with the selection of means and methods and make Metro responsible for warranting the equipment for the life of the project.</li> <li>• The technology associated with the equipment continues to evolve. Metro may then be obligating the contractor to use obsolete equipment.</li> <li>• Timing and turnover of instrumentation. The contract schedules for Regional, Crenshaw and Purple Line Sections 1, 2 and 3 all overlap. As such, the instrumentation for each project is needed at the same time.</li> <li>• Metro would need to inventory and temporary store the instrumentation equipment. There is a risk that Metro may be storing the equipment permanently or Metro may need to make efforts for their disposal.</li> </ul>	<p>Closed</p>

ATTACHMENT B (Jan. 2019)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
Jan 2019 / #1 C0988 MOD 00335.1 Crenshaw - Cable Transmission System Update - Construction	"The OIG recommends: The schedule negotiations with the contractor be expeditiously concluded so the schedule impacts are minimized."	Not sure what this means. CO's were issued prior to MOD that obligated the contract to commence work - this mitigated schedule impacts. Response could stay as-is I suppose (with edits) as it is relatively benign in nature	Closed
Jan 2019 / #3 C1120 MOD-00026 Purple Line Sect. 2 - Santa Monica Blvd. Bus Layover Design and Construction Changes	The OIG recommends: That Operations and LADOT be provided the scope of work after requests are submitted or "no comments" are received to confirm their requests have been added into the scope prior to the release of the RFP.	Because the OIG's recommendation is for actions to be taken prior to the release of RFPs, it has been passed on to Metro Engineering for consideration in revising Policy DSGN01 DB for future projects.	Metro Engineering (Androush Danielians/ Eduardo Cervantes) have been notified. They provided the below comment: A process will be set in place that will be included in future Specs and contract language for the PE Consultant. The process will require the consultant to submit plans to all applicable agencies (including Metro). Upon receiving comments, the Consultant shall address each comment as to the disposition in a matrix/spreadsheet. The spreadsheet / matrix will then be submitted to each of the commenting agencies. That agency will then be requested to accept the project disposition (via an initial). If the agency is not in acceptance of the disposition, the Consultant via the Project shall work with each agency until that comment disposition is accepted. The final signed off matrix shall then be included in the RFP for the DB (contractor) to complete the path forward based on the agreed upon disposition.

ATTACHMENT B (Oct. 2018)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
Oct 2018 / #1 C0988-MOD-00347.2 Crenshaw - UG1 Center Walkway Lighted Handrail	The OIG recommends: Management should note the steps and procedures in Lessons Learned and follow up during management group discussions, on ways to expedite and coordinate future situations involving evaluation of numerous options to quickly reach a best alternative.	Agree noted - this was a unique and complex issue needing evaluation and testing of different option prior to selection and moving forward. Process used now accounts for this.	Closed - Will incorporate the suggested comment into lessons learned to be used in future projects.
Oct 2018 / #2 C1045 MOD-00060 Purple Line Sect. 1 - Accommodate COBH Memorandum of Agreement	The OIG recommends: To start future MOA processes with cities during the planning stages of the Environmental Assessment and identify the concerns/matters relating to the MOA in the Risk Registry.	Agree	Per the PM's comments Planning needs to close this item.  Planning (Manjeet Ranu) was informed on 04/05/19 and is supposed to provide comments by the end of April 2019.
Oct 2018 / #3 C1045 MOD-00061 Purple Line Sect. 1 - Addl. SOE design work for LA Brea Station due to deviation request for bldg. settlement	The OIG recommends: This matter concerning dewatering and SOE be added to the Lessons Learned files and the separation of dewatering and SOE be updated in the Metro Design Criteria as a special case.	Agree	Closed - Per the PM's comments Project responded to the concern, but Gateway Engineering needs to close this issue.  Engineering (Androush Danielians) has been notified and responded that the related MRDC has been previously revised.
Oct 2018 / #4 C1045 MOD-00058 Purple Line Sect. 1 - LA Brea Additional Instrumentation	The Independent Cost Estimate was not an accurate representation of work stated in the agreed upon scope of work. The OIG recommends: The project manager or knowledgeable person from the project team, establishes a coordination meeting both in the field and office for the estimator to see and hear each detail of new scope of work. Hearing and visualization of the scope changes will assist the estimator in preparing a more accurate Independent Cost Estimate.	Agree, The Estimator will continue to be invited to the Fact Finding with the Contractor as identified in CF-14"	Closed - Staff is being invited as stated in the response.
Oct 2018 / #5 C1120-MOD-00015 Purple Line Sect. 2 - Century City Constellation Station Main Entrance Final Design	The OIG understands the real estate transaction between the developer and Metro is not a signed agreement as of the time of this report. The OIG recommends: Metro management and Metro real estate staff work expeditiously with the developer to finalize cost estimates and complete the real estate transaction to minimize the likelihood of additional costs associated with further modifications to the design of the station entrance.	Agree	Closed - Ongoing Process.

ATTACHMENT B (July 2018)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
July 2018 / #1 C0988-MOD-00173.4 Crenshaw - Fire rated conduit and cable for tunnel emergency lighting	The OIG recommendation is to: 1) update the Metro Specifications to list the change in the standards and to include the list of approved alternatives from Metro Fire Life and Safety group 2) continue to follow appropriate process to resolve the Change Order dispute.	1- Agree as appropriate 2- Agree	1- Closed - was updated in next project, Regional Connector.  2- Closed
July 2018 / #2 C0988-CO-00209.1 Crenshaw - Preliminary 45-day acceleration	The OIG recommends Metro continue to explore with the contractor opportunities to accomplish schedule recovery.	Agree	Closed
July 2018 / #3 C0988-MOD-00354 Crenshaw - COLA request to replace concrete street light & signal poles w/steel poles- MLK area	This modification might be considered a 'Betterment' and recommend that consideration of a similar value be negotiated with the City to offset this cost in connection with this project.	Agree - Under consideration	Closed
July 2018 / #5 C0980-MOD-00119 Regional Connector - Addl Special conditions CAL/OSHA Tunnel classification	OIG recommends that during coordination meetings, between project management of Regional Connector and of Westside Purple Line Extensions 1, 2 & 3, communicate Lessons Learned concerning gas emissions monitoring when tunneling in this region to ensure timely notification and coordination with Cal/OSHA once a notifiable event occurs.	Agree - Regional Connector will share lesson learned with respect to gas detection and OSHA notification protocol with Purple Line Projects 1,2 & 3.	Closed - Discussed with Project Managers in the meeting held on Nov 13, 2018.

ATTACHMENT B (July 2018)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>July 2018 / #6 C1120-MOD-00011 Purple Line sect. 2 - Temp K-rail Noise Barrier</p>	<p>1) The OIG recommends for work activities along an open city street (center of roadway) to add the option into future Scopes of Work to consider use of plywood barrier panels set into K-Rail when noise and working hours are extraordinary factors versus chain link fence with screens and sound blankets.</p> <p>2) Plywood panels set into K-Rail enable longer working hours as compared to the standard traffic cones. This form of traffic control can also be set up and left in place during long work periods. The OIG recommends writing into Metro's Standard Specifications, for long duration activities, the option of utilizing plywood barriers set into K-Rail for traffic control plans to maximize the work hours and assist in traffic control.</p> <p>3) The OIG further recommends that, this form of barrier be recorded in Lessons Learned and considered for the Westside Purple Line Extension Section 3. Program Management may consider it in meetings between Section 2 and Section 3 to share Lessons Learned.</p>	<p>(1) The use of traffic control measures is governed by the municipality in which work is occurring. Both K-rail with plywood and chain link fence with screening are already contractually allowed, and considered appropriate installations in the proper application. Future projects will consider the use of each barrier system on a case by case basis, considering actual traffic impacts and the proximity to commercial and residential properties.</p> <p>(2) Work hours in streets are governed by the municipality in which the work is occurring (and often time by the City Councilmember representing the district where the work is being performed). For future applications with long duration activities, and when approved by the municipality having jurisdiction, K-rail with plywood will be considered to maximize work hours.</p> <p>(3) Lessons learned from AUR work on the WPLE2 project will be documented for consideration by future projects. The WPLE3 project considered the use of k-rail barriers for AUR work, but because of the significant traffic during daytime hours, AUR work has been limited to nighttime hours by LADOT (municipal agency having jurisdiction), with a requirement to fully restore travel lanes during daytime hours. A k-rail barrier system cannot be feasibly moved on the street at the start of a shift and removed at the end. Therefore, it was not practical to utilize k-rail barriers.</p>	<p>Lessons learned from AUR work on the WPLE2 project will be documented for consideration by future projects by the end of FY19.</p>

ATTACHMENT B (July 2018)

OIG REPORT/ SPOT CHECK # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>July 2018 / #7 C1120-MOD-00012 Purple Line Sect. 2 - Oil Abatement at launch box CCC Station</p>	<p>This is a potential CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act, also known as Superfund. Passed in 1980) remediation that Metro should evaluate and pursue if appropriate to recover funds from the previous property owners. Metro may be entitled to proceed against the previous line of owners and recover damages for the clean-up of the abandoned oil pipelines that are asbestos lined causing the pollution. The OIG recommends that Metro's Engineering Program Management provide information on this matter to allow Metro's Legal department to assist in making this determination.</p>	<p>The Project is actively coordinating with Kathleen Dougherty from County counsel to determine if Superfund legislation provisions can be used to pursue cost reimbursement for the extra work.</p>	<p>The Project is actively coordinating with Kathleen Dougherty from County counsel to determine if Superfund legislation provisions can be used to pursue cost reimbursement for the extra work.</p>

ATTACHMENT B (May 2018)

<b>OIG REPORT/ SPOT CHECK #</b> <b>MOD #</b> <b>Description</b>	<b>RECOMMENDATIONS</b>	<b>MANAGEMENT'S RESPONSES</b>	<b>COMPLETION DATE</b>
<p align="center">May 2018 / #1 C0988-MOD-00345 Crenshaw - Oil Water Separator at UG Stations</p>	<p>The Metro rail design criteria (MRDC) was updated on October 31, 2017, to reflect the addition of the elevator, escalator pit drain and underground station track drains to be processed through a clarifier to remove oil, grease, and sand. Metro management should:</p> <ol style="list-style-type: none"> <li>1. Update the "Lessons Learned" files regarding the OWS change to the MRDC and communicate the lesson to other Project Managers working major transit construction projects (This is consistent with recommendation 51 and 89p in the OIG's Construction Management Best Practices Study.).</li> <li>2. Investigate this change to determine:               <ol style="list-style-type: none"> <li>a) If the scope of work of other major transit construction projects require this design update for the OWS.</li> <li>b) If the Regional Connector and the Westside Purple Line Extension sections 1, 2, and 3 should be amended for the same OWS omission to reduce additional change orders and costs.</li> <li>c) When should have the City been provided this information and reviewed construction plans prior to the cement being poured to avoid redesign costs?</li> </ol> </li> </ol>	<p>the primary driver to the change is that the Metro criteria does not stipulate the percentage level of contaminants that should be expected to design the OWS system. Since none was provided then the contractor assumed the minimum and therefore, designed a system that did not require OWS. since the percentage of contaminants were of the level to need and OWS then this triggered there was a need for a redesign...etc.</p>	<p>Closed - Will incorporate the suggested comments into lessons learned to be used in future projects.</p>
<p align="center">May 2018 / #3 C1078-MOD-00011  Purple Sect 1 - Schdl Impacts from Arcadis Work/change to accommodate const schdl extension from site impacts</p>	<p>All Environmental Site Assessments were performed prior to excavation. No record of underground tanks or buried reinforced concrete slabs were found by the Department of Conservation and Division of Oil, Gas, and Geothermal Resources (DOGGR). However, based on lessons learned from this site, Metro management should:</p> <ol style="list-style-type: none"> <li>1. Conduct Ultrasonic Soil Examinations at future questionable sites to attempt to avoid unidentified hazards. This is consistent with recommendations (88b, 88c, and 88d) in the OIG's report on Capital Project Construction Management Best Practices Study (February 29, 2016).</li> <li>2. Perform research to determine who could have installed the tanks and buried reinforced concrete slabs, and provide this information to the LA Metro Legal department for consideration of possible legal action to recover the cost of remediation under the Comprehensive Environmental Response, Compensations and Liability Act of 1980 (CERCLA).</li> <li>3. Perform an assessment of the schedule to determine if any recovery of time is possible.</li> </ol>	<p>Agree, but please note that as with all major capital construction projects, every effort is made to exercise due diligence and to ensure consistent and comprehensive investigations in identifying underground issues by use of Phase I ESAs, Phase II ESA (if recommended) under the guidance and direction of Metro's Environmental Staff and the use of Ground Penetrating Radar (GPR) in order to attempt to identify these conditions prior to bid. An exhaustive investigation is not cost or schedule prohibitive, however further effort on identifying the existing Oil and Gas Wells through DOGGR may be warranted. Also, to note: COLA does not have design drawings of all underground tanks. There are no as built drawings for the various Tar Collection Sumps located on the Westside of LA.</p>	<p>Closed - Lessons learned are to apply more resources to upfront identification of potential unforeseen underground issues such as DOGGR wells, USTS identified in the initial Phase I and II, GBR and EDR Reports.</p>

ATTACHMENT B (May 2018)

OIG REPORT/ SPOT CHECK # MOD # Description	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p align="center">May 2018 / #4 C1120-MOD-00002 Purple Sect 2 - Worksite Traffic Control for AUR</p>	<p>Metro management should:</p> <ol style="list-style-type: none"> <li>1. Establish a single party to serve as a “clearinghouse” for all utility’s relocations during construction. The “clearinghouse” could be assumed by the Metro group, Third Party Administration. (This is consistent with recommendations 80, 88, 89, 89j, 89n, and 89v in the OIG’s report on Capital Project Construction Management Best Practices Study.)</li> <li>2. Utilize the “clearinghouse” process to improve the Advance Utility Relocations. (Consistent with recommendations 79, 83, 87, 89b, 89c, 89d, 89g, 89h, 89s, and 89t in the Best Practices Study.)</li> <li>3. Create “Lessons Learned” for the establishment of a single clearinghouse in the initial scope of work for the Design Build Contractor to avoid future costly change orders. (This is consistent with recommendation 89p in the Best Practices Study.)</li> </ol>	<p><b>Point of clarification:</b> 'Worksite Traffic Control for AUR' was <b>CO No. 2</b>, not MOD-002. The unilateral change order was later negotiated and issued as MOD 10.</p> <p><b>Response:</b> consistent with OIG's " Capital Project Construction Management Best Practices Study", the WPLE Project established and utilized a single point of contact for advanced utility relocations outside of the scope of the DB contracts. This group is led by Metro Third Party coordinators, engineering resources, and construction management consultants.</p> <p>Program Management agrees with the recommendations in the Best Practices Study, however this MOD was specific to a project decision on how to handle the implementation of traffic control for two third party utilities that the Project needed to work simultaneously to mitigate a delay caused by the Beverly Hills City Council delaying the start of construction.</p> <p>This Modification to the C-1120 contract is not extra work to the Project. This work was budgeted and originally expected to be performed by the individual AUR companies and reimbursed by the Project. The Project moved this work into the C1120 contract, by Modification, in order to expedite the AUR construction work which was successful. This work was necessary regardless of which entity performed it. Compensating the DB for this work eliminated compensation to the AUR companies for this work, and allowed SCE and the Gas Company to work simultaneously.</p>	<p>Closed</p> <p>Creation of Clearinghouse was already completed for WPLE2. Future projects will address this matter during Preliminary Engineering.</p> <p>Lessons learned from AUR work on the WPLE2 project will be documented for consideration by future projects by the end of FY19.</p>



File #  
2025-0023

# Office of Inspector General Construction Change Order Spot Check Report

Presented By  
**Karen Gorman**  
Inspector General

February 2025  
Construction Committee  
Los Angeles County Metropolitan Transportation Authority



## Spot Checks 1 & 2

### 1 - Airport Metro Connector 96<sup>th</sup> St. Transit Station Project

Excessive Deflection of (LRT) Roof.

***Recommendation:***

***Award: \$833,373***

The OIG recommends continuing to streamline future adjustments and implementing engineering controls and monitoring systems to detect anomalies early in the project lifecycle.

### 2 – Purple Line Extension Section 2 Transit Project

Unforeseen Conditions of Sewer in Critical Path.

***Recommendation:***

***Award: \$1,670,988***

None

## Spot Checks 3 & 4

### 3 – Purple Line Extension 1 Transit Station Project

Wilshire/La Brea Station Plaza Standby Generator and Load Bank Procurement.

***Recommendation:***

***Award: \$2,324,954***

None

### 4 – Airport Metro Connector 96<sup>th</sup> St. Transit Station Project

Improvements of the North-end Perimeter Site Fencing

***Recommendation:***

***Award: \$1,134,517***

None

## Spot Check Schedule Comparison

Project	Title of Change Order	Time Saved Executed Date to Board Mtg.	New Delegated Process Final SOW to Executed Date	Formal Board Approval Process
Airport Metro Connector 96 <sup>th</sup> St. Transit Station	Excessive Deflection of (LRT) Roof	76	17	93
Purple Line Extension Section 2 Transit Project	Unforeseen Conditions of Sewer Line	80	9	89
Purple Line Extension Section 1 Transit Project	Wilshire/La Brea Station Plaza Standby Generator and Load Bank Procurement	71	7	78
Airport Metro Connector 96 <sup>th</sup> St. Transit Station	Improvements of the North-end Perimeter Site Fencing	62	12	74