

30

30

CONSTRUCTION

COMMITTEE RECOMMENDATION

The Committee concurred with the staff recommendation to approve:

- A. Amendment No. 9 to Contract No. MC008 with O'Brien Kreitzberg & Associates covering incorporation of Consultant Change Requests (CCRs) on the Metro Green Line in the amount of \$2,281,496, with a contingency in the amount of \$244,000, and a 9-month extension to the period of performance, increasing the total contract value to \$76,146,782; and
- B. An increase to the Authorization for Expenditure (AFE) in the amount of \$1,728,812, for a revised total AFE amount of \$76,390,782.

cc 9



cc 9

July 18, 1995

Los Angeles County
Metropolitan
Transportation
Authority

818 West Seventh Street
Suite 300
Los Angeles, CA 90017

213.972.6000

Mailing Address:

P.O. Box 194
Los Angeles, CA 90053

TO: CONSTRUCTION COMMITTEE

THROUGH: FRANKLIN E. WHITE

FROM: STANLEY G. PHERNAMBUCO

A handwritten signature in black ink, appearing to read 'Phernambuco', written over the printed name.

SUBJECT: METRO GREEN LINE
CONTRACT NO. MC008 - CONSTRUCTION MANAGEMENT
O'BRIEN-KREITZBERG AND ASSOCIATES, INC.
APPROVAL OF AMENDMENT NO. 9 AND APPROVAL TO
INCREASE OF AUTHORIZATION FOR EXPENDITURE

RECOMMENDATION

It is recommended that the Board approve Amendment No. 9 in the amount of \$2,281,496, with contingency in the amount of \$244,000, and a nine (9) month extension to the period of performance through August 31, 1996, which increases the total contract value to \$76,146,782 which is not within the current Authorization for Expenditure (AFE) amount of \$74,661,970. A corresponding increase in the AFE in the amount of \$1,728,812, is required to increase the total AFE to \$76,390,782, which is the amount necessary to achieve the requirements of Amendment No. 9.

DBE (MBE/WBE) COMPLIANCE

The contract has a DBE goal, based on the good faith effort at bid time, of 23%. The last contract compliance report on file shows that \$17,406,828 has been paid to DBE subcontractors with \$70,435,265 paid to the contractor; or 24.7% DBE participation. It is not anticipated that this Amendment will have an impact on overall DBE participation on this Contract. Attachment B provides a list of DBE (MBE/WBE) subcontractors.

ALTERNATIVES CONSIDERED

The Board has the option to disagree with the staff recommendation. Failure to approve the amount negotiated with the Contractor would result in the termination of CM services prior to actual completion of construction, testing, start-up and contract close-out activities. This would result in a lack of adequate personnel to appropriately complete and closeout Metro Green Line (MGL) construction contracts, including claims support from first line field personnel to resolve problematic contractor claims which have been filed since the execution of Amendment No. 8. Further, failure to approve the proposed Amendment No. 9 would result in discontinuity in the management of the H1100 (Automatic Train Control) contract. Adequate MTA staff does not exist to perform the required work as outlined in this proposed amendment.

IMPACT ON BUDGET AND OBJECTIVES

Funds for this action are available within the Board approved Project Contingency.

BACKGROUND

O'Brien-Kreitzberg and Associates, Inc. (OKA) is responsible for the construction management services on the Metro Green Line. The former Los Angeles County Transportation Commission accepted and entered into the subject contract with OKA on January 26, 1989. The original solicitation for the Contract included a full scope of construction management services for the entire MGL project. The Contract was planned for multiple phase approvals in order to facilitate greater control. The contract has been amended eight times in order to accommodate construction management services required during the construction phase as outlined in Attachment C.

The subject Amendment incorporates Consultant Change Requests No.'s 38, 39, 40, and 41. Further, CCR's 42, 43, 44, and 45, which together represent the cost to complete estimate, as addressed by the five discrete elements (Items A-E) described below, are included in the Amendment.

A. STAFF EXTENSIONS (CCR 42)

The first element consists of additional staff extensions required for completion, start-up and contract close-out of the MGL (due to delays associated with Caltrans and the extended Pre-Revenue Operations schedule), as well as for accommodating field adjustments required due to system integration issues arising

from Fire/Life/Safety input and pre-revenue operations activities. Specifically, major contributing factors to Item A staff extensions are as follows:

1. **Extended Pre-Revenue Operations Schedule:** Originally scheduled for a 4-5 week period, MTA Operations directed an 11-12 week period for pre-revenue activities which require the design/construction support of MGL contractors. OKA field personnel are required for Quality Assurance oversight of contractor activity.
2. **Caltrans - Deletion of Phase II Scope and Construction Delays:** Caltrans deleted the Light Rail Transit related scope from some Phase II Station contracts; this work is being assumed and executed by a MGL contractor, as well as by EMC and OKA Start-Up personnel.

Additionally, two Caltrans projects (CT044-12 and CT08) are experiencing continuing delays. Some MGL contracts have work which cannot be executed pending completion of these Caltrans projects.

3. **Contractor Delays:** Many MGL contractors have experienced delays in completing punch list work and have not been as timely as anticipated in submitting closeout documentation (O&M Manuals, As-Builts, etc.). OKA staff is responsible for supervising, inspecting and / or reviewing the contractors work to ensure accuracy and completeness.
4. **Design Integration Issues:** Related to Pre-Revenue Operations, issues associated with the performance of the overall MGL system design continue to arise on a daily basis. Examples of these items are Caltrans Phase II Station power and lighting quality problems, Caltrans elevator/escalator design problems (i.e., missing 48 V and separating the elevator recall), as well as conducting and participating in Fire/Life/Safety inspections. Workarounds to resolve these type issues to date have been a joint effort between MTA, EMC, OKA and contractor personnel.

B. CLAIMS SUPPORT (CCR 43)

The construction management scope of services did not include claims support for claims in excess of \$50,000. However, significant claims have arisen and/or matured since the execution of previous amendments to the OKA Contract which will likely require OKA field and office staff participation to expedite and facilitate successful resolution of these claims. Accordingly, MTA staff has requested OKA

to provide an "option-packaged" proposal for claims support. It is anticipated that MTA Contracts Department staff will request assistance as required in resolving claims associated with specific MGL contracts. This scenario was devised in light of the current and pending reassignment of existing MTA MGL staff to other projects.

C. MONITORING OF MGL RELIABILITY/MAINTAINABILITY REQUIREMENTS (CCR 44)

Six MGL contracts require maintainability and reliability testing. The test duration is usually one year, commencing at the same time as the warranty period. Support of these requirements entails the monitoring of the performance of the various systems via participation on the Failure Review Board which is comprised of representatives from OKA, EMC and MTA. Monthly and special meetings are conducted to analyze data in "real time" in order to ensure the proper functioning and compatibility of all MGL systems. Participation on the Failure Review Board was not previously included in the scope of work.

D. MANAGEMENT OF AUTOMATIC TRAIN CONTROL (H1100) CONTRACT (CCR 45)

The MTA extended the automatic train control contract, H1100, to December 1997 to coincide with the delivery of the P2000 Light Rail Vehicles. This Phase III extension of the train control contract completes the original intent of H1100 and provides for higher performance operation of the MGL then now exists with P2020 LRV's. In addition to the delivery of train control car equipment for the new vehicles, modifications are also required at the central control facility (CCF) and additional wayside equipment will be required to improve train communications.

OKA's construction management of this contract is scheduled to end on September 29, 1995 and because of this the resident engineer will be required to partially close out the contract before the contractor completes its work. This set of circumstances leaves a CM gap of more than two years with some Phase II work pending and a large amount of Phase III work to be managed after OKA's portion of the contract ends. A portion of the cost of this contract amendment will be compensated for the assessment of liquidated damages for late completion of work by the H1100 contractor.

The subject amendment will extend the present OKA office and field staff until February 1996, in order to provide the MTA with a seamless transfer of the construction management of this contract.

E. CALTRANS INSPECTION SUPPORT (CCR 42)

Caltrans has cancelled their consultant (CM) contracts and can not monitor and inspect the performance of work by their elevators and escalators contractor (CT044-12). The requested amendment will provide OKA inspection support for this work.

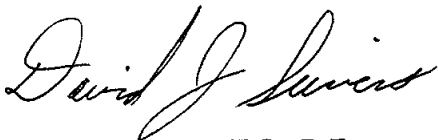
As noted in the recommendation staff is requesting AFE contingency in the amount of \$244,000, which represents approximately ten percent of the CCR's which comprise the cost to complete estimate. Staff is requesting this contingency within the AFE amount to cover unforeseen changes which might occur in the final phase of the project. OKA has currently expended approximately ninety-eight percent of the contract value. The contingency will provide staff the flexibility to request additional services from OKA should the need arise.

Attachment C contains a listing of the previously approved amendments that extended the MGL construction management contract durations. Attachment D summarizes the current contract value including all changes to be incorporated as part of Amendment No. 9. Attachment E summarizes the value of the five discrete elements of the cost to complete estimate.

Prepared by:



STAN LOTTERMAN
Assistant Director of Contracts
Metro Construction Division



DAVID J. SIEVERS, P.E.
Deputy Executive Officer / Project Manager
Metro Green Line

ATTACHMENT A
 CONTRACT VALUE STATUS
 CONTRACT NO. MC008, CONSTRUCTION MANAGEMENT SERVICES
 CONTRACTOR: O'BRIEN-KREITZBERG ASSOCIATES
 AMENDMENT NO. 9

Date: July 18, 1995

| CONTRACT VALUE STATUS: | | VALUES | COMMENTS |
|------------------------|--|--------------|----------|
| 1 | Contract Award Amount | \$1,396,800 | |
| 2 | Executed Amendments as of: July 18, 1995 | \$72,468,486 | |
| 3 | Contract Value (current)(Line 1+2) | \$73,865,286 | |
| 4 | Advance Work Authorizations (AWA's) as of: | \$0 | |
| 5 | Contract Value (obligated)(Line 3+4) | \$73,865,286 | |
| 6 | This Amendment / Award Value | \$2,281,496 | |
| 7 | Proposed Contract Value (obligated) (Line 5+6) | \$76,146,782 | |
| 8 | Pending Amendments and Contingencies | \$244,000 | |
| 9 | Total Estimated Contract Value (Line 7+8) | \$76,390,782 | |

| AUTHORIZED FOR EXPENDITURE STATUS (AFE): | | | |
|--|---|---------------|--|
| 10 | Total Estimated Contract Value (Line 9) | \$76,390,782 | |
| 11 | Current AFE | \$74,661,970 | |
| 12 | Remaining AFE | (\$1,728,812) | |
| 13 | Increased AFE Requested | \$1,728,812 | |

| BUDGET STATUS: | | | |
|----------------|--|----------------|---|
| 14 | Current Budget | \$64,496,000 | |
| 15 | Estimated Contract Value (Line 9) | \$76,390,782 | The Estimated Contract value includes \$1,303,982 of costs associated with other Metro Rail Projects. |
| 16 | Difference: Budget Less Est'd Contract Value | (\$11,894,782) | |

| CONTRACT INCREASE PERCENTAGES: | | | |
|--------------------------------|-------------------------------|---------|--|
| 18 | % of Budget (This Change) | 3.54% | |
| 19 | % of Budget (Merited Changes) | 0.00% | |
| 20 | % of Budget (All Changes) | 112.36% | |
| 21 | % Contract Complete | 97.00% | |

ATTACHMENT B
 LIST OF SUBCONTRACTORS
 CONTRACT NO. MC008, CONSTRUCTION MANAGEMENT SERVICES
 CONTRACTOR: O'BRIEN-KREITZBERG AND ASSOCIATES, INC.
 APPROVAL OF AMENDMENT NO. 9 AND INCREASE TO AFE

| CONTRACTOR NAME AND ADDRESS | SUBCONTRACTORS | SUBCONTRACTOR CONTACT / TELEPHONE | DBE'S ETHNICITY | PERCENT | DESCRIPTION OF WORK |
|--|-----------------------|-----------------------------------|------------------------|---------|---|
| O'Brien-Kreitzberg & Associates 2250 East Imperial Highway El Segundo, CA 90245 Dennis Martinez 310-640-1900 | | | | | |
| | A.D. & Associates | Adrian Dove 213-931-2632 | Black American | N/A | Human Resources & Personnel |
| | Aegir Systems, Inc. | Ella Williams 805-485-4888 | Black American | N/A | Quality Assurance & Clerical Support |
| | Anil Verma Associates | Anil Verma 213-624-6908 | Asian Indian American | N/A | Inspection and Engineering Support |
| | Cordoba Corporation | George Pla 213-623-5535 | Hispanic American | N/A | MIS, Labor Compliance & Inventory Support |
| | Lisa Ek & Associates | Lisa Ek 714-651-8758 | Anglo Woman | N/A | Clerical Support |
| | Haro Engineering | Joel Haro 818-332-9677 | Hispanic American | N/A | Surveying |
| | KaWes and Associates | Tony Wong 818-307-8900 | Asian Pacific American | N/A | Engineering Support |

ATTACHMENT B
 LIST OF SUBCONTRACTORS
 CONTRACT NO. MC008, CONSTRUCTION MANAGEMENT SERVICES
 CONTRACTOR: O'BRIEN-KREITZBERG AND ASSOCIATES, INC.
 APPROVAL OF AMENDMENT NO. 9 AND INCREASE TO AFE

| CONTRACTOR NAME AND ADDRESS | SUBCONTRACTORS | SUBCONTRACTOR CONTACT / TELEPHONE | DBE'S ETHNICITY | PERCENT | DESCRIPTION OF WORK |
|--------------------------------|----------------|--------------------------------------|--------------------|---------|--|
| | KDG | Lydia Kennard 213-381-3311 | Black American | N/A | Engineering Support |
| | LKG-CMC, Inc. | Louise Garside 213-236-4758 | Anglo Woman | N/A | Document Control, Change Control & Secretarial Support |

OKA CONTRACT HISTORY

| EXECUTION DATE | AMENDED COMPLETION DATE | DESCRIPTION / IMPACT | VALUE |
|--------------------------------|----------------------------|--|--------------|
| Original Contract (1/26/89) | 1/15/90 | Pre-construction Services | \$1,396,800 |
| Amendment No. 1 (10/25/89) | 1/15/90 | Additional Scope | \$ 1,727,765 |
| Amendment No. 2 (1/16/90) | 2/28/90 | Extended Services | -0- |
| Amendment No. 3 (3/1/90) | 7/31/90 | Extended Services | \$ 1,786,452 |
| Amendment No. 4 (6/29/90) | 12/31/94 | Phase II CM Services Additional Scope | \$31,830,243 |
| Amendment No. 5 (7/10/91) | None | MBL Labor Compliance Additional Scope | \$ 135,181 |
| Amendment No. 6 (6/24/92) | 12/31/94 | Additional Scope Extended Services | \$29,111,661 |
| Amendment No. 7 (3/23/94) | 8/31/95 | Additional Scope Extended Services | \$ 5,623,471 |
| Amendment No. 8 (2/22/95) | 11/30/95 | Additional Scope Extended Services | \$ 3,650,513 |

Note: The original solicitation for the Contract included a full scope of construction management services for the entire Metro Green Line project. The Contract was planned for multiple approvals in order to facilitate greater control.

**CONSTRUCTION COMMITTEE
CONTRACT NO. MC008**

ATTACHMENT D

CONTRACT VALUE

| | | |
|-----|--|------------|
| 1. | Current MGL Contract Value | 72,711,425 |
| 2. | CCR #38 | 198,034 |
| 3. | CCR #39 | 134,619 |
| 4. | Cost to Complete Estimate (CCR's 42, 43, 44 & 45) | 2,435,755 |
| 5. | Amended MGL Contract Value (Lines 1 + 2 + 3 + 4) | 75,479,833 |
| 6. | Current Metro Blue Line Contract Value | 135,181 |
| 7. | Current Metro Red Line Segment 2 Contract Value | 817,933 |
| 8. | CCR #40 | <391,457> |
| 9. | Amended Metro Red Line Segment 2 Contract Value (Line 7 - 8) | 426,476 |
| 10. | Current Metro Red Line Segment 3 Contract Value | 200,747 |
| 11. | CCR #41 | <95,455> |
| 12. | Amended Metro Red Line Segment 3 Contract Value (Line 10 - 11) | 105,292 |
| 13. | Total Estimated Contract No. MC008 Value (Lines 5 + 6 + 9 + 12) | 76,146,782 |
| 14. | Current Contract No. MC008 Value | 73,865,286 |
| 15. | Amendment No. 9 Value (Line 14 - 15) | 2,281,496 |
| 16. | Management Reserve (10% of Line 4) | 244,000 |
| 17. | Total Authorization for Expenditure (Line 14 + 15 + 16) | 76,390,782 |

PROPOSED COST TO COMPLETE ESTIMATE

Items

| | | |
|-------|--|-------------|
| A./E. | STAFF EXTENSIONS / CALTRANS INSPECTION SUPPORT (CCR 42) | \$ 844,090 |
| B. | CLAIMS SUPPORT (CCR 43) | 1,120,833 |
| C. | RELIABILITY/MAINTAINABILITY (CCR 44) | 146,450 |
| D. | MANAGEMENT OF H1100 CONTRACT (CCR 45) | 324,382 |
| | COST TO COMPLETE ESTIMATE: | \$2,435,755 |



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 38.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

| CCR NUMBER | TITLE | CCR VALUE | \$198,034.00 |
|------------|---|-----------|--------------|
| 38.00 | CONSTRUCTION MANAGEMENT STAFF EXTENSION TO ACCOMMODATE THE EXTENDED CONSTRUCTION DURATION | | |

WHO IDENTIFIED:

The Construction Manager.

WHAT:

This Request is to extend the existing duration of certain project construction management staff in order to support the extended schedule for construction and system integrated testing. The added duration of the staff for this supportive effort will generally be from the beginning of June, 1995 to the end of June, 1995. The associated cost of this Request totals to \$198,034 with no contract extension required.

JUSTIFICATION

The extension of the construction management staff assignment is generally based on the progress of the project construction and system testing schedules. The following paragraphs discuss the individual impacted contract schedules.

Contract C0100:

Staff is needed for the extensive contract close-out effort. This effort includes processing high volume as-built documentation approval, resolving problematic NCR and DCR issues and finalizing comprehensive quantities of unit price bid items. The extension is approximately three staff months.

Contract H0889:

The assignment of the inspector is extended due to the increased volume of design changes. The inspector is needed to inspect all the on-going design change work for this contract. The extension is approximately one month.

Contract H0900:

The large quantity of punchlist items of this contract has caused extensive amount of unanticipated time and effort to support the completion of the close-out task. Inspectors are needed to re-inspect and ensure that the issues addressed in NCR's, DCR's and punchlist items are resolved. Inspectors are also required to follow the on-going contract change work and assist in safety certification inspection. In addition, office engineers and field office assistants are needed to assist in reviewing and processing as-built documentation for the on-going contract close-out. The assignment extension is estimated to be two-staff months.

Contract H1100:

As the contract progress is delayed by system software problems, staff is needed to support the software debugging effort. Moreover, the contractor has been delayed by his subcontractor who did not complete the work in Hawthorne Yard and Shop according to schedule. Consequently, duration of the inspectors needs to be extended to inspect this work. Two inspectors' assignments are extended to one month each.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 38.00

PAGE 2

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

Contract H1310:

The contract schedule has been extended due to the sign fabrication process, existing site conditions and change order work. First, the porcelain sign fabrication has been delayed in the fabricator's facility because of the priority order of the fabrication line. Second, the differing site conditions have also delayed the contract progress. The inspector is, therefore, needed to inspect the on-going base contract and contract change work. The extension of the inspector's assignment is approximately one month.

Caltrans Integration Team and C0170:

One Office Engineer is needed to complete the final close-out effort for Caltrans contracts and Contract C0170. The effort includes finalizing change orders, processing and transmitting as-built documentation for review and approval. Thus, one month of extension for the office engineer's assignment is needed.

Project Start-up:

The comprehensive system testing interface has required substantial unanticipated effort for testing completion. This problem was caused by incomplete Caltrans design interface between systems and Caltrans. As the system testing completion has been delayed, staff is required to support the system interface resolution effort. The duration of six staff will be extended to one month per staff.

Administrative Support:

As a result of the extension of staff assignments to support the actual construction and testing progress, supportive effort from scheduling, estimating and contract administration is needed accordingly. Therefore, the assignments of one estimator, two schedulers and one contract administrator will be extended approximately one month for each staff. Moreover, the human resources personnel staff is required to support the needs for the existing and extended personnel. The total extended duration for administrative support is approximately five staff months.

COST IMPACTS: This change is within the Board approved Contingency budget. There is no cost recovery potential.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 39.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

| CCR NUMBER | TITLE | CCR VALUE | \$134,618.92 |
|------------|---|-----------|--------------|
| 39.00 | CONSTRUCTION MANAGEMENT STAFF EXTENSION TO SUPPORT CONTRACT CLOSE-OUT | | |

WHO IDENTIFIED:

Construction Manager.

WHAT

This Request is to extend the assignment duration of systems and project support staff for contract close-out effort. The added duration is approximately thirteen staff months and the associated costs are \$134,618.92. The duration is from July 1, 1995 through July 31, 1995. No contract extension is required.

JUSTIFICATION

In general, the duration of staff assignment is extended to support contract close-out effort. The following paragraphs provide explanations to the necessary requirement.

Contract C0100:

Staff is needed to finalize the extensive contract close-out. Thus, the office engineer's assignment needs to be extended for one month in order to handle as-built drawings for review and approval and ensure that all the NCR and DCR issues are resolved.

Systems Management:

The assignments of the systems manager and resident engineer are needed to be extended because extensive effort is required to oversee the close-out of all the project systems contracts. Therefore, each of these two positions will be extended for one month.

Contract H0900 & H1310:

The current schedule indicates that the forecast completion dates for H0900 and H1310 are July 3, 1995 and July 14, 1995 respectively. The duration of the assistant resident engineer's assignment needs to be extended to handle the on-going base contract and contract change work, as well as the contract close-out for these two contracts. This assignment will be extended for one month.

Contract H1100:

As the system testing, which has been delayed by the system software problem, is still on-going, the inspector's assignment needs to be extended one month for this purpose. The work in Hawthorne Yard and Shop has not been completed and that work also requires the CM's inspection.

Project Support:

First, the estimator for facilities contracts is needed to finalize the quantities of unit price bid items of Contract C0100 and support on-going Contract C0090. Second, the scheduler is also needed to support the schedule analysis for all the contract change work in order to finalize contract negotiations for contract close-out. Third, the contract administrator is needed to provide necessary support to Contract H0900 and H1310, as well as project subconsultant contracts close-out.

In addition, document control staff is needed to ensure that all the close-out documentation is in



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 39.00

PAGE 2

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

compliance with the requirements. They also are required to organize the high volume project document in order to turn the documents over to the MTA upon project completion. Moreover, administration staff's assignments are needed to be extended because of the extensive effort required to handle project inventory that are needed to be turned over to the MTA. Human resources staff is needed to support the existing project personnel.

The total extended duration for administrative staff is approximately eight staff months.

COST IMPACTS

This change is within the Board approved Contingency budget. There is no cost recovery potential.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 40.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R81 - Metro Red Line Seg-2

| CCR NUMBER | TITLE | CCR VALUE |
|------------|---|----------------|
| 40.00 | CONTRACT VALUE REDUCTION TO METRO RED LINE SEGMENT 2 SERVICES | (\$391,457.00) |

WHO IDENTIFIED:

Construction Manager.

WHAT

This Change is to reduce the amount of \$391,457 from Contract MC008, Metro Green Line Construction Management Services. This portion of the contract amount was budgeted and approved in Amendment Nos. 7 and 8 for the special services to be provided to Metro Red Line Segment 2.

JUSTIFICATION

This credit to the contract value is initiated because the budgeted services were terminated prior to the anticipated completion dates. This credit will release the unexpended funding which will become available for the Red Line Project.

COST IMPACTS

There are no cost impacts to the budget as this is a credit to the contract.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 41.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R82 - Metro Red Line Seg-3 N. Hlwd.

| CCR NUMBER | TITLE | CCR VALUE | (\$95,455.00) |
|------------|---|-----------|---------------|
| 41.00 | CONTRACT VALUE REDUCTION TO METRO RED LINE SEGMENT 3 SERVICES | | |

WHO IDENTIFIED:

Construction Manager.

WHAT

This Change is to reduce the amount of \$95,455 from Contract MC008, Metro Green Line Construction Management Services. This portion of the contract amount was budgeted and approved in Amendment No. 8 for the special services to be provided to Metro Red Line Segment 3.

JUSTIFICATION

This credit to the contract value is initiated because the budgeted services were terminated prior to the anticipated completion dates. This credit will release the unexpended funding which will become available for the Red Line Project.

COST IMPACTS

There are no cost impacts to the budget as this is a credit to the contract.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 42.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

| CCR NUMBER | TITLE | CCR VALUE | \$844,090.00 |
|------------|--|-----------|--------------|
| 42.00 | PROJECT STAFF EXTENSION TO SUPPORT CONTRACT CLOSE-OUT, PROJECT COMPLETION & REVENUE OPERATION DATE | | |

WHO IDENTIFIED:

Construction Manager.

WHAT

This request consists of additional staff extensions required for project completion, start-up and contract close-out. These extensions include approximately 70 man months starting from August, 1995 through February, 1996. The associated costs are estimated to be \$844,090. This change will also require the current contract completion date to be extended to February 28, 1996.

JUSTIFICATION

Generally, the additional staff durations are required for project completion, start-up and contract close-out. These tasks have been impacted by the delays associated with Caltrans and the extended Pre-Revenue Operations schedule, as well as field adjustments to accommodate system integration issues arising from Fire/Life/Safety input and pre-revenue operations activities. Specifically, the major contributing factors are following:

1. Extended Pre-revenue Operations Schedule:

Per the MTA Operations directions, the original 4-5 week schedule period has been changed to an 11-12 week period for pre-revenue activities which require the design/construction support of MGL contractors. OKA field personnel are required for Quality Assurance oversight of contractor activity.

2. Caltrans - Deletion of Phase II Scope and Construction Delays:

Caltrans deleted the Light Rail Transit related scope from some Phase II Station contracts; this work is being assumed and executed by a MGL contractor, as well as by EMC and OKA Start-up personnel.

Additionally, two Caltrans projects (CT044-12 and CT08) are experiencing continuing delays. Some MGL contracts have work which cannot be executed pending completion of these Caltrans projects.

3. Caltrans Inspection Support:

Caltrans has cancelled their consultant (CM) contracts and cannot monitor and inspect the performance of work by their elevators and escalator contractor (CT044-12). OKA has been requested by the MTA to provide inspection support for this work.

4. Contractor Delays:

Many MGL contractors have experienced delays in completing punch list work and have not been as timely as anticipated in submitting closeout documentation, such as O&M Manuals, As-Builts and etc. OKA staff is responsible for supervising, inspecting and/or reviewing the contractors work to ensure accuracy and completeness.

5. Design Integration Issues:



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 42.00

PAGE 2

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

Related to Pre-Revenue Operations, issues associated with the performance of the overall MGL system design continue to arise on a daily basis. Examples of these items are Caltrans Phase II Station power and lighting quality problems, Caltrans elevator/escalator design problems (i.e., missing 48 V and separating the elevator recall), as well as conducting and participating in Fire/Life/Safety inspections. Workarounds to resolve these type issues to date have been a joint effort between MTA, EMC, OKA and contractor personnel.

COST IMPACTS

Funds for this change are available within the Board approved Project Contingency. There is no cost recovery potential.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 43.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

| CCR NUMBER | TITLE | CCR VALUE |
|------------|--------------------|----------------|
| 43.00 | MGL CLAIMS SUPPORT | \$1,120,833.00 |

WHO IDENTIFIED:

MTA Staff.

WHAT

This request is to include claims support for claims in excess of \$50,000. The estimated cost of this additional task is \$1,120,833 along with the duration starting from September, 1995 through August, 1996. Consequently, this will need to extend the current contract completion date to August 31, 1996.

JUSTIFICATION

The construction management scope of services did not include claims support for claims in excess of \$50,000. However, significant claims have arisen and/or matured since the execution of previous amendments to the OKA Contract which will likely require OKA field and office staff participation to expedite and facilitate successful resolution of these claims. It is also anticipated that MTA Contracts Department staff will request assistance as required in resolving claims associated with specific MGL contracts. This scenario was devised in light of the current and pending reassignment of existing MTA MGL staff to other projects. Therefore, MTA staff has requested OKA to provide an "option-packaged" proposal for claims support.

COST IMPACTS

Funds for this request are available within the Board approved Project Contingency. There is no cost recovery.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 44.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

| CCR NUMBER | TITLE | CCR VALUE | \$146,450.00 |
|------------|--|-----------|--------------|
| 44.00 | MONITORING OF MGL RELIABILITY/MAINTAINABILITY REQUIREMENTS | | |

WHO IDENTIFIED:

Construction Manager.

WHAT

This request is to include the additional scope of monitoring six systems contracts' maintainability and reliability testing. The test duration is usually one year, commencing at the same time as the warranty period. OKA's role is to monitor the performance of the various systems via participation on the Failure Review Board, which comprised of OKA, EMC and MTA representatives, to support these maintainability and reliability requirements.

The estimated costs of this additional scope are \$146,450. This task is scheduled to begin in September, 1995 and complete in March 1996.

JUSTIFICATION

Participation on the Failure Review Board was not previously included in OKA's scope of work. OKA's participation in these monthly and special meetings is imperative as these meetings are conducted to analyze data in "real time" in order to ensure the proper functioning and compatibility of all MGL systems.

COST IMPACTS

Funds for this change are available within the Board approved Project Contingency. There is no cost recovery potential.



CONSULTANT CHANGE BOARD EXECUTIVE SUMMARY

CCR#: MC008 45.00

PAGE 1

CONTRACT # / TITLE: MC008 / CONSTRUCTION MANAGEMENT CONSULTANT

CONSULTANT: O'BRIEN KREITZBERG ASSOCIATES

AMENDMENT #: 9 - CWO PROJECT R23 - Metro Green Line

| CCR NUMBER | TITLE | CCR VALUE | \$324,382.00 |
|------------|--|-----------|--------------|
| 45.00 | MANAGEMENT OF AUTOMATIC TRAIN CONTROL (H1100) CONTRACT | | |

WHO IDENTIFIED:

Construction Manager.

WHAT

This request is to extend the construction management support for H1100 contract. This extends the present OKA office and field staff until end of January 1996 with approximately 29 man months. The estimated associated costs is \$324,382.

JUSTIFICATION

The MTA extended the automatic train control contract, H1100, to December 1997 to coincide with the delivery of the P2000 Light Rail Vehicles. This Phase III extension of the train control contract completes the original intent of H1100 and provides for higher performance operation of the MGL then now exists with P2020 LRV's. In addition to the delivery of train control car equipment for the new vehicles, modifications are also required at the central control facility (CCF) and additional wayside equipment will be required to improve train communications.

OKA's construction management of this contract is scheduled to end on September 29, 1995 and because of this the resident engineer will be required to partially close out the contract before the contractor completes its work. This set of circumstances leaves a CM gap of more than two years with some Phase II work pending and a large amount of Phase III work to be managed after OKA's portion of the contract ends. The extension of the staff will provide the MTA with a seamless transfer of the construction management of this contract.

COST IMPACTS

Funds for this change are available within the Board approved Project Contingency. A portion of the cost of this change will be recovered from the assessment of liquidated damages for late completion of work by the H1100 contractor.