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July 27, 2020

TO: DISTRIBUTION

FROM: Timothy Lindholm
Senior Executive Officer, Program Management

SUBJECT: June 2020 PATSAOURAS PLAZA QUARTERLY PROJECT STATUS REPORT

Enclosed herewith is the Quarterly Project Status Report for the Patsaouras Plaza Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Project status for the period ending June 26, 2020.

If you have any questions regarding this report or its supporting information, please contact Timothy Lindholm at (213) 922-7297

TL: TS
Enclosure

Los Angeles County
Metropolitan Transportation Authority

Patsaouras Plaza Busway Station

QUARTERLY PROJECT STATUS REPORT

JUNE 2020



PATSAOURAS PLAZA BUSWAY STATION

QUARTERLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

JUNE 2020

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PROJECT OVERVIEW

PROJECT BACKGROUND

The passenger boarding / alighting areas for the HOV and El Monte Busway lanes are not located contiguously with Union Station, but rather they are situated at the corner of Alameda Street and the busway entrance, which requires a long walk to the Plaza. There is currently no direct pedestrian connection to Union Station, and there are no passenger amenities such as lighting, closed circuit television (CCTV), or information displays.

This issue is even more acute now with the revenue operation of the Congestion Reduction Demonstration Initiative project, since all new passengers also need to make the long walk for other transit connections such as the Red Line, Gold Line, and Metrolink.

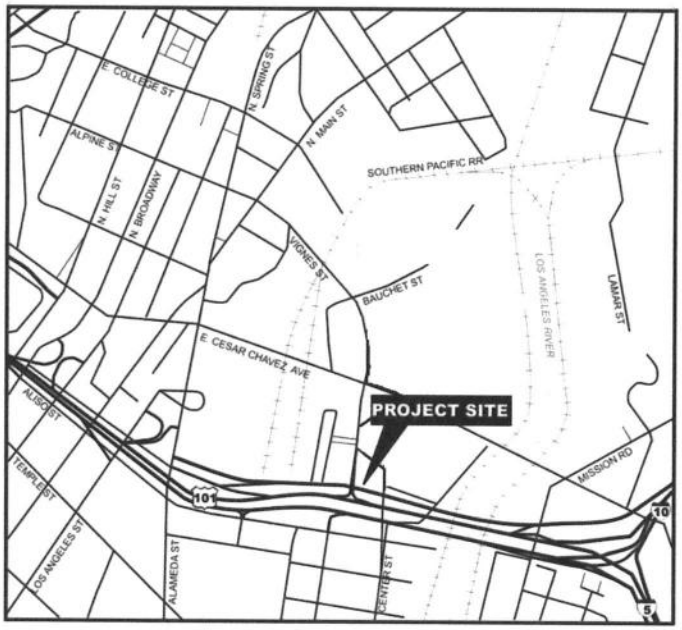
To resolve these issues and to provide a more user-friendly passenger experience, a number of potential configurations were evaluated. The final preferred configuration provides a new passenger boarding / alighting area on the south side of Patsaouras Plaza on the El Monte Busway.

GENERAL DESCRIPTION / FEATURES

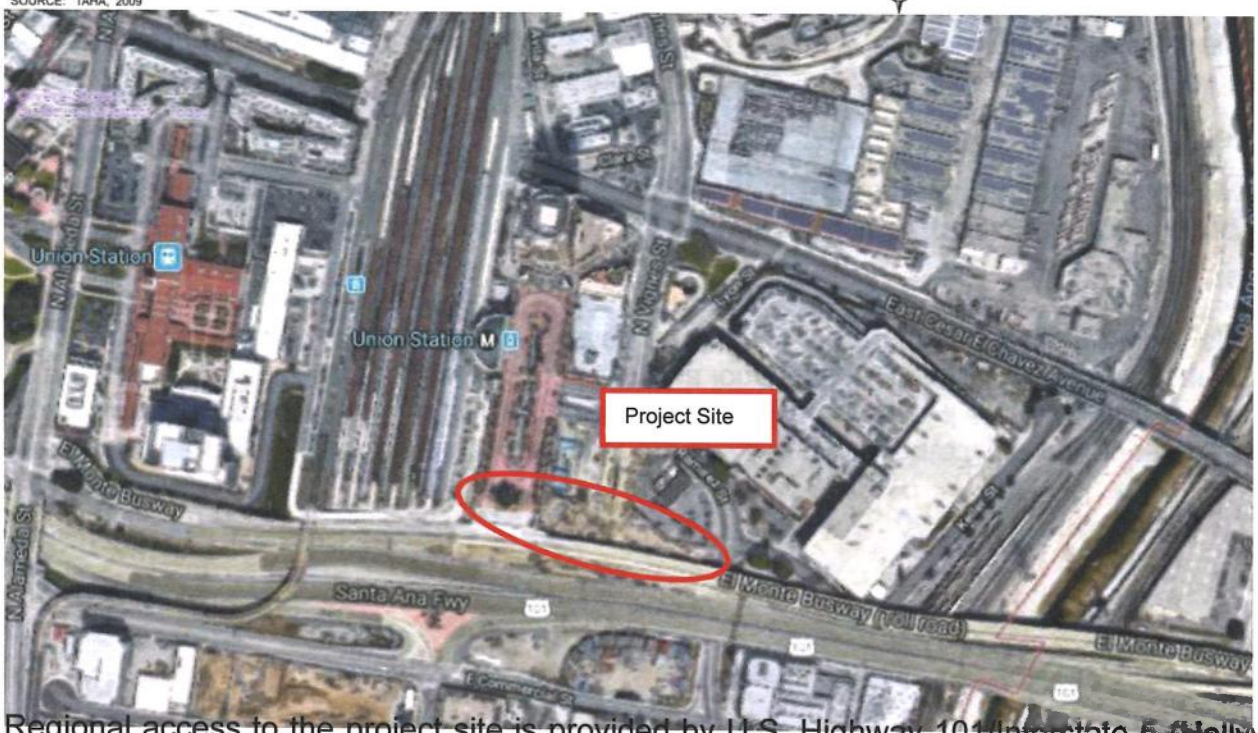
- Relocates patron boarding station currently on north Alameda Street to a new station platform at the southern end of Patsaouras Plaza
- Improves vertical and horizontal pedestrian circulation
- Provides a direct connection to Union Station
- Widens the existing Caltrans Los Angeles River Busway Bridge
- The new station will serve Metro, Foothill Transit, and other operators

PROJECT LOCATION

The project site is in the industrial area northeast of Downtown Los Angeles, and located above the Vignes Street entrance to the U.S. Highway 101 along the HOV/Express Lanes, adjacent to Patsaouras Bus Plaza and across the street from the C. Erwin Piper Technical Center.



SOURCE: TAHA, 2009



Regional access to the project site is provided by U.S. Highway 101/Interstate 5 (Hollywood Freeway/Santa Ana Freeway), which runs adjacent to the project site, and Interstate 10 (San Bernardino Freeway), which is approximately 0.5 miles southeast of the project site.

SCOPE OF WORK:

The Scope of Work is composed of several major construction elements, each with its own subset of work components. The major elements are: Roadways and Sitework; Structures; Bus Platform and Amenities; Canopy Structure; Pedestrian Circulation; Lighting; Signage and Wayfinding; and Universal Fare Collection.

Roadways and Sitework

1. Roadway Modifications at El Monte Busway — The El Monte Busway is to be widened on the south side along a length of approximately 200 feet to accommodate the revised El Monte Busway lane configurations south of Patsaouras Plaza. The widening varies from 0.0 feet at the western limit to approximately 9.5 feet at the El Monte Busway bridge's western abutment. Removal work includes removal of pavement sections, raised islands, lighting standards, and barrier rails. New construction includes building new pavement and barrier rails, reconstruction of lighting standards, and modifications to existing embankment slopes. New signage, striping, and pavement markings along this length will also be required. In addition, new overhead signing is to be provided at the entrance to the busway near Alameda Street and an existing overhead sign structure is to be removed and replaced near the west end of the El Monte Busway Bridge.

2. Roadway Modifications at Patsaouras Plaza — The revised lane configurations along the El Monte Busway require modifications to the busway lanes that once entered and exited Patsaouras Plaza. The existing busway lanes entering and leaving Patsaouras Plaza from the busway will be permanently closed. Existing raised medians will be removed, and existing traffic signal poles and signal heads will be removed and salvaged. Signing and pavement markings will be provided at the Plaza for the new lane configurations.

3. Other Modifications at Patsaouras Plaza — Construction of the pedestrian overcrossing, stairs, and elevators will require removal of existing improvements in the plaza, including existing brick paving, traffic signal poles, barrier rails, granite curbs, sidewalk, accessible ramps, and palm trees. Brick paving and granite curbs are to be salvaged and reinstalled if not damaged. Any damage to existing pavement, landscape/hardscape, and granite curbs to remain must be removed and replaced with new materials to very specific and exacting standards.

4. Roadway Modifications at the US 101 On/Off Ramps at Vignes Street — Construction of the columns and footings for the busway bridge and platform canopy in the area of these ramps will require removal and reconstruction of concrete barriers along roadway edges as well as removal /replacement of AC/AB. In addition, portions of an existing retaining wall and curb are to be removed at locations interfering with the new construction (see Drawing C-07 in Volume III of the Project Definition Documents for details). Allowable ramp closures are discussed in Volume II of the Project Definition Documents — Specifications.

5. Utilities and Drainage - Project construction will require relocation and reconstruction of various existing utilities and drainage facilities, including a Caltrans' fiber optic line. In addition, new drainage facilities are to be provided for the freeway widening and other roadway improvements.

Structures

1. El Monte Busway Bridge Widening

The project includes widening both the north and south sides of the existing Caltrans Los Angeles River Busway Bridge and Overhead (Br. Na 53-2673). This bridge provides a travel way for the existing El Monte Busway through the project area. The widening on the north side of the bridge extends approximately 872 feet with an average width of 28 feet. The widening on the south side of the bridge extends approximately 775 feet with an average width of 14 feet.

The widening of the structure is required to provide for construction of the new station platform, bus lanes servicing the platform, and buffer lanes separating platform traffic from through traffic. In addition, the widening is required to provide for construction of the Pedestrian Ramp / Walkway which is to be built along the centerline of the existing bridge, allowing access to the platform from Patsaouras Plaza.
The widening to the north of the existing El Monte Busway Bridge was originally sized to accommodate an entrance lane from Patsaouras Plaza onto the Busway. Metro has decided not to provide vehicular access to/from Patsaouras Plaza onto the Busway, but is still requiring the north side widening as shown on the plans. The unused deck areas will be stripped off as shown on the Pavement Delineation drawings in Volume III of the Project Definition Documents.

The widening work includes design and construction of new bridge superstructure, substructure, and barrier rails. Work also includes removal of portions of the existing bridge superstructure and barrier rails. In addition, removal (and replacement at some locations) of portions of existing retaining walls and removal of portions of the existing CIDH retaining wall (Bent 6 & 7) for new column /footing construction will be required.
New columns / foundations are to be designed to avoid conflicts with existing roadways, the future and existing Metro Rail Subway Tunnel, and the future Ramirez Flyover.

2. Pedestrian Ramp / Walkway Structure

A new Pedestrian Ramp / Walkway is to be constructed to enable pedestrians to access the new Station Platform from the existing Plaza (via the new Pedestrian Overcrossing). This structure extends approximately 277 feet along the centerline of the existing El Monte Busway, connecting to the new Pedestrian Overcrossing on the west side and to the new Station Platform on the east side. The Pedestrian Ramp / Walkway rises approximately 9 feet vertically from the level of the station platform to the level of the new Pedestrian Overcrossing, thus allowing a minimum vertical clearance of 19.5 feet over the existing busway lanes for the Pedestrian Overcrossing.

The Pedestrian Ramp / Walkway structure width is to have a 10 feet minimum horizontal inside clear dimension. It is to be supported on new columns which extend through the deck surface of the existing busway bridge to new foundations at existing grade below the existing bridge. The structure is enclosed with a structural steel frame with a covered roof. The roof consists of a standing seam over a dovetail roof deck. Side walls consist of fixed perforated stainless steel panels. In addition, swinging perforated stainless steel panels are located outside of the fixed stainless steel panels on the south side wall.

The outside wall swinging panels hang from stainless steel hinges, allowing them to move in the wind. A stopper at the base will limit the extent the panels can move. Final design and implementation of the panels is to be coordinated with and approved by Metro Creative Services.

3. Pedestrian Overcrossing

A new Pedestrian Overcrossing (OC) is to be constructed to enable pedestrians to access the new Pedestrian Ramp / Walkway and Station Platform from the existing Plaza. The Pedestrian OC extends approximately 114 feet south from the south end of the existing Plaza and connects with the new Pedestrian Ramp / Walkway. The OC is basically a level structure that maintains a minimum vertical clearance of 19.5 feet over the existing busway lanes below. The north end of the OC at the Plaza junction connects to new elevators and a stairway that allows pedestrian access to / from the Plaza itself.

The Pedestrian OC width has a 10 feet minimum horizontal inside clear dimension except at the north end, where it widens in the area of the new elevators and stairs. It is to be supported on new columns which extend through the deck surface of the existing busway bridge to new foundations at existing grade below the existing bridge, except for the north support column. The north column is shown to be supported on a new pedestal on the top of the existing parking garage structure.

The OC structure is enclosed with a structural steel frame with a covered roof. The roof consists of a standing seam over a dovetail roof deck. Side walls consist of fixed perforated stainless steel panels. In addition, swinging perforated stainless steel panels are located outside of the fixed stainless steel panels on the west side wall (same design and same oversight requirements as for the Pedestrian Ramp / Walkway structure noted above).

Bus Platform and Amenities

The bus station platform consists of an 8-inch-high concrete slab placed on the existing El Monte Busway bridge deck. The platform is 200 feet long by 18 feet wide, covered by a continuous canopy with lighting. The canopy structure is supported on individual columns, separated from the platform slab, that extend through the existing bridge deck to foundations beneath the existing bridge structure. The station amenities include seating benches, map cases, brick paving, signage and graphics, public address speakers, CCTV cameras, a passenger assistance telephone, an emergency telephone, and trash receptacles.

Canopy Structure

A 16-feet-wide continuous canopy is to cover the entire platform length. The roof of the canopy consists of a standing seam over a dovetail roof deck. The canopy roof rests on painted steel T-shaped supports and framing members. The supports are separated from the deck platform and extend through the existing bridge deck to new foundations below the existing bridge

Pedestrian Circulation

1. Stairs and Elevators.

Pedestrian access to the Pedestrian OC from the existing Plaza is to be provided via new stairs and two (2) new elevators at the north end of the OC. The elevators are to be enclosed in a glass and steel framework. Elevator doors are to open on three levels within the enclosure: (1) the 00 deck level - opening to the east; (2) the Plaza level - opening to the east; and (3) the P-1 level of the parking garage - opening to the west. The P-1 level doors will provide access to I from the existing pedestrian walkway located outside and along the west side of Metro's existing parking garage.

Construction of the stairs and elevators will require demolition of the southern two bays of the existing arcade structure located along the west side of the Plaza. A new section of the arcade structure is to be built to connect to the southern end of the remaining arcade structure.

2. Emergency Egress

New stairs are to be provided for emergency egress from the eastern end of the new station platform. The stairs will descend approximately 21 feet from the platform level to the street level below. The area at the bottom of the stairs is to be enclosed for security purposes.

Lighting

Lighting will be a key component in the experience of passengers to and from the bus platform and the existing plaza. In addition to achieving required light levels and meeting energy codes, the lighting should assist with creating a visually stimulating procession for pedestrians as well as creating visual interest for people viewing the architectural canopies and structures from adjacent areas and the plaza. Lighting is to be provided for all areas of the project including the stairways, elevator areas, Pedestrian OC, Pedestrian Ramp / Walkway, station platform, and canopies.

Signage and Wayfinding

The Contractor shall design, procure, and install all signage and wayfinding for the project. These items include identification, directional, and regulatory signage, and map cases. The identification signage includes iconic signs placed on top of the platform canopy. Signage and wayfinding is to be provided for the area of the new stairs and elevators at the south end of the Plaza, along the Pedestrian OC and Ramp / Walkway, and at the station platform and emergency egress. Signs shall conform to Metro's Signage Standards Manual and to accessibility standards under Specifications Section 00.04, Standards.

Universal Fare Collection

The project includes design and construction of provisions for future Ticket Vending Machines (TVMs), Stand Alone Validators (SAVs), and gating. The provisions include placing conduit with pull cords to service these elements. As shown in Volume III — Preliminary Engineering Drawings, provisions for future gating are to be provided at two locations. Provisions for future TVMs and SAVs are to be located at the Plaza entrance and at the level P-1 elevator entrance. Locations shown in Volume III are preliminary. Final locations are to be determined by the Contractor and approved by Metro.

LIFE OF PROJECT BUDGET: $50,913 ,000:

FEDERAL GRANTS AWARDED TO PROJECT:

Grant CA04-0233: $9,679,000 FTA Section 5309 Bus and Bus Livability Initiative Program
Grant CA90-Y716: $1,200,000 FTA Section 5307 (CRD)

CONSTRUCTION STATUS

Metro awarded Patsaouras Plaza Busway Station Contract C0970 in February 2014 and issued Notice to Proceed (NTP) in March 2014. Contract C0970 is a Design-Build (DB) contract that originally had a12-month contract duration for design and 18-month forecast for construction. Overall project progress is approximately 85% complete.

EXECUTIVE SUMMARY

Cost and Schedule Summary

Through the end of June 2020, Patsaouras Plaza Busway Station is approximately 95% complete.

In May 2019, the Metro Board approved an $11,120,000 increase to the Life-of-Project (LOP) budget, increasing the LOP from 39,793,000 to 50,913,000 including a global settlement of $5,375,000 and a Request for Change for 87 additional calendar days to the schedule and $1,000,000 contingency based on the remaining construction expense.

Substantial completion was originally forecast to occur in December 2017. However, the Contractor (OHL) schedule currently forecasts substantial completion in August 2020. This is a two month slip since the last update.

The critical path (CP) continues with the Pedestrian Overcrossing amenity items followed by the completion of the elevator fabrication and installation.

Continuing Activities

- Archeological and Native American monitoring
- Archeological resources continue to be discovered, causing occasional construction delays

Current Quarter Accomplishments

- Pedestrian Bridge/Pedestrian Walkway – Installed Roofing, Stainless Steel Architectural Panels, Storm drain plumbing, domestic water and fire suppression
- Elevator Enclosure – Installed glass, storefront and hoistway
- Retaining Wall1 and adjacent rock blanket construction
- Austin Vault – Poured concrete and began access road construction
- Poured on-ramp/off-ramp concrete barriers

Activities Planned for Next Quarter

- Pedestrian Bridge and Pedestrian Walkway – Finish installing Stainless Steel elements
- Canopy/Bus Platform: Pour platform and complete installation of canopy roof
- Elevator – Cab assembly and Installation, and testing
- Start and complete Wayfinding Installation
- Complete Site AC Paving
- Complete Site Fencing
- Complete electrical communication conduits and tie-in to USG/Gateway
- Roadway Expansion – Construct forms, and place Lean Concrete Base; install dowels, install tie bars, and pour jointed plain concrete pavement

Project Construction Photos



Installation of stainless steel panels and hand rails



Retaining Wall 1:Installation of metal rock blanket



Electrical/Communication conduits at Gateway



Class 4 & 5 Filtration aggregate in Austin Vault



Curb and gutter construction at Vignes on-ramp



Archeological Features 43 & 44 Investigation

RISKS AND MANAGEMENT ISSUES

Concern No. 1: **Contractor continues submitting RFCs and Claims without ROM**

Status/Action:

OHL submits requests for change (RFC) and claims without including Rough Order of Magnitude (ROM) estimates, thus making it difficult to update budget forecasts. Resident Engineer is conducting weekly meetings to obtain information from OHL, but OHL has still not submitted ROMs for several RFCs. CN 5 has been open for over two years. CN 26, CN 29, CN 44, and CN 45 also do not have cost proposals.

Concern No. 2: **Project excavation continues to encounter cultural resources.**

Status/Action:

Staff is monitoring the situation closely as minimal excavation remains.

Concern No. 3: **COVID 19 Impacts**

Status/Action:

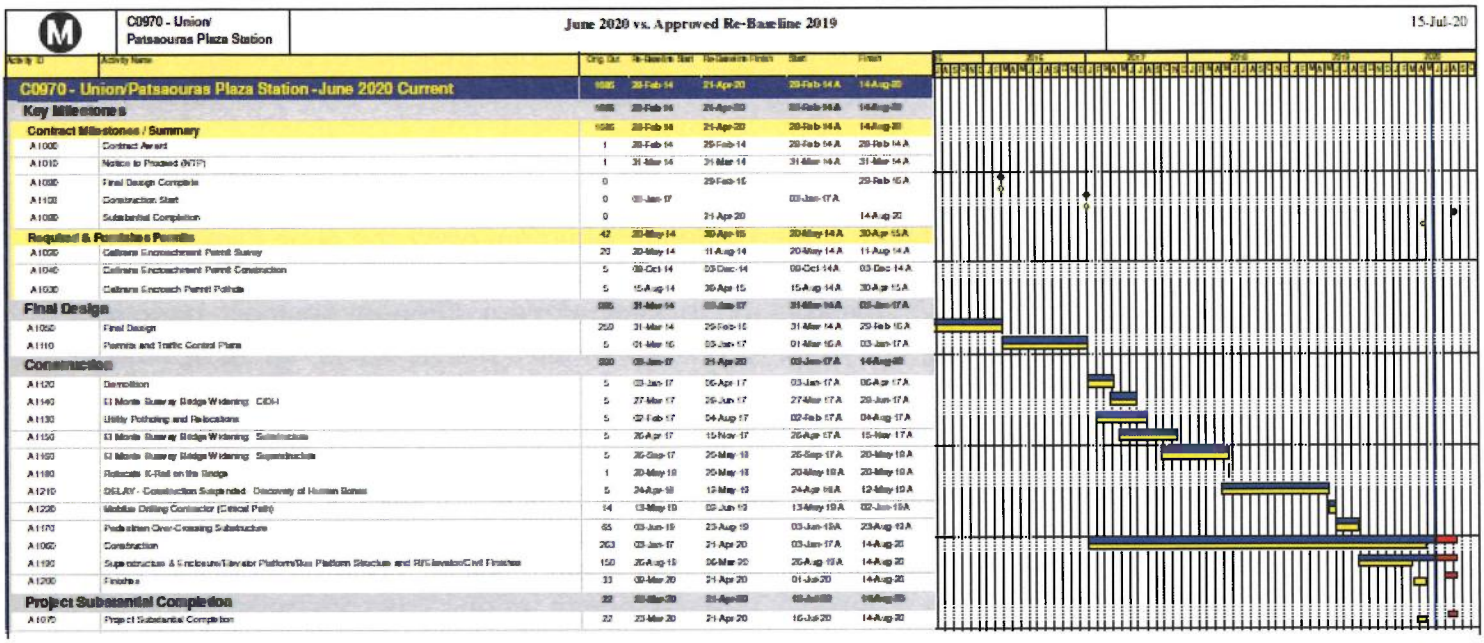
Although work continue, it is at a slower pace due to required social distancing. Staff is working with contractor.

Concern No. 4: **OHL delay in fabricating and installing elevator**

Status/Action:

Staff continues working with contractor and elevator subcontractor to complete elevator within substantial completion by start of Summer 2020.

PROJECT SUMMARY SCHEDULE



C0970 - Union/ Patsaouras Plaza Station	June 2020 vs. Approved Re-Baseline 2019	15-Jul-20

Activity ID	Activity Name	Orig. Dur.	Re-Baseline Start	Re-Baseline Finish	Start	Finish
C0970 - Union/Patsaouras Plaza Station - June 2020 Current		1685	28-Feb-14	21-Apr-20	28-Feb-14 A	14-Aug-20
Key Milestones		1685	28-Feb-14	21-Apr-20	28-Feb-14 A	14-Aug-20
Contract Milestones / Summary		1685	28-Feb-14	21-Apr-20	28-Feb-14 A	14-Aug-20
A1000	Contract Award	1	28-Feb-14	28-Feb-14	28-Feb-14 A	28-Feb-14 A
A1010	Notice to Proceed (NTP)	1	31-Mar-14	31-Mar-14	31-Mar-14 A	31-Mar-14 A
A1080	Final Design Complete	0		29-Feb-16		29-Feb-16 A
A1400	Construction Start	0	03-Jan-17		03-Jan-17 A	
A1090	Substantial Completion	0		21-Apr-20		14-Aug-20
Required & Furnished Permits		42	30-May-14	30-Apr-15	30-May-14 A	30-Apr-15 A
A1020	Caltrans Encroachment Permit Submit	20	30-May-14	11-Aug-14	30-May-14 A	11-Aug-14 A
A1040	Caltrans Encroachment Permit Construction	5	09-Oct-14	03-Dec-14	09-Oct-14 A	03-Dec-14 A
A1030	Caltrans Encroach Permit Potholo	5	15-Aug-14	30-Apr-15	15-Aug-14 A	30-Apr-15 A
Final Design		585	31-Mar-14	03-Jan-17	31-Mar-14 A	03-Jan-17 A
A1050	Final Design	250	31-Mar-14	29-Feb-16	31-Mar-14 A	29-Feb-16 A
A1110	Permits and Traffic Control Plans	5	01-Mar-16	03-Jan-17	01-Mar-16 A	03-Jan-17 A
Construction		800	03-Jan-17	21-Apr-20	03-Jan-17 A	14-Aug-20
A1120	Demolition	5	03-Jan-17	06-Apr-17	03-Jan-17 A	06-Apr-17 A
A1140	El Monte Busway Bridge Widening: CIDH	5	27-Mar-17	26-Jun-17	27-Mar-17 A	26-Jun-17 A
A1130	Utility Potholing and Relocations	5	02-Feb-17	04-Aug-17	02-Feb-17 A	04-Aug-17 A
A1150	El Monte Busway Bridge Widening: Substructure	5	26-Apr-17	15-Nov-17	26-Apr-17 A	15-Nov-17 A
A1160	El Monte Busway Bridge Widening: Superstructure	5	26-Sep-17	26-May-18	26-Sep-17 A	26-May-18 A
A1180	Relocate E-Rail on the Bridge	1	26-May-18	26-May-18	26-May-18 A	26-May-18 A
A1210	DELAY - Construction Suspended: Discovery of Human Bones	5	24-Apr-18	13-May-18	24-Apr-18 A	13-May-18 A
A1220	Mobilize Drilling Contractor (Critical Path)	14	13-May-19	02-Jun-19	13-May-19 A	02-Jun-19 A
A1170	Pedestrian Over-Crossing Substructure	65	03-Jun-19	23-Aug-19	03-Jun-19 A	23-Aug-19 A
A1060	Construction	263	03-Jan-17	21-Apr-20	03-Jan-17 A	14-Aug-20
A1190	Superstructure & Enclosure/Elevator Platform/Bus Platform Structure and RR/Elevator/Civil Finishes	150	26-Aug-19	06-Mar-20	26-Aug-19 A	14-Aug-20
A1200	Finishes	33	09-Mar-20	21-Apr-20	01-Jun-20	14-Aug-20
Project Substantial Completion		22	23-Mar-20	21-Apr-20	16-Jun-20	14-Aug-20
A1070	Project Substantial Completion	22	23-Mar-20	21-Apr-20	16-Jun-20	14-Aug-20

CRITICAL PATH NARRATIVE

The critical path continues with the Pedestrian Overcrossing structure and enclosure. Work concludes with the fabrication and installation of the elevator.

JUSTIFICATION FOR SCHEDULE CHANGES

Substantial completion was originally forecast to be in December 2017. Currently the Contractor (OHL) schedule forecasts substantial completion in August 2020 two months later than previous quarter.

Schedule delays is primarily due to the elevator installation taking longer than planned, and the discovery of archaeological resources.

PROJECT COST STATUS

PATSAOURAS PLAZA BUSWAY STATION
PROJECT 202317
DIVISION: PROGRAM MANAGEMENT
DEPARTMENT: PROGRAM MANAGEMENT
COMBINED COST REPORT BY ELEMENT
PERIOD ENDING: June 30, 2020
DOLLARS

ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	19,992,000	-	31,495,000	250,000	30,157,000	734,000	28,026,000	259,000	31,513,000	18,000
S	SPECIAL CONDITIONS	750,000	-	1,917,000	2,000	1,832,000	41,000	1,241,000	-	1,751,000	(166,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	-	16,501,000	434,000	17,017,000	676,000	15,836,000	6,000	17,362,000	861,000
PC	PROJECT CONTINGENCY	2,817,000	-	1,000,000	-	-	-	-	(265,000)	287,000	(713,000)
	TOTAL PROJECT	**30,984,000**	**-**	**50,913,000**	**686,000**	**49,006,000**	**1,451,000**	**45,103,000**	**-**	**50,913,000**	**-**

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH June 30, 2020

PROJECT COST ANALYSIS

Original Budget

The original Life of Project (LOP) budget of $16,803,000 was established in October 2011 when the project was in preliminary design. In 2013, bids for the station contract exceeded the LOP budget. Staff performed value engineering and re-bid the work, and in January 2014 the Metro Board increased the LOP budget to $30,984,000 in order to award Contract C0970. In March 2016, the Metro Board increased the LOP budget to $39,793,000. At that time, the project budget was allocated to match the forecasts for construction, professional services special conditions and to replenish contingency as indicated in the March 2016 Board Report.

Current Budget

In May 2019, the Metro Board increased the LOP budget to $50,913,000. The project budget has been allocated to match the forecasts for construction, professional services special conditions and to replenish contingency as indicated in the May 2019 Board Report. During the period ending June 30, 2020 the project budget established in May 2019 did not change.

Commitments

Commitments for the entire project at the end of June 2020 were $49.00M, an increase of $868K compared to previous reporting period. There were no new commitments for Construction as no contract modifications were executed. There were increases in commitments for Special Conditions and Professional Services. Commitments for professional services increased by $434M due to continuing archeological monitoring and agency labor billed during the reporting period.

PROJECT COST ANALYSIS (Continued)

Expenditures

Through June 30, 2020, Metro has incurred $45.10M in cumulative expenditures. Expenditures increased $1.45M since the last reporting period. Construction expenditures this reporting period were $734K. Third Party expenditures totaled $41K for invoices from the City of Los Angeles for work performed under existing work orders. The balance of expenditures, or $676K were for professional services that included materials testing, paleontological monitoring, document control, scheduling support, and agency labor.

Current Forecast

The overall project forecast was reset by the Life-of-Project budget increase approved by the Metro Board in May 2019. This quarter:

- The forecast for Construction is $31,513,000
  This is a decrease of 259,000 from the last reporting period.

  As noted since the Quarterly Report for the Period Ending March 31, 2018, Metro is using a separate project number to pay for work related to the elevators and will be using a separate project number for work related to RIITS.

- The forecast for Special Conditions is $1,751,000
  There is no change from the previous period, but excludes budget for any FY21 work orders with the City of Los Angeles.

- The forecast for Professional Services is $17,362,000
  This is an increase of $6,000. The forecast includes additional archeological and paleontological monitoring, construction management support services (CMSS), and Metro agency costs.

- The forecast for Contingency is $287,000
  This is a decrease of $265,000 from the previous reporting period and is primarily due to Change Notices issued to OHL.

SUMMARY OF EXECUTED CONTRACT MODIFICATIONS

Modification	Description	Amount ($)
1	General Requirements	-
2	CN2 Update SP-27 and Section 01200	-
3	Revise Contract Compliance Manual	-
4	CN7 – Redesign extra work – RFC03 Supplemental PSR/PR	93,450
5	CN6 – Emergency Power to Light Fixtures	79,424
6	CN3 – LED Fixture Change	8,877
7	CN4 – RFC010 – Potential Source Change	173,151
8	CN14 – Ramirez Street Design	60,900
9	CN9.1 – RFC7 – Construction 2 Lanes West with 1 Lane East	614,968
10	CN10.1 – Construction change	3,505,769
11	CN16 – Design of 2 Lanes West & 1 Lane East	51,570
12	CN17 – Redesign of Structural Footings	188,926
13	CN11 – ADA Tactile Pathway	57,000
14	CN12 – CRZ Installation of Bollards at Bus Platform	190,000
15	CN15 – Added Design for Storm Drain Manholes	31,733
16	CN 19 - Mitigation of Concurrent/Compensable Delays	548,000
CO 6 (Mod 17)	CN 36 – TIA through May 12 (1/3/2017 – 5/12/2017)	124,000
CO 7 (Mod 18)	CN 25 – 8th Water Line Relocation (Sewer Conflict)	244,000
20	CN 37 - Denny's Signage	2,846
21	CN 30.1 - RFC 51/53/54 Obstructions at Bent 9LT and Bent 8LT	95,217
22	CN 31 - Obstruction at Bent 5 Pedestrian Bridge	7,203
23	CN 32 - Obstruction at Bent 6 Pedestrian Bridge	7,620
24	CN 33 - Obstruction at Bent 4 Pedestrian Bridge	9,197
25	CN 35 - Additional Obstruction at Bent 4 Ped Bridge	70,952
26	CN 39 - Additional Drainage Protection	4,016
27	n/a	
28	CN 45.1 - Global Settlement	5,375,000
29	CN 46.1 - Archeological Delays beyond Feb 15, 2019	625,000
19 out of sequence	CN 27 - 60" Steel Line Relocation	95,000
31 (not a typo)	CN 49 - RIITS (to be paid by RIITS Dept, not 202317)	750,000

SUMMARY OF CHANGE NOTICES ISSUED AND NEGOTIATED (BUT CONTRACT MODIFICATIONS NOT EXECUTED)

CN	Description	Amount ($)
27	(Mod 19) RFC 38 – 60" Steel Line Relocation	95,000
29	RFCs 43/45/47/48	141,545
38	RFC 63 – DSC Concrete Slab and Steel Pipe at Storm Drain	11,154
47	Mod 30 - Passivation of Stainless-Steel Panels	47,250
49	(Mod 31) CN 49 – RIITS (to be paid by RIITS Dept, not 202317)	750,000

SUMMARY OF CHANGE NOTICES ISSUED BUT NOT NEGOTIATED

CN	Description	Amount ($)
40	RFC 48 – Multiple Unknown Utilities at SD tie-in	11,470
41	RFC 68 – Frame 2 and Frame 3 Falsework Certifications	17,048
42	RFC 69 – Falsework Requirements Frame 1 and Frame 2 Left	1,414
43	RFC 80 – Additional Removal at Retaining Wall	45,234
44	RFC 82 – Existing Sidewalk at elevator Footing	7,856
48	Elevator interlock assemblies	9,000

REQUEST FOR CHANGES (RFCs) THAT MAY BECOME CNs

CN	Description	ROM ($)
n/a*	RFC 44 – Contaminant Testing Drilling Slurry	52,770
n/a*	RFC 81 – Directive to Stop Micropile Work	Part of May 2019 Settlement
45*	RFC 83 – Environmentally Sensitive Area	Part of May 2019 Settlement
n/a	Second settlement	n/a
n/a	Rescinding CO 2, CO 3, and CO 4	621,000
	* CN number has not been assigned to this RFC	

FINANCIAL/GRANT STATUS

SOURCE	(A) BUDGET ($)	(B) TOTAL FUNDS ANTICIPATED ($)	(C) TOTAL FUNDS AVAILABLE ($)	(D) COMMITMENTS $	(D/B) %	(E) EXPENDITURES $	(E/B) %	(F) BILLED to FUNDING SOURCE $	(F/B) %
FEDERAL - BUS LIVABILITY SECTION 5309	9,679,000	9,679,000	9,679,000	9,679,000	100%	9,679,000	100%	9,679,000	100%
FEDERAL - SECTION 5307	2,428,000	2,428,000	2,428,000	2,428,000	100%	2,428,000	100%	2,428,000	100%
PROP C 40%	300,000	300,000	300,000	300,000	100%	300,000	100%	300,000	100%
PROP C 25% HIGHWAY	27,710,000	27,710,000	27,710,000	27,710,000	100%	27,481,000	99%	27,481,000	99%
PROP C 25% DEBT	7,581,000	7,581,000	7,581,000	3,929,000	52%	0	0%	0	0%
RAMIREZ FLYOVER (UNION STATION ESCROW)	3,215,000	3,215,000	3,215,000	3,215,000	100%	3,215,000	100%	3,215,000	100%
TOTAL	50,913,000	50,913,000	50,913,000	47,257,000	100%	43,103,000	85.0%	43,103,000	85.0%

NOTE: Expenditures are cumulative through June 30, 2020

In FY20 Q4, Grants Department executed another Section 5307 grant for the project (around $1.2 million). The new monies replace some of the local funds (Prop C 25%).