CONSTRUCTION COMMITTEE
APRIL16, 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 December 1, 2024, to February 28, 2025.

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 December 1, 2024 – February 28, 2025. The OIG gathers 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 – The Rail to Rail Active Transport Corridor Project

This OIG Spot Check report concerns the Rail to Rail Active Transport Corridor Project (Contract C1166 MOD 00113), Bollard Procurement.

Change Order Detail

See Attachment A Spot Check #1 table.

Summary #1

Scope of Work – This change order of $831,894 is for MOD 00113. It is related to an increase in the scope of work for the procurement of barricades to mitigate safety concerns on the pedestrian and bicycle paths in various locations of the project. This modification was necessitated by a design change that was recommended by Metro's Systems Security Law Enforcement (SSLE) and supported by the Metro Operations Department.

Budget – This change order for MOD 00113 was approved for $831,894. The Contractor's Proposal (CSP) was $831,894.21, and the Independent Cost Estimate (ICE) was $552,094. The ICE is $279,800 (33.63%) under the CSP. The approved amount was $279,800, which is (33.63%) more than the ICE. The Contractor's Proposal included essential costs that were not accounted for in the ICE, such as storage, touch-up painting, handling and transportation, and anti-graffiti coating. Staff confirmed that funding for this change order is available 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 December 17, 2024. The modification was awarded on December 26, 2024, and it took the staff six workdays to complete all signature approvals. Under the prior Board approval method for change orders, assuming presentation at the February Board meeting date, it would have taken a total of forty-one workdays to complete the transaction.

Safety – The Rail to Rail Active Transport Corridor Project has 378,019 Project hours through February 2025 with a Total Recordable Injury Rate (TRIR) of .77 (the Bureau of

Labor Statistics National Average is 2.4) and a Days Away Restricted or Transferred (DART) rate of .77 (the Bureau of Labor Statistics National Average is 1.5).

Recommendations/Lessons Learned – The OIG supports the recommendation of SSLE and Metro's ongoing efforts to incorporate safety considerations into public right-of-way management. This approach enhances accessibility and ensures that public spaces are safer and more navigable for all, including pedestrians and cyclists.

Spot Check #2 – The Purple Line Extension Section 2 Transit Project

This OIG Spot Check report concerns the Purple Line Extension 2 (Contract C1120 MOD 00230.1). Additional project staffing, and compliance activities for changes Issued during the base design phase.

Change Order Detail

See Attachment A Spot Check #2 table.

Summary #2

Scope of Work – This unilateral change order of $1,475,323 is for MOD 00230.1. It is related to the Contractor's claim for additional project staffing, compliance, and work performed that was necessitated by design changes from October 1, 2021, to May 31, 2024.

Question to the Purple Line Extension 2 Program Management

The OIG requested an explanation of what caused the need for additional project staffing that the Contractor did not consider and plan during the bidding process.

Response from the Purple Line Extension 2 Program Management

The project underwent significant design changes that exceeded what could have been reasonably anticipated, requiring an increase in project staffing. Examples include reorienting and expanding a station entrance by 90 degrees, a major redesign of the storm drainage system, the impact of a global pandemic, and a change to the final tunnel lining material.

Budget – This unilateral change order for MOD 00230.1 for the amount of $1,475,323. The Contractor's Proposal was $2,677,731, and the Metro Independent Cost Estimate (ICE) was $1,548,617. The ICE is $1,129,114 (42.17%) under the CSP. The unilateral approved amount is $73,294 (4.73%) under 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 November 14, 2024. The modification was awarded on December 20, 2024, and it took the staff twenty-five workdays to complete all signature approvals. Under the prior Board approval method for change orders, assuming presentation at the February Board meeting date, it would have taken a total of sixty-three workdays to complete the transaction.

Safety – The Purple Line Extension 2 Project has 5,515,525 Project hours through February 2025 with a Total Recordable Injury Rate of 2.21 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away Restricted Transferred (DART) rate of .48 (the Bureau of Labor Statistics National Average is 1.5).

Recommendations/Lessons Learned – None.

Spot Check #3 – The Purple Line Extension Section 1 Transit Project

This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045 MOD 00235). The Wilshire/La Cienega Plaza Station Standby Generator, Design and Construction.

Change Order Detail

See Attachment A Spot Check #3 table.

Summary #3

Scope of Work – This change order, in the amount of $1,116,083, pertains to MOD 00235 at the Wilshire/La Cienega Plaza Station. It is related to the design changes and construction improvements that were necessitated to accommodate the larger-capacity standby generator of 2750 kW, as compared to the previous design of 1750 kW. The change order incorporates the Contractor's design, construction, necessary changes to the electrical infrastructure and modifications to the generator enclosure.

Budget – Metro and the Contractor jointly conducted a fact-finding and a technical evaluation to help develop an understanding of the work and establish a mutual agreement for the final amount for MOD 00235 of $1,116,083. The Contractor's Stated Proposal (CSP) was $1,116,083, and the Independent Cost Estimate (ICE) was $1,011,649. The agreed amount is $104,434 (9.36%) 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 December 17, 2024. The modification was awarded on January 02, 2025, and it took the staff eleven workdays to complete all signature approvals. Under the prior Board approval method for change orders, assuming presentation at the February Board meeting date, it would have taken a total of forty-two workdays to complete the transaction.

Safety – The Purple Line Extension 1 Project has 10,762,835 Project hours through

January 2025 with a Total Recordable Injury Rate of .82 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away Restricted Transferred (DART) rate of .09 (the Bureau of Labor Statistics National Average is 1.5).

Recommendation/Lessons Learned – I recommend incorporating larger equipment specifications early in the procurement process, which allows for more accurate budgeting and planning. This proactive approach helps establish a consistent set price and reduces the likelihood of unforeseen expenses.

Spot Check #4 – The I-5 North County Enhancement Project

This OIG Spot Check report concerns the I-5 North County Enhancement Project (Contract C70396C1205 MOD 00050), Differing Site Conditions.

Change Order Detail

See Attachment A Spot Check #4 table.

Summary #4

Scope of Work – This change order, in the amount of $535,471.90, pertains to MOD 00050. It is related to differing site conditions on the I-5 North County Enhancement Project Contract C70396C1205. The Contractor was drilling foundations at various depths from July 10, 2023, to September 13, 2023, and encountered groundwater and buried man-made objects (BMMOs) that were not identified in the initial foundation reports submitted during the proposal process. This resulted in additional work and a Request for Change (RFC) by the Contractor.

Question to I-5 North County Enhancement Program Management

The OIG requested an explanation due to the initial vague scope of work and lack of merit documentation provided that is normally required for this type of change order.

Response from I-5 North County Enhancement Program Management

The 2019 Foundations report and the 2017 Boring logs reported soil moisture and density range well below the expectation of encountering groundwater during drilling. The Contractor also encountered concrete that required removal and struck a drain that was not in the As-built drawings that necessitated additional work.

Budget – This change order MOD 00050 was negotiated to $535,471.90. The Contractor's Stated Proposal (CSP) was $535,471.90, and the Independent Cost Estimate (ICE) was $532,200.10. The ICE is $3,271.80 (.61%) under the CSP. The negotiated amount is $3,271.80 (.61%) 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 25, 2024.

The modification was awarded on January 13, 2025. Under the prior Board approval method for change orders, assuming presentation at the February Board meeting date, it would have taken a total of fifty-six workdays to complete the transaction.

Safety – The I-5 North County Enhancement Project has 949,522 Project hours through February 2025 with a Total Recordable Injury Rate (TRIR) of 1.69 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away Restricted or Transferred (DART) rate of .42 (the Bureau of Labor Statistics National Average is 1.5).

Recommendations/Lessons Learned – The project management software "Headlight," which is being used on this project to review the daily reports for the period of the modification, revealed a possible lack of sufficient oversight of documentation and technical input from the Project team and Resident Engineer. There was no record of the modification on Metro's Project Management Information System (PMIS) from the Project team for 19 months. This change order might have been identified a year ago if the project had been more proactive with its modification input on PMIS. This delay of documentation can have an effect on budget management and reserve funds status.

Recommendation 1:

The OIG recommends that the Project team review the Capital Project requirements referred to in the Configuration Management Policies and Procedures in CF01-CF04, CF07, and CF10. Metro's Program Management Information System (PMIS) must be the primary source for document control. Metro's project control procedures require that all modifications be fully documented and supported by technical justification and require the active involvement of the Project team and the Resident Engineer in assessing and recording site conditions and proposed changes.

Recommendation 2:

For best practices of project controls and fostering transparency, modifications should be entered in a timely manner. The validity of the submitted information is uncertain, and I recommend that the Project team audit the supporting documents for the modification. The documentation input on (PIMS) submitted by the Project team does not align with the dates of the contractor's or inspectors' reporting in the "Headlight," indicating a possible communication disparity between the use of both programs.

Recommendation 3:

The OIG recommends considering negotiating and closing out Contractor claims through early intervention. This theory proactively addresses claims, and helps prevent cost overruns, fosters transparency and cooperation between the Contractor and Project management, and reduces schedule delays, and financial uncertainty; even though some believe it may introduce conflict that could strain the working relationship during the project, the benefits of early engagement often outweigh the risk.

FINANCIAL IMPACT

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

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) $831,894 Rail to Rail Active Transport Corridor Project
- Spot Check #2) $1,475,323 Purple Line Extension Section 2 Transit Project
- Spot Check #3) $1,116,083 Purple Line Extension 1 Transit Project
- Spot Check #4) $535,471.90 I-5 North County Enhancement 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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this report does not directly encourage taking transit, sharing a ride, or using active transportation. This report is a vital part of Metro's Program Management, Safety in construction, and effective financial management. The Metro Board has adopted an agency-wide Vehicle Miles Traveled (VMT) Reduction Target, and this item generally supports the overall function of the agency therefore this report supports and 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 Control. Program Control and Program Management agrees to respond to the recommendations of the OIG within 30 days. The OIG continues to meet periodically to discuss reports, recommendations, and the status of implementation of the recommendations with Project Management, and receive updates. The list of OIG recommendations and Metro management responses is an attachment to this OIG report (Attachment B).

ATTACHMENTS

Attachment A – Change Order Details for Spot Checks in this report
Attachment B – OIG Recommendations and Responses Tracking Sheet

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

Karen Gorman
Inspector General

Spot Check #1 – The Rail to Rail Active Transport Corridor Project – Contract C1166

Change Order Detail

Description of Modification or Change Order – MOD 00113 Bollard Procurement	
Change Order Dates:	
Scope of Work approved	December 17, 2024
Awarded to the Contractor	December 26, 2024
Elapsed Time for Executing Change Order:	
Using new delegated process	6 workdays
Estimate using former Board approval process Agenda for the February Board	41 workdays
Cost of Change Order:	
Metro independent cost estimate (ICE)	$552,094
Contractor's proposed cost	$831,894.21
Negotiated amount	$831,894
Percentage of negotiated amount *over/under* ICE	33.63%
Amount less than the Contractor's Stated Proposal (CSP)	$279,800

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

Unilateral Change Order Detail

Description of Modification or Change Order – MOD 00230.1 Additional Project Staffing	
Change Order Dates:	
Scope of Work approved	November 14, 2024
Awarded to the Contractor	December 20, 2024
Elapsed Time for Executing Change Order:	
Using new delegated process,	25 workdays
Estimate using former Board approval process Agenda for the February Board	63 workdays
Cost of Change Order:	
Metro Independent Cost Estimate (ICE)	$1,548,617
Contractor Stated Proposal (CSP)	$2,677,731
Unilateral Approved Amount	$1,475,323
Percentage of negotiated amount *over/under* (ICE)	4.73%
Amount less than the Contractor's Stated Proposal (CSP)	$1,202,408

Spot Check #3 – Purple Line Extension Section 1 Transit Project - Contract C1045

Change Order Detail

Description of Modification or Change Order – MOD 00235 Wilshire/La Cienega Station Plaza Standby Generator, Design and Construction	
Change Order Dates:	
Scope of Work approved	December 17, 2024
Awarded to the Contractor	January 02, 2025
Elapsed Time for Executing Change Order:	
Using new delegated process,	11 workdays
Estimate using former Board approval process Agenda for the February Board	42 workdays
Cost of Change Order:	
Metro Independent Cost Estimate (ICE)	$1,011,649
Contractor Stated Proposal (CSP)	$1,116,083
Negotiated Amount	$1,116,083
Percentage of negotiated amount *over/under* (ICE)	9.36%
Amount less than the Contractor's Stated Proposal (CSP)	$104,434

Spot Check #4 – The I-5 North County Enhancement Project - Contract C70396C1205

Change Order Detail

Description of Modification or Change Order – MOD 00050 Differing Site Conditions	
Change Order Dates:	
Scope of Work approved	November 25, 2024
Awarded to the Contractor	January 13, 2025
Elapsed Time for Executing Change Order:	
Using new delegated process,	31 workdays
Estimate using former Board approval process Agenda for the February Board	56 workdays
Cost of Change Order:	
Metro Independent Cost Estimate (ICE)	$532,200.10
Contractor Stated Proposal (CSP)	$535,471.90
Negotiated Amount	$535,471.90
Percentage of negotiated amount *over/under* (ICE)	.61%
Amount less than the Contractor's Stated Proposal (CSP)	$3,271.80

Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

ATTACHMENT B (APRIL 2025)			
OIG REPORT, SPOT CHECK, # MOD #	**RECOMMENDATIONS**	**MANAGEMENT'S RESPONSES**	**COMPLETION DATE**
#1 The Rail to Rail Active Transport Corridor Project. This OIG Spot Check report concerns the Rail to Rail Active Transport Corridor Project (Contract C1166, MOD 00113) Bollard Procurement.	The OIG requested an explanation to why Metro accepted the contractor's proposal of $831,894.21, which was 33% higher than the Independent Cost Estimate, and what caused such a significant difference between the two amounts? The OIG supports the recommendation of SSLE and Metro's ongoing efforts to incorporate safety considerations into public right-of-way management. This approach enhances accessibility and ensures that public spaces are safer and more navigable for all, including pedestrians and cyclists.	The Project Team accepted the Contractor's proposal due to several factors. To meet the substantial completion date and the scheduled opening in April, the Project incurred additional costs to expedite the procurement process. Consequently, the Contractor included an expediting fee to ensure timely delivery. Additionally, the Contractor's proposal accounted for costs not included in the Independent Cost Estimate but essential for the Project, such as storage, touch-up painting, handling/transportation, and anti-graffiti coating.	March 7, 2025
#2 The Purple Line Extension Section 2 Transit Project. This OIG Spot Check report concerns the Purple Line Extension 2 (Contract C1120, MOD 00230.1). Additional project staffing and compliance activities for changes issued during the base design phase	**Question to the Purple Line Extension 2 Program Management.** The OIG requested an explanation of what caused the need for additional project staffing that the Contractor did not consider and plan during the bidding process. No Recommendations for this spot check on the basis of management's response.	The project underwent significant design changes that exceeded what could have been reasonably anticipated, requiring an increase in project staffing. Examples include reorienting and expanding a station entrance by 90 degrees, a major redesign of the storm drainage system, the impact of a global pandemic, and a change to the final tunnel lining material.	March 13, 2024
#3 The Purple Line Extension Section 1 Transit Project. This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045, MOD 00235) The Wilshire/La Cienega Plaza Station Standby Generator, Design and Construction.	**OIG Recommendations/Lessons Learned** – The OIG recommends incorporating larger equipment specifications early in the procurement process, which allows for more accurate budgeting and planning. This proactive approach helps establish a consistent set price and reduces the likelihood of unforeseen expenses.	This recommendation is pending a response from Management.	
#4 The I-5 North County Enhancement Project. This OIG Spot Check report concerns the I-5 North County Enhancement Project (Contract C70396C1205, MOD 00050) Differing Site Conditions.	**OIG Recommendations/Lessons Learned** – The project management software "Headlight," which is being used on this project to review the daily reports for the period of the modification. There was no record of the modification on Metro's Project Management Information System (PMIS) from the Project team for 19 months. There was no comment by the Resident Engineer about the site conditions concern in the Daily Reports in Headlight. Management indicates that this is because it is in the Risk Register until the change order is complete. The OIG does not currently have access to the database. We request access to that in the future to enable us to better evaluate these types of matters.	Management responded: Management indicated that the information was being tracked on a risk register and was pending merit from the contractor.	April 12, 2025

	Recommendation 1: The OIG recommends that the Project team review the Capital Project requirements referred to in the Configuration Management Policies and Procedures in CF01-CF04, CF07, and CF10. Metro's Program Management Information System (PMIS) must be the primary source for document control, such that a major pending change order has a placeholder noted in PMIS. **Recommendation 2:** For best practices of project controls and fostering transparency, modifications should be entered in a timely manner. The validity of the submitted information is uncertain, and I recommend that the Project team audit the supporting documents for the modification. The documentation input on (PIMS) submitted by the Project team does not align with the dates of the contractor's or inspectors' reporting in "Headlight," indicating a possible communication disparity between the use of both programs, unless the information is contained in the Risk Registry. **Recommendation 3:** The OIG recommends considering negotiating and closing out Contractor claims through early intervention. This theory proactively addresses claims, and helps prevent cost overruns, foster transparency and cooperation between the Contractor and Project management, and reduces schedule delays, and financial uncertainty; even though some believe it may introduce conflict that could strain the working relationship during the project, the benefits of early engagement often outweigh the risk.		

Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

ATTACHMENT B (FEBRUARY 2025)			
OIG REPORT, SPOT CHECK, # MOD #	**RECOMMENDATIONS**	**MANAGEMENT'S RESPONSES**	**COMPLETION DATE**
#1 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00045) LRT Excessive Deflection.	The OIG requested a response from the Project Management team to a series of questions to justify Metro's reasoning for approving the cost. 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.	Response and justification from Management: 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. 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.	November 13, 2024
#2 WS Purple Line Ext. 2 Project. This OIG Spot Check report concerns the WS Purple Line Extension 2 (Contract C1120, MOD 00227) Storm Drain /Unforeseen Conditions.	I have requested a response from the Project Management team to a series of questions to justify Metro's reasoning. 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.	The cost for the modification encompassed temporary remediation and repair of the sewer lateral, which was an unforeseen condition not reflected in the city-provided as-built drawings. These unexpected circumstances necessitated immediate corrective action to maintain project continuity and further impact residents. The OIG accepts Management's justification of modification.	November 7, 2024

Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

#4 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector 96th St Transit Station (Contract C1197, MOD 00049) Improvements of the north-end perimeter site fencing**.**	The OIG requested Management's justification to the modification and reasoning that necessitated the improvements to north-end perimeter site fencing.	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.	October 24, 2024

Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

ATTACHMENT B (JANUARY 2024)			
OIG REPORT, SPOT CHECK, # MOD #	**RECOMMENDATIONS**	**MANAGEMENT'S RESPONSES**	**COMPLETION DATE**
#1 Division 20 Portal Widening Turnback Project. This OIG Spot Check report concerns the Division 20 Portal Widening Turnback Project (Contract C1136, MOD 0109) Lighting Various Civil and Electrical Changes.	The OIG recommends continuing forward with cost recovery from the Designer of Record.	Management concurs with the OIG recommendation and intends to pursue cost recovery for errors and omissions (E&O) from the Design Firm of Record.	November 23, 2023
#2 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00027) Low Voltage Cabling.	The OIG recommends that the project office contacts the Airport monorail construction support team and recommend the they install the Low Smoke Zero Halogen (LSZH) type fiber optic cable also.	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 consist with the optical cables on AMC project.	November 17, 2025
#3 The Purple Line Extension Section 1 Transit Project. This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045, CO 0045) SCE and LAWDP Change to Electrical Rooms and Equipment, Construction and Design with minor changes.	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".	**#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.	November 30, 2025

Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

ATTACHMENT B (OCTOBER 2023)			
OIG REPORT, SPOT CHECK, # MOD #	**RECOMMENDATIONS**	**MANAGEMENT'S RESPONSES**	**COMPLETION DATE**
#1 Division 20 Portal Widening Turnback Project. This OIG Spot Check report concerns the Division 20 Portal Widening Turnback Project (Contract C1136, MOD 0092) 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 duct banks 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.	This recommendation is pending response from Management	

Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

ATTACHMENT B (JANUARY 2022)			
OIG REPORT, SPOT CHECK, # MOD #	**RECOMMENDATIONS**	**MANAGEMENT'S RESPONSES**	**COMPLETION DATE**
#4 WS Purple Line Extension 3 Project. This OIG Spot Check concerns the Purple Line Extension EXT.3 (Contract C1152 MOD-0007) Replacement Parking at VA Hospital Lot 42During Station Construction.	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.	This recommendation is pending response from Management	