



Board Report

File #: 2022-0289, **File Type:** Oral Report / Presentation

Agenda Number: 26.

**CONSTRUCTION COMMITTEE
MAY 19, 2022**

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

ACTION: ORAL REPORT

RECOMMENDATION

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

DISCUSSION

Update report covering the month of May 2022 by the Chief Program Management Officer.

Prepared by:

- **Small Business Project status summary chart** - Tashia Smith, DEO, DIV & ECO OPPT., (213)922-2128
- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Kimberly Ong, EO Project Mgmt., (323) 903-4112
- **Airport Metro connector (AMC)** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **G Line BRT Improvements Project** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **I-5 North County Enhancements** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **Division 20 Portal Widening Turnback** - Rick Meade, Sr EO Project Mgmt., (562)524-0517
- **Presentation** - Yohana Jonathan, Sr Mgr, Project Control, (213) 418-3031

Stephanie N. Wiggins
Chief Executive Officer









































Program Management Major Project Status Report

Presented By

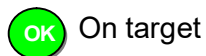
Bryan Pennington

Chief Program Management Officer

PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
Crenshaw/LAX					Project is 99.75% complete. Metro issued Partial Substantial Completion for Segments A & B on March 12, 2022. Metro continues to work with contractor to mitigate the delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements, systems and system test reports. Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.
Regional Connector					Project is 93.5% complete. In preparation for Substantial Completion, comprehensive systems integrated testing is underway at all stations and the guideway. Site restoration at street level throughout the alignment is in high gear. Collaboration by Project and Operations underway to transition into commissioning for revenue service. Equity – three of three stations (100%) are within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 1					Project is 76% complete. The current forecast Revenue Service Date is Fall 2024. Efforts to minimize schedule risk continue. Equity - This Project is not located within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 2					Project is 49% complete and proceeding on schedule and within budget. Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Extension-Section 3					Project is 36% complete and proceeding on schedule and within budget. Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Airport Metro Connector					Early Works Phase is 70% complete. Early Works within the CLAX ROW project area is continuing with communication and signals ductbank installation and OCS removal. Primary station Contractor is continuing with grade work and initial CIDH pile installations. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
G Line BRT Improvements					Progressive Design Build Contract Industry Review completed December 2021. RFP released February 2022. Contract award anticipated Summer 2022. Pilot Gate construction and testing complete. AURs and property acquisitions underway. Equity: 8 of 18 stations (47%) are within or adjacent to Equity Focus Communities
Rail to Rail					NTP issued to Construction Contractor on January 28, 2022. Construction start forecasted for May 2022. Metro team is working with the Contractor to establish project baseline schedule, review construction submittals, and address RFIs. Equity – 100% of the project is within or adjacent to Equity Focus Communities.
I-5 North County Enhancements					Field work is continuing to ramp up. Baseline schedule has been approved. Equity - This project is not located within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback					Project is approximately 35% complete. Construction continues with the completion of the Shoofly, upgraded Train Control software, Phase 1 Track, utilities, and civil work, and the 1st Street Bridge Rehabilitation and precast girders. A \$75M increase in Life of Project (LOP) was approved on the February 2022 Regular Board meeting. In addition, the project schedule continues to be developed as the project team is working with the contractor to finalize an updated schedule. Equity - 100% of the project is within or adjacent to Equity Focus Communities.

May 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Construction Committee

Los Angeles County Metropolitan Transportation Authority



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SMALL BUSINESS PROJECT STATUS SUMMARY CHART

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Variance +/-	Status	*Adjusted Participation %	% Complete	Comments
Crenshaw/LAX	Design	DBE	20.00%	20.57%	-.16%	Exceeding		99%	Walsh/Shea Corridor Constructors, JV is exceeding the DBE commitment by 0.57% on Design and 8.69% on Construction.
	Construction	DBE	20.00%	28.69%	-.12%	Exceeding		99%	
Regional Connector	Design	DBE	22.63%	24.68%	-.07%	Exceeding		99%	Regional Connector Constructors is exceeding the DBE commitment by 2.05% on Design and 2.23% on Construction.
	Construction	DBE	18.00%	20.23%	-.13%	Exceeding	21.69%	87%	
Westside Purple Line Extension-Section 1	Design	DBE	20.25%	20.31%	+0.08%	Exceeding		95%	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment by 0.06% on Design and has a 1.99% DBE shortfall on Construction. STS submitted a shortfall mitigation plan (1/7/2022) and provided an updated DBE utilization forecast. STS contends the reason for the shortfall is the Tunneling issue set them back and that they should meet their commitment by end of project.
	Construction	DBE	17.00%	15.01%	+0.15%	Shortfall		76%	
Westside Purple Line Extension-Section 2	Design	DBE	25.31%	36.12%	+0.01%	Exceeding		81%	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 10.81% and has a 2.44% shortfall on Construction. TPOG has a shortfall mitigation plan on file. TPOG contends the shortfall is due to a timing issue/work scheduling of when DBEs will start work; anticipates DBE utilization to increase in the 1 st quarter of 2022 and the 4 th quarter of 2022.
	Construction	DBE	17.00%	14.56%	NC**	Shortfall		54%	
Westside Purple Line Extension-Section 3 – Tunnels	Design	DBE	11.19%	19.01%	-0.20%	Exceeding		93%	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on Design by 7.82% and has a 0.57% shortfall on Construction. FKTP contends the shortfall is due to timing/work scheduling. FKTP expects shortfall to mitigate when excavation work ramp up in Q1 2022.
	Construction	DBE	17.10%	16.53%	+0.97%	Shortfall		74%	
Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing	Design	DBE	19.25%	17.75%	-0.12%	Shortfall		79%	Tutor Perini/O&G, A Joint Venture (TPOG) has a 1.50% shortfall on Design and a 14.55% shortfall on Construction. TPOG contends the shortfall is due to change orders/modifications under Metro's review with pending payment to DBE's.
	Construction	DBE	21.00%	6.45%	+0.03%	Shortfall		29%	
Airport Metro Connector (Station)	Construction	SBE	20.79%	1.98%	+1.52%	TBD		13%	Tutor Perini Corporation's has a 18.81% SBE shortfall and a 4.37% DVBE shortfall.
		DVBE	4.96%	0.59%	+0.30%	TBD			
G Line BRT Improvements	PDB	TBD	TBD	TBD	TBD	TBD		TBD	Contract Award anticipated Summer 2022. Progressive Design Build (PDB).
Rail to Rail	Construction	DBE	20.27%	TBD	TBD	TBD		TBD	Contract effective date 10/27/2021. Construction anticipated to start in April 2022.
1-5 North County Enhancements	Construction	DBE	13.01%	0.05%	+0.05	TBD		4%	OHLA USA, Inc.'s current level of DBE participation is 0.05%, which represents an increase since the April 2022 report.
Division 20 Portal Widening Turnback	Construction	SBE	19.34%	7.06%	NC	Shortfall		47%	Tutor Perini Corporation (TPC) has a 12.28% SBE shortfall and a 0.70% DVBE shortfall. TPC currently has a shortfall mitigation plan on file and expects an increase in SBE participation when trackwork commences in the 3 rd quarter.
		DVBE	3.31%	2.61%	-.09%	Shortfall			

**NC = No Change

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

May 2022 (reflective of payment data reported through February 2022)

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CRENSHAW/LAX TRANSIT PROJECT

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

SCHEDULE Original	Approved Rebaseline	(REVENUE OPERATION)	
		Previous Period	Current Forecast*
Oct.2019	May 2020	Fall 2022	Fall 2022**
Variance from Original:		+1,068d (48%)	+1,068d (48%) !
Variance from Revised Schedule:		+861d (35%)	+ 861d (35%) !

*Current Forecast is Contractor's February Schedule update
 **Substantial Completion achieved on March 12, 2022, for Segments A and B

*At time of the award of contract - Board Approval June 2013
 **Excludes finance costs and includes \$10M Non-TIFIA activities

- **Safety:** Project Hours: 11,380,707 (as of March 2022)
 Recordable Injury Rate: 1.80 vs. The National Average: 2.4
- Overall Project Progress is 99.75% complete.
- Metro granted Walsh/Shea Corridor Constructors (WSCC) Partial Substantial Completion for Segments A & B on March 12, 2022. WSCC progress monitoring indicates Substantial Completion may be attained by May 2022.
- Metro is concerned with the slow progress of completing systems integration testing and testing reports due to resources, ongoing issues and discrepancies found during testing.
- Remaining work is primarily System Integration Testing (SIT)-1 testing of Light Rail Vehicle (LRV) clearance and various train control & signal tests with trains, completion of SIT-1 testing of fire alarm control panel/HVAC shutdown and emergency management panels to equipment and emergency scenarios in underground stations, test reports, punch-list and discrepancies repair work.
- Metro continues to work with contractor to minimize delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements, systems, and systems test reports.
- Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.



MLK Station – Performing configuration programming and software testing to TVM and fare gate system



Hyde Park Station – Applying anti-graffiti shield

REGIONAL CONNECTOR TRANSIT PROJECT

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



(REVENUE OPERATION)			
SCHEDULE	Approved**	Previous	Current
Original	Rebaseline	Period	Forecast*
May 2021	Fall 2022	Fall 2022	Fall 2022**
Variance from Original:		+480d (19%)	+480d (19%)
Variance from Revised Schedule:			0d



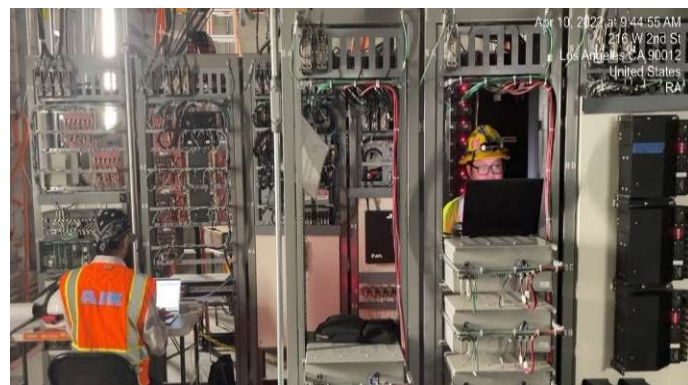
*At time of the award of contract – Board Approval April 2014
 **Excludes finance costs

*Current Forecast is Metro's February 2022 update
 **Approval in process
 ***Substantial Completion for ROW is expected to be achieved in May 2022

- Safety:** Project Hours: 7,078,775 Recordable Injury Rate: 0.71 vs The National Average: 2.4 (as of February 2022)
- Overall Project Progress is 93.5% complete
- Little Tokyo/Arts District Station & Surrounding Area:** Station construction and testing continue to be active throughout the station and include elevators, finishes, Art, and systems installations and testing. Station plaza backfill, concrete, and related enhancements are near complete.
- Historic Broadway Station:** MEP, finishes, Art, and systems installations and testing are all continuing. Construction of plaza canopy and related features continue. Street restorations on Broadway, 2nd and Springs streets are continuing behind final utility relocations.
- Grand Av Arts/Bunker Hill Station:** Finishes, Art, elevators, pedestrian bridge, and systems installations and testing are all near complete. Street restorations are underway on Flower and Hope streets.
- Flower Street and 7th/Metro Center:** Final radio installations in 7th/Metro and handrails along the guideway are near completion underground. Street restorations on Flower south of 4th Street are continuing behind final street and intersection improvements.
- Trackwork:** Remedial work continues ahead of final acceptance testing.
- Systems:** Installation and testing of all power, train control, and radio communications throughout the guideway is complete; Comprehensive integrated testing of the balance of systems is underway to facilitate Operations' access to the balance of the Project's facilities.
- Equity:** Three of three stations (100%) are within or adjacent to Equity Focus Communities



Mosaic Art Wall at Grand Av Arts/Bunker Hill Station





TC&C room at Historic Broadway Station

May 2022 On target Possible problem (5-10% variance) Significant Impact (over 10% variance)

WESTSIDE PURPLE LINE EXTENSION – SECTION 1

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

**At time of the award of contract – Board Approval July 2014*
***Excludes finance costs*

SCHEDULE	(REVENUE OPERATION)		
Original	Approved	Previous	Current
Nov.2023	Rebaseline	Period	Forecast*
	Fall 2024	Fall 2024	Fall 2024
Variance from Original:		+365d (11%)	+365d (11%) 
Variance from Revised Schedule:			0d 

**Current Forecast is Contractor's March 2022 Schedule update*

- **Safety:** Project Hours: 6,852,486 Recordable Injury Rate: 1.14 vs. The National Average: 2.4 (as of February 2022); The investigations by Cal-OSHA & STS into the fatality that occurred on 3/23/22 are still ongoing.
- Overall Project progress is 76% complete.
- **Wilshire/La Brea Station:** West hammerhead and the entrance structure work continue, along with interior MEP installation and appendage construction.
- **Wilshire/Fairfax Station:** Rebar installation for remaining roof sections is underway. West side level 2 exterior wall construction has commenced. Work at the entrance plaza and appendages is ongoing. A concrete masonry unit (CMU) block wall work continues.
- **Wilshire/La Cienega Station:** East/west hammerhead concrete activities, entrance structure work and appendage construction move forward.
- **Reach 1 Tunnel:** Track installation continues at both north and south tunnels.
- **Reach 2 Tunnel:** Concrete placement in all cross passages is complete.
- **Reach 3 & Tail Track:** Reach 3 cross passage excavation continues. Cutterhead grouting is complete for North TBM. Grouting for South TBM is underway.
- **Equity:** This Project is not located within or adjacent to Equity Focus Communities



Layout HDPE in Reach 2 Tunnel



Shoring Tower Installation at Wilshire/La Cienega Station

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

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

*At time of the award of contract – Board Approval January 2017
 **Excludes finance costs

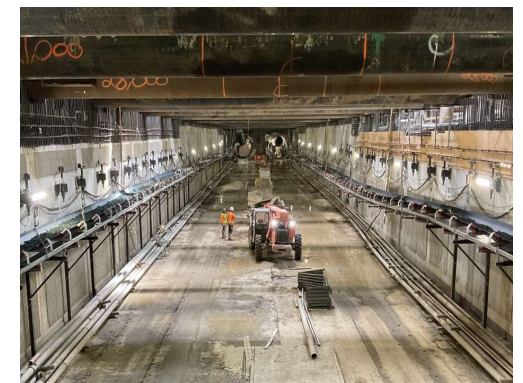
SCHEDULE	Approved	(REVENUE OPERATION) Previous	Current
Original	Rebaseline	Period	Forecast*
Aug. 2025	N/A	Summer 2025	Summer 2025
Variance from Original:		+0d (0%)	+0d (0%) ◆
Variance from Revised Schedule:			0d OK

*Contract schedule is forecasting a slippage to the contractual milestones. The project team is identifying opportunities to mitigate and is monitoring potential impacts. Staff will provide periodic updates to the Board.

- **Safety:** Project Hours: 2,585,140 Recordable Injury Rate: 3.02 vs The National Average: 2.4 (as of March 2022)
- Overall Project progress is 49% complete as of period ending March 2022
- **Century City Constellation Station**
 - Excavation of the station box was 30% complete as of April 20, 2022
 - Excavation of the station entrance was 30% complete as of April 20, 2022
- **Wilshire/Rodeo Station**
 - Placement of concrete for the invert slab and first level station walls are approximately 72% complete as of April 20, 2022. Concrete placement for the invert slab at the station entrance is complete.
- **Tunneling**
 - Both tunnel boring machines (TBMs) “Ruth” and “Harriet” are operating within the City of Beverly Hills. Progress as of April 20, 2022, is as follows:
 - Ruth “BL TBM” (eastbound subway tunnel) – Reach 4: 375ft (6%), overall: 6,152ft (59%)
 - Harriet “BR TBM” (westbound subway tunnel) – Reach 4: 1,244ft (21%), overall: 7,050ft (59%)
 - Tunneling progress is slower than contractor’s baseline. Contractor needs to mitigate to avoid delay.
- **Equity:** This project is not located within or adjacent to Equity Focus Communities.



Century City Constellation Station Box Excavation



View of East headwall at Wilshire/Rodeo Station

May 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



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WESTSIDE PURPLE LINE EXTENSION – SECTION 3

BUDGET

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

*At time of the award of contract – Board Approval February 2019
 **Excludes finance costs

SCHEDULE

(REVENUE OPERATION)

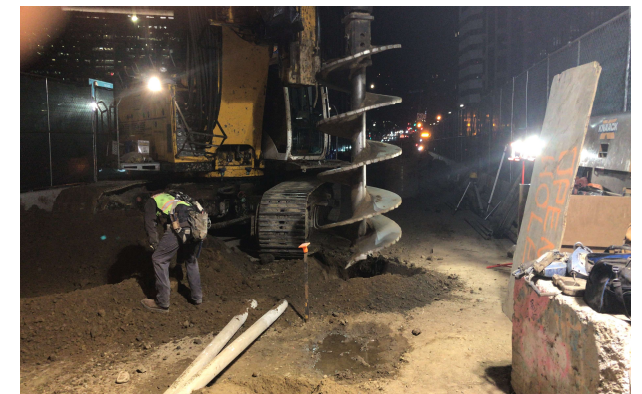
Original	Approved Rebaseline	Previous Period	Current Forecast*
Mar. 2027	N/A	Spring 2027	Spring 2027
Variance from Original:		+0d (0%)	+0d (0%) OK
Variance from Revised Schedule:			0d OK

*Current Forecast is Contractor's March Schedule update
 **Approval in process

- Safety:** Project Hours: 1,779,265 Recordable Injury Rate: 1.69 vs The National Average: 2.4 (as of March 2022)
 - C1151: Project Hours: 879,337; Recordable Injury Rate: 3.41
 - C1152: Project Hours: 899,928; Recordable Injury Rate: 0.0
 - Although there are some improvements in safety practices, Metro is still concerned about the C1151 Contractor's safety record.
- Overall Project Progress is 36% complete
- Final design progress is 94% complete
- Tunneling**
 - Both tunnel boring machines (TBMs) "Aura" and "Harriet" are operating in Los Angeles in Wilshire Blvd. Progress as of April 20, 2022 , is as follows:
 - Aura "BL TBM" (eastbound subway tunnel) – Reach 6: 510 ft (5%), overall: 4,460 ft (33%)
 - Iris "BR TBM" (westbound subway tunnel) – Reach 6: 1732 ft (18%), overall: 5,712 ft (42%)
 - Tunneling progress is slower than contractor's baseline. Contractor needs to mitigate to avoid delay.
- Westwood/UCLA Station**
 - Support of Excavation pile installation continues, about 73% complete.
- Westwood/VA Station**
 - VA steam tunnel relocation continues.
- Equity:** 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities



BL TBM Hyperbaric Intervention



Drilling SOE Pile (S103)

May 2022



On target



Possible problem (5-10% variance)



Significant Impact (over 10% variance)



Metro 8

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Los Angeles County Metropolitan Transportation Authority

AIRPORT METRO CONNECTOR (AMC) PROJECT

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

*Approved May 2021 Board

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

*Current Forecast is Metro's May Schedule update

- Early Works Phase construction (70.0% complete) ongoing within CLAX ROW project area with temp signal and communications ductbank work and OCS removal. Underground stormwater cistern near completion.
- Primary Station Construction (18%) has begun with site grading work and initial installation of structural piles.
- Automated People Mover (APM) Station interiors and finish work progress
- **Equity:** 100% of the project is located within or adjacent to Equity Focus Communities



G LINE BRT IMPROVEMENTS PROJECT

BUDGET	Approved LOP	Previous Period	Current Forecast
TOTAL COST	N/A	N/A	\$392 M - \$476 M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

**Project will work within the annual budget constraints until LOP is established*

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	N/A	Dec 2026
Variance from Original:		+0d (0%)	+0 d (0%) OK
Variance from Revised Schedule:			0d OK

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

- **Progressive Design Build Contract:**
 - PDB Contract Award anticipated Summer 2022
- **Utility Owner-performed AURs**
 - Sepulveda – removal of poles and overhead wires pending PDB contractor installation of new power service
 - Vesper – DWP crews pulling cable through May, Charter tentative construction start in June
 - Sylmar – Work complete within City ROW, on hold pending approved license agreement with DWP
- **Nine Property Acquisitions underway:**
 - Two acquisitions in negotiation phase
 - Three offers presented to owners between 4/2 and 4/11
 - Three acquisitions in appraisal stage
 - One property on hold, pending elimination
- **Equity:** 8 of 17 stations (47%) are within or adjacent to Equity Focus Communities



DWP Sylmar Undergrounding



DWP Vesper Advanced Utility Relocation

RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT

BUDGET	Approved LOP	Previous Period	Current Forecast
TOTAL COST	\$143.3M	N/A	\$143.3M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

**Project will work within the annual budget constraints until LOP is established*

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

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

- Completed rail equipment demo & soil removal activities east of Main St & Slauson Ave using SB 848 Grant & Environmental Contract.
- DBB Contract Awarded to Griffith Co. on Nov 15, 2021 and Notice to Proceed issued on Jan 28, 2022.
- 120-day baseline schedule submitted; Pre-construction submittals and RFIs in review.
- Coordination with Utility Co's for utility relocations.
- Notifications to property owners & businesses in advance of construction.
- Construction start forecasted for May 3, 2022.
- Equity:** 100% of the project is located within or adjacent to Equity Focus Communities.



Removing ties for load out



Sorting ballast on the east side of the UPRR track

May 2022



On target



Possible problem (5-10% variance)



Significant Impact (over 10% variance)



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I-5 NORTH COUNTY ENHANCEMENTS

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$679.3M	\$679.3M	\$679.3M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

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

SCHEDULE	(Substantial Completion)		
Original	Approved Rebaseline	Previous Period	Current Forecast
July 2026	N/A	Summer 2026	Summer 2026
Variance from Original:		+0d (0%)	0d (0%) OK
Variance from Revised Schedule:			N/A OK

- K-rail placement, clear and grub, environmentally Sensitive Area (ESA) fencing, demo/removals, median drainage, pavement grinding, and temporary paving activities are ongoing.
- Metro has worked with the Contractor to establish an Approved Baseline Schedule for the project; the Contractor has since submitted the 1st Update based on the Baseline (7th Schedule update overall).
- Project Team continues coordination with stakeholders: Caltrans, Federal Highway Administration (FHWA), City of Santa Clarita, Los Angeles County, CHP, NPS, CDFW
- **Equity:** This project is not located within or adjacent to Equity Focus Communities



Roadway excavation Stage 1 Phase 1 on SB Pico/Lyons RT shoulder



Drainage excavation on SB I-5 median DS# 159



I-5-SB / Cal-Grove Blvd on-ramp clearing and grubbing work in progress

DIVISION 20 PORTAL WIDENING TURNBACK

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$876.7M	\$801.7M	\$876.7M
Variance from Approved LOP:		\$75M (9%)	\$75M (9%) OK
Variance from Revised Budget:		\$0	\$0 OK

*At time of the award of contract – Board Approval (February 2020)

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

*Current Forecast is Contractor's Schedule update

- Overall Project progress is 35% complete

Includes Real Estate Acquisitions, Environmental, Design, Contract Mobilization, Early Demolition, Power, Utility contracts, installed Shoofly, continued work on the 1st Bridge Repairs and contract change orders.

- C1136 TPC Portal Widening Turnback Contract

- PWT C1136 Contract progress is 41%
- Upgrade to Train Control software/hardware (Microlok)
- Phase 1 Track, utilities, and civil work continues
- 1st Street Bridge Rehabilitation 85% complete
- 1st Bridge 25 out of 37 Precast Girders recently set

- Major Change Orders to Date:

- Hazardous Material Removal
- 1st St Bridge Repairs of Differing Site Conditions
- Completion of early utility Contracts
- 3rd Party Interfaces
- Design Revisions *(in progress)*

- C1184 C3M Traction Power Substation Contract at 66%

- Coordination with Adjacent Projects

- Purple Line Extension (PLE1), Regional Connector;
- Metro Center Project, 6th Street Bridge (City of L.A. Project)

- Continued Regular risk assessments to determine budget/schedule

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

1st Bridge – Bent 16

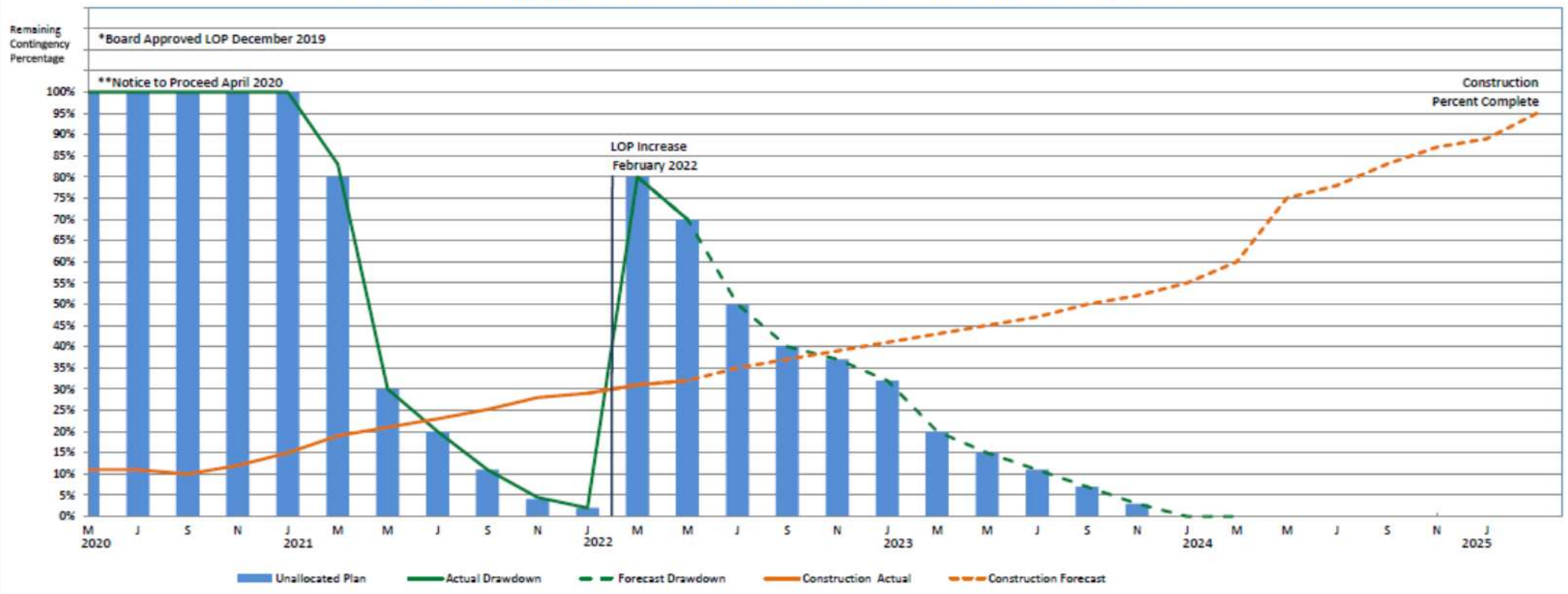


OK On target
 ◆ Possible problem (5-10% variance)
 ▲ Significant Impact (over 10% variance)



DIVISION 20 PORTAL WIDENING TURNBACK

Unallocated Contingency Drawdown with Construction Percent Complete Comparison



May 2022

Construction Committee
 Los Angeles County Metropolitan Transportation Authority

