



Board Report

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

Agenda Number: 14.

**CONSTRUCTION COMMITTEE
FEBRUARY 19, 2025**

SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Program Management Project Status Report.

ISSUE

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

BACKGROUND

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

DISCUSSION

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

EQUITY PLATFORM

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

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

VEHICLE MILES TRAVELED OUTCOME

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

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

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

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

SAFETY

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

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

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

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

NEXT STEPS

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

ATTACHMENTS

Attachment A - Equity Assessments

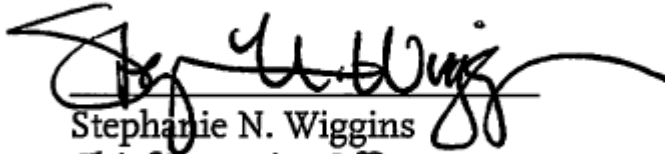
Prepared by:

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

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

Reviewed by:

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



Stephanie N. Wiggins
Chief Executive Officer

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

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

Program Management Project Status Report

Tim Lindholm

Chief Program Management Officer

Construction Committee

February 2025



Metro

Project Budget & Schedule Status Summary Chart

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



On target



Possible problem
 (5-10% variance)



Significant Impact
 (over 10% variance)

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

*Projects without a LOP budget

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

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

On target

Possible problem (3-5% shortfall)

Significant Impact (over 5% shortfall)

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

*Projects without a LOP budget

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

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



On target





Possible problem (3-5% shortfall)





Significant Impact (over 5% shortfall)

LAX/Metro Transit Center (AMC)

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

* Approved April 2021 Board

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

** Current Forecast is based on November 2024 Schedule Update

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



LAX/Metro Transit Center (AMC)

Safety

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

Updates

Overall project progress is 96.3% complete

Primary Station Construction at 95.4% completion

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

Equity

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

Main Hub



Bike Hub



Site Work



February 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Gold Line Foothill Extension Phase 2B

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

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

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

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

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

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



Gold Line Foothill Extension Phase 2B

Safety

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

Updates

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

Construction will continue as follows:

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

Equity

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



Palomares to Pomona - LRV Live Wire Testing



San Dimas – LRV Pull away test





Westside Purple Line Extension – Section 1

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

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

**Excludes finance costs.

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



Westside Purple Line Extension – Section 1

Safety

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

Updates

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

Equity

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





Wilshire/Fairfax Station
Entrance Plaza



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





Division 20 Portal Widening Turnback

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

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

** LOP increase approved at October 2024 Board meeting

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

* Rebaseline Schedule April 2024

** Current Forecast is Contractor's recent Schedule Update



Division 20 Portal Widening Turnback

Safety

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

Construction Updates

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

Equity

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





Center Street Reconstruction



Crossing Panel Installation





Westside Purple Line Extension – Section 2

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

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

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

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

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

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



Westside Purple Line Extension – Section 2

Safety

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

Construction Updates-

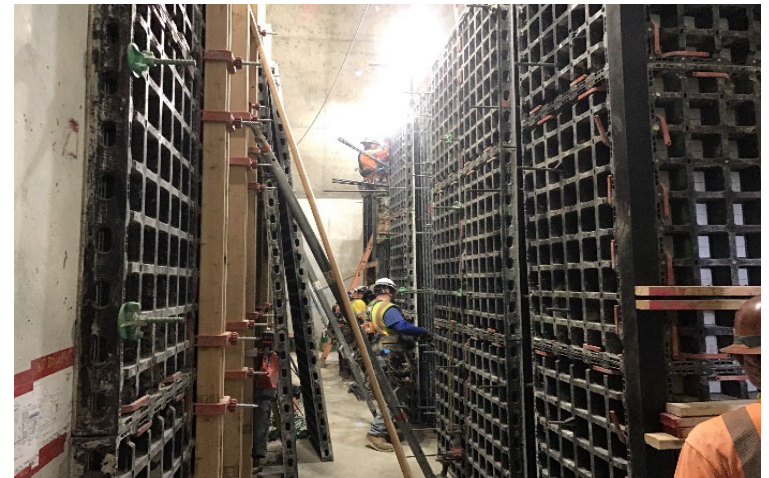
- **Overall Project Progress: 75% complete.**
- **Century City Station (CCS)**
 - Placement of concrete for concourse level walls in the station box is ongoing. Roof structural concrete is ongoing (94% complete).
 - Station Entrance exterior wall waterproofing and rebar is ongoing.
- **Wilshire/Rodeo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

Equity

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





Century City Station
Backfill Along Avenue of the Stars





Wilshire Rodeo Station
Interior Walls-East Concourse Level Slab



I-5 North County Enhancements

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

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

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

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



I-5 North County Enhancements

Safety

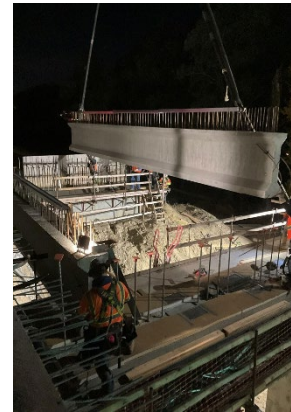
Project Hours: 853,835; Recordable Injury Rate: 1.41 vs. The National Average: 2.4.

Updates

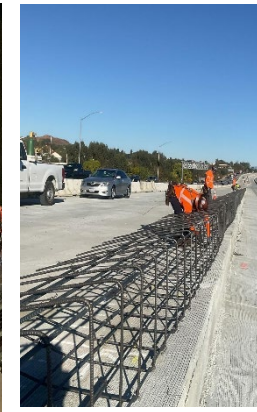
- **Overall Project progress is 51% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
 - Work on 3 bridges throughout the project.
 - Construction of approximately 16 Retaining/Sound Walls on-going throughout the project.
 - On-going work in the median includes barrier and signage installation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

Equity

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



Set Girders at Rye Canyon Bridge



Median Barrier Rebar Installation





Wall 986 Installation of 24IN CIDH Piling



Retaining Wall 2460 Ready for Pour





Westside Purple Line Extension – Section 3

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

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

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

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

* Based upon agreed acceleration modification.



Westside Purple Line Extension – Section 3

Safety

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

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

Updates

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






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





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



North Hollywood to Pasadena BRT

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

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

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



North Hollywood to Pasadena BRT

Safety

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

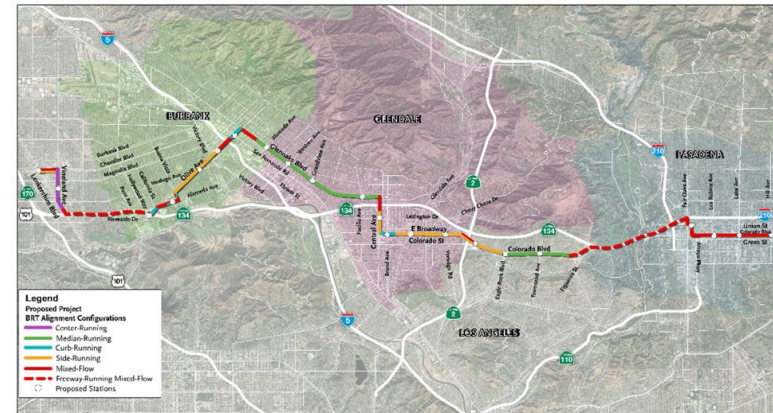
Updates

Design is 25% complete.

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

Equity

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





Project Map





View of Vineland Ave / Lankershim Blvd



G Line BRT Improvements

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

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



G Line BRT Improvements

Safety

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

Updates

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

Equity

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



Project Map





Phase II Environmental Site Assessment





February 2025 Construction Committee

105 Express Lanes

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

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

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

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



105 Express Lanes

Safety

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

Updates

Design is 80% complete.

Segment 1

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

Segment 2 and 3

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

Roadside Toll Collection System (RTCS)

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

Equity

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



Traffic on 105 Freeway Eastbound





The Project Map





February 2025 Construction Committee

East San Fernando Valley Transit Corridor

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

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

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

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



East San Fernando Valley Transit Corridor

Safety

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


Updates

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




February 2025 Construction Committee

Southeast Gateway Line

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

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

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

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

Southeast Gateway Line

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

