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FINANCE, BUDGET, AND AUDIT COMMITTEE
OCTOBER 15, 2026

SUBJECT: LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT LIFE-OF-PROJECT BUDGET INCREASE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVE an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of $4,350,000, from $10,500,000 to $14,850,000; and

B. AMEND the FY27 budget to increase funding for Project #210191 by $3,500,000 from $3,500,000 to $7,000,000.

ISSUE

The Project currently has a Board-approved LOP budget of $10.5 million. The LOP was established in 2025 from a feasibility-level estimate based on conceptual design, five anticipated construction phases, preliminary assumptions regarding Metro environmental requirements, and no subcontractor pricing. As the design advanced to 95% construction documents, the Project incorporated additional stakeholder and operational requirements, expanded from 5 to 13 construction phases to maintain station operations and access during construction, incorporated full Metro environmental specifications, and experienced approximately 10% construction market escalation. The July 2026 pricing established a total Project cost of $14.85 million, resulting in a $4.35 million funding gap.

The Project implements Americans with Disabilities Act (ADA) corrective work required under an April 21, 2023, settlement agreement between the U.S. Department of Justice (DOJ) and Metro. The settlement agreement requires completion of applicable ADA corrective work by October 2026. Metro submitted a request for DOJ approval of a revised schedule allowing completion of the Project by May 2028. Approval of the LOP increase is necessary to maintain the proposed schedule and complete the Project by May 2028. Any revised deadline remains subject to DOJ approval.

BACKGROUND

Early Planning and Programming
Following execution of the DOJ settlement in April 2023, Metro, Union Station property management (Morlin), Civil Rights, County Counsel, LAUS Operations and Management, the project architect, and community stakeholders evaluated ADA deficiencies at LAUS. The initial Project cost estimate, based on an early program-level evaluation, produced an estimated cost of approximately $50 million. In December 2023, Metro then used alternative construction packaging and phasing, scope prioritization, and historic-resource analysis to reduce the project cost estimate to approximately $21.3 million.

Between December 2023 and October 2024, as a condition of the DOJ settlement, Dubar Architecture, an Independent Licensed Architect (ILA), was hired to conduct a Certified Accessibility Specialist (CASp) survey to identify ADA deficiencies and to oversee Metro's progress in correcting the deficiencies. Concurrently, Metro engaged community stakeholders to help further refine the scope through accessibility prioritization, historic-resource review, phasing, and stakeholder input. These efforts help reduce the cost estimate to the current LOP, which the Board approved as part of the FY26 budget.

Feasibility Study and Cost Estimate Development
The $10.5 million LOP approved with the FY26 budget was a feasibility-level planning estimate developed from conceptual design. It assumed five construction phases, preliminary Metro environmental requirements, less complex construction sequencing, and it preceded subcontractor pricing. The estimate reflected the information available at that preliminary stage, it was not based on construction-level design or pricing.

Over the subsequent two-year design and engineering process, the Project scope, quantities, and delivery requirements became more fully defined. Stakeholder, tenant, and station operations coordination required increasing the construction sequence from 5 to 13 phases, losing contractor efficiencies, so LAUS could remain operational and accessible during construction. The advanced design also incorporated full Metro environmental specifications, while construction-market costs increased approximately 10%. Pricing completed in July 2026 using the 95% construction documents and detailed sequencing established the current $14.85 million Project cost. These factors are the principal drivers of the $4.35 million increase.

DISCUSSION

Project Scope
The Project includes four principal exterior work areas and a package of interior improvements. As shown in Attachment A, the exterior work areas consist of the North Frontage, Center Frontage & North Patio, South Frontage, and rear parking area. The interior improvements are distributed within the station. The Project details are:

- North Frontage: Correct brickwork and slopes to address ADA deficiencies and improve path of travel from the Cesar Chavez sidewalk entrance and crosswalk, Bike Hub exterior and arcade, and the Ride Share Pick-up/Drop-off. An approximate total of 38 ADA deficiencies will

be corrected.

- Center Frontage & North Patio: Correct brickwork and slopes to address ADA deficiencies and improve path of travel in front of the Ticket Concourse, Main Station Entry, and center entry sidewalk from Alameda St. An approximate total of 19 ADA deficiencies will be corrected.
- South Frontage: Correct brickwork, slopes and perform crosswalk improvements to address ADA deficiencies and improve path of travel improvements along the Fred Harvey Room/Everywhere Beer, Metropolitan Water District, and First 5 LA frontage. An approximate total of 19 ADA deficiencies will be corrected.
- Rear parking area: Accessible parking and an accessible path of travel between the parking area and the station, including restriping and reconfiguration of parking stalls, and installation of ADA compliant safeguards for passenger and vehicle path of travel. An approximate total of 50 ADA deficiencies will be corrected.
- Interior: Complete corrections to doors, expansion joints, restroom hardware, and stairwells to address identified ADA deficiencies. An approximate total of 133 ADA deficiencies will be corrected.

Collectively, these improvements address ADA deficiencies with paths of travel, slopes, walkways, doors, signage, parking, drop-off areas, and other accessibility deficiencies included in the Project's 95% construction documents. This Board action applies only to Project #210191; ADA improvements outside the Project scope are not included in the requested LOP increase. All five Project work areas address ADA deficiencies being corrected pursuant to the DOJ settlement. Completing the frontage and interior corrections before LA28 will also support Games readiness. The North Patio and rear parking-area improvements will provide settlement-related accessible paths of travel and improve access between the parking area and the station.

Findings

Staff finds that the July 2026 pricing establishes that $14.85 million is required to complete the Project scope described above, resulting in a $4.35 million funding gap.

Staff further finds that completing the Project as one coordinated effort will provide continuous accessible routes along the station frontage and between the rear parking area and the station, correct priority interior barriers, and avoid the cost and schedule impacts of deferring portions of the work.

Considerations

The Project must be sequenced within an active historic transportation facility while maintaining passenger circulation, tenant access, station operations, and accessible routes. Retaining the South Frontage and rear parking-area accessible path of travel in the current contract preserves contractor continuity, avoids the risks of a separate future phase, and maintains a single project team through completion.

Completion of the Project by May 2028 remains dependent on DOJ approval of Metro's proposed schedule extension and appropriation of the remaining $4.35 million in FY28.

Basis for LOP Increase and Cost Savings

The $4.35 million increase reflects the maturation of the Project from a feasibility-level LOP estimate to construction-level LOP pricing (see breakdown below). The principal cost drivers are the increase from 5 to 13 construction phases required to maintain station operations and stakeholder access, incorporation of full Metro environmental specifications, refinement of quantities and construction requirements through 95% design, and approximately 10% construction-market escalation.

Increase Cost Drivers	Amount
Approved - FY26 feasibility-level LOP	**$10,500,000**
Additional construction phasing	$ 3,134,552
Full Metro environmental specifications	$ 77,036
Design and quantity refinement	$ 161,912
Construction-market escalation	$ 976,500
Proposed- Construction-level LOP	**$14,850,000**

Despite the increase, the recommended $14.85 million LOP remains $6.45 million below the December 2023 preliminary estimate of $21.3 million. The reduction reflects scope prioritization, historic-resource analysis, phased delivery, and other efficiencies developed during feasibility and design. Maintaining the full Project scope in the current construction effort also preserves contractor continuity and avoids additional demobilization, remobilization, escalation, and project-management costs.

Staff evaluated value engineering, scope reductions, and project phasing. Remaining within the current $10.5 million LOP would require deferral of the South Frontage and rear parking-area accessible path of travel which would undermine the coordinated path-of-travel solution and create additional demobilization, remobilization, escalation, and project-management costs. Therefore staff does not recommend further scope reduction.

Alignment with U.S. Department of Justice (DOJ) Settlement Agreement

The 2022 DOJ settlement identifies pedestrian paths of travel and related accessibility barriers as significant areas of noncompliance at LAUS. Completing the North Frontage, Center Frontage & North Patio, South Frontage, rear parking-area accessible path of travel, and interior corrections as one coordinated project will improve accessibility throughout LAUS West. The frontage improvements and interior corrections support LA28 readiness, while the North Patio and rear parking-area improvements resolve corrective work required under the DOJ settlement.

Project Schedule and Funding Plan

Construction began during the week of September 7, 2026 following approval by the Los Angeles Union Station Joint Management Council (JMC). The JMC retains Morlin to manage LAUS and administer the construction work on its behalf. Morlin is delivering the Project through Pankow Builders, the Construction Manager/General Contractor. The JMC approval allowed construction to begin within the Project's existing authority and available funding but did not increase the Board-approved LOP. The requested Board actions are necessary to fund uninterrupted construction and complete the full Project scope.

Advancing the $3.5 million previously programmed for FY28 into FY27 will sustain construction through June 2027 without a funding-driven interruption. This is a more efficient use of the existing Project budget because it avoids contractor demobilization and remobilization, reduces schedule and escalation risks, and maintains continuity of the construction team. Based on current estimates, the acceleration is expected to avoid approximately $530,000 in demobilization and remobilization costs and allow Metro to correct 29 additional ADA deficiencies during FY27.

Metro anticipates requesting and expending the remaining $4.35 million in FY28 to complete the Project in May 2028, before LA28.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive safety impact. Correcting noncompliant paths of travel, slopes, walkways, doors, signage, parking areas, and drop-off areas will improve safe and predictable movement through LAUS West and reduce the potential for trips, falls, and conflicts between pedestrians and vehicles. The improvements will particularly benefit people with disabilities, people using mobility devices, older adults, and other customers requiring accessible routes.

Construction will be performed in accordance with applicable Metro safety standards and will include appropriate traffic control, temporary wayfinding, and maintenance of accessible pedestrian routes.

FINANCIAL IMPACT

Approval of the recommendation will increase the LOP budget for Project #210191 by $4.35 million, from $10.5 million to $14.85 million.

The proposed cash-flow plan consists of $3.5 million in FY26, a revised $7 million in FY27, and $4.35 million to be requested in FY28, for a total LOP of $14.85 million.

Impact to Budget

The current FY27 budget for Project #210191 is $3.5 million and is budgeted in Cost Center 4520, Project #210191, Account 50399. Approval of the recommendation will amend the FY27 budget by $3.5 million, increasing the FY27 budget for Project #210191 from $3.5 million to $7 million. The current source of funds for this action is TDA Article 4 funds. These funds are eligible for Bus and Rail Capital expenses.

The additional $4.35 million required to complete the remaining funded Project scope will be

requested through the FY28 budget process and remains subject to future appropriation.

EQUITY PLATFORM

Approval of the recommendation is expected to provide positive equity benefits by removing physical barriers at LAUS, a major regional transit hub serving customers across Los Angeles County. The improvements particularly benefit people with disabilities, older adults, people using mobility devices, and others who are disproportionately affected by inaccessible paths, entrances, parking, and wayfinding.

In Spring 2025, Metro partnered with four disability-focused community-based organizations to conduct Walk/Roll Audits across the historic West and East campuses of LAUS. The organizations were selected based on their experience serving people with disabilities, readiness to conduct the audits, and trusted relationships within the disability community. The audits documented and ranked barriers affecting people with mobility, sensory, and neurodivergent disabilities.

Key barriers identified through the Walk/Roll Audits included inaccessible restrooms, heavy manual doors, insufficient tactile and Braille signage, obstructed pathways and curb ramps, malfunctioning accessibility buttons, and inadequate wayfinding to accessible parking. Staff considered these community recommendations alongside the technical findings of Metro’s Independent Licensed Architect and Certified Access Specialist team when prioritizing the West-side improvements included in this Project. The current project addresses a prioritized subset of the identified West-side deficiencies; other findings will require separate corrective work.

During construction, temporary impacts will be mitigated through phased work, maintained accessible routes, temporary wayfinding, advance notice, and continued coordination with Metro Civil Rights, LAUS Operations and Management, and affected stakeholders.

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. This item supports Metro’s systemwide strategy to reduce VMT through investment activities that will improve and further encourage transit ridership. Removing physical barriers and providing a continuous accessible path of travel supports use of regional rail, subway, bus, and other multimodal connections, consistent with Metro's customer-experience and maintenance strategies. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*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 recommendation supports Strategic Plan Goals 2 and 3: delivering outstanding trip experiences for all users of the transportation system and enhancing communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the LOP increase and FY27 funding amendment. Staff does not recommend this alternative because it would require deferral of the South Frontage and rear parking-area accessible path of travel, jeopardize completion of the LA28-critical frontage improvements, weaken Metro's ability to support its DOJ extension request with a funded and achievable Project schedule, and increase compliance risk under the existing settlement deadline. The related cost and phasing consequences are described in the Discussion section. As previously stated, Metro intends to seek a DOJ extension with a proposed completion in May 2028 for the Project. The Board action would not change the settlement deadline; but it would support Metro’s extension request by demonstrating Metro’s commitment to complete the Project by May 2028. Any revised deadline will remain subject to DOJ approval.

NEXT STEPS

Upon Board approval, staff will amend the Project LOP and FY27 budget, continue construction under the revised cash-flow plan, coordinate with County Counsel on the DOJ extension request, seek the remaining $4.35 million through the FY28 budget process, and manage the Project toward May 2028 completion.

ATTACHMENT

Attachment A - Union Station West ADA Scope and Phasing Map

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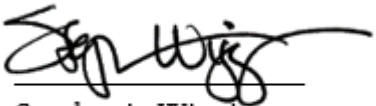

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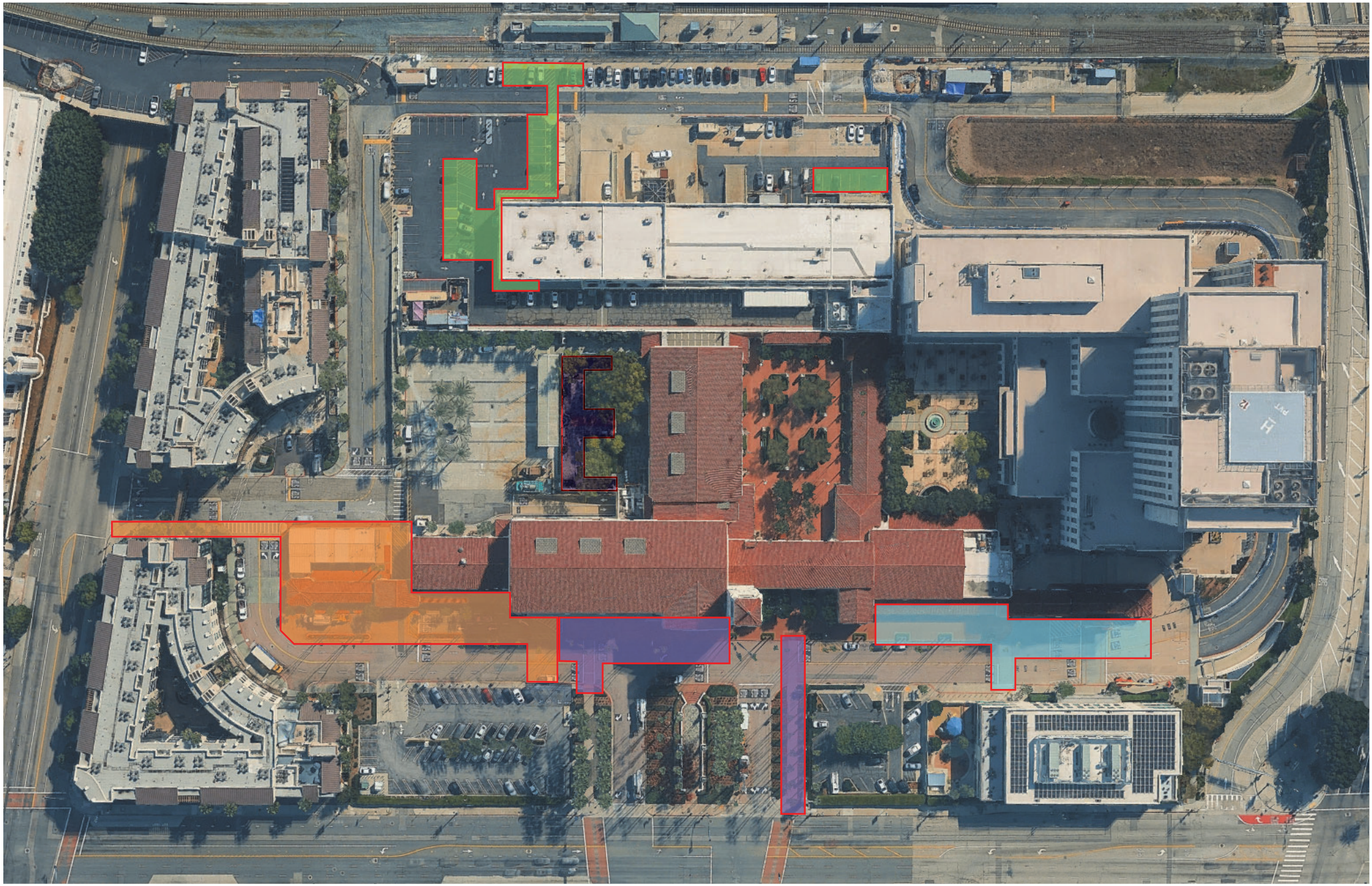
Los Angeles Union Station West ADA Improvements Project #210191



North: September 2026 - February 2027

Center: February 2027 - August 2027

South: September 2027 - April 2028

Rear of Station: September 2027 - April 2028

**Interior scope at doors, expansion joints, and stairwells are not shown; will run concurrent with North and Center scope*

LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT LIFE-OF-PROJECT BUDGET INCREASE

FINANCE, BUDGET, AND AUDIT COMMITTEE
OCTOBER 15, 2026

Recommendation

CONSIDER:

A. APPROVING an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of $4,350,000, from $10,500,000 to $14,850,000; and

B. AMENDING the FY27 budget to increase funding for Project #210191 by $3,500,000 from $3,500,000 to $7,000,000.

Metro

Issue

The $4.35 million increase is needed to keep the full Westside ADA scope on a funded path for completion before LA28.

- **Pricing:** July 2026 pricing at 95% design established a $14.85 million total LOP versus $10.5 million approved.
- **DOJ: Project implements** corrective work required under an April 21, 2023 settlement agreement between the U.S. Department of Justice (DOJ)
- **If not approved:** South Frontage and the rear parking-area path of travel would be deferred, leaving the funded Westside scope incomplete.
- **Why now:** Board action supports accessible frontage before LA28 and a funded, credible corrective-action plan.

Metro

Background

The estimate evolved as Metro defined the corrective scope.

- **April 2023:** DOJ settlement executed.
- **Early evaluation:** Approximately $50 million program-level estimate.
- **December 2023:** Approximately $21.3 million after packaging, phasing, scope prioritization, and historic-resource analysis.
- **FY26:** Board approved a $10.5 million LOP based on feasibility-level assumptions.
- **July 2026:** 95% documents and subcontractor pricing established $14.85 million for the refined Westside scope, still $6.45 million below the December 2023 estimate.

Metro

Discussion

Approval preserves the most efficient delivery path while advancing DOJ and LA28 commitments.

- **Funding continuity:** The FY27 budget grows from $3.5 million to $7 million, accelerating construction through June 2027.
- **Avoided cost:** Acceleration avoids approximately $530,000 in demobilization and remobilization costs and allows 29 additional ADA corrections in FY27.
- **Coordinated scope:** North, Center, and South Frontage plus an accessible path from the rear parking area to the station.
- **Equity:** Technical findings and Spring 2025 Walk/Roll Audits with four disability-focused CBOs informed priorities.
- **Schedule:** May 2028 completion, subject to FY28 appropriation.

Metro

Next Steps

Upon Board approval, staff will:

1. Amend the LOP to $14.85 million and the FY27 budget to $7 million.

2. Continue construction without a funding-driven interruption.

4. Include the remaining $4.35 million through the FY28 budget process.

5. Manage the project toward May 2028 completion before LA28.

Metro