



Metro

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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, February 18, 2026

1:00 PM

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Construction Committee

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James Butts, Vice Chair
Jacquelyn Dupont-Walker*

*Fernando Dutra
Imelda Padilla*

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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x2 *Español (Spanish)*

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The Meeting begins at 1:00 PM Pacific Time on February 18, 2026; you may join the call 5 minutes prior to the start of the meeting.

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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo se pueden dar por telefono o en persona.

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

8. **SUBJECT: VERMONT TRANSIT CORRIDOR BRT PROJECT-
CONSTRUCTION MANAGER/GENERAL CONTRACTOR**

[2026-0025](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1, in the amount of \$4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$198,460,000; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Attachments: [Attachment A - Expenditure and Funding Plan](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - DEOD Summary](#)
 [Presentation](#)

9. **SUBJECT: LINK UNION STATION PROJECT PRECONSTRUCTION
BUDGET**

[2025-1097](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the Preconstruction Budget for the Link Union Station Phase A Project (Project) by \$210.06 million, from \$297.82 million to \$507.88 million, to fund early work, third party agreements, real estate acquisitions, and related support costs; and
- B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.



Board Report

File #: 2026-0025, File Type: Contract

Agenda Number: 8.

CONSTRUCTION COMMITTEE FEBRUARY 18, 2026

**SUBJECT: VERMONT TRANSIT CORRIDOR BRT PROJECT- CONSTRUCTION
MANAGER/GENERAL CONTRACTOR**

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1, in the amount of \$4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$198,460,000; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval for two items in support of the Vermont Transit Corridor Bus Rapid Transit Project: (1) to award a CM/GC contract; and (2) to establish a Preconstruction Budget. The Preconstruction Budget is inclusive of this and all previously awarded contracts, expenses incurred to date, and anticipated additional preconstruction activities performed by the CM/GC and existing design and professional services contracts for the Project, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

BACKGROUND

The Vermont Transit Corridor BRT is a voter-approved Measure M Project, which includes 13 station locations, each with two bus stops (one northbound and one southbound), for a total of 26 BRT stations, and 1 layover. Station improvements include platforms, canopies, lighting, signage, security systems, public art, and landscaping.

The Vermont corridor is the busiest bus transit corridor in Los Angeles County with approximately

38,000 weekday boardings connecting the Metro B/D Lines (Red/Purple), E Line (Expo) and C Line (Green), as well as various east-west bus lines, to many key activity centers, including educational, cultural, medical, governmental, and faith-based institutions. The Project brings long-awaited improvements in travel time, service reliability, and customer experience along a 12.4-mile stretch of Vermont Avenue between Sunset Boulevard and 120th Street. The Project would also offer a vital north-south transit alternative to residents and businesses west of Interstate 110 (I-110; Harbor Freeway) and an opportunity to reinvest in communities along the Vermont Corridor. The Project is bordered by El Segundo Boulevard to the south, Los Feliz Boulevard to the north, the I-110 to the east and transitions between Western Avenue and Normandie Avenue to the west. The majority of the Project is located within the City of Los Angeles with approximately 2.5 miles at the southern end (western side of Vermont Avenue only) in unincorporated Los Angeles County. The Project includes several City of Los Angeles communities, including East Hollywood/Los Feliz, University Park/Exposition Park, Koreatown, and South Los Angeles, as well as the West Athens and Westmont communities in unincorporated Los Angeles County. These communities have some of the highest population densities in the region and have a disproportionately high proportion of transit-dependent residents.

The Project goals are to:

- Improve transit performance (reduce passenger travel times, improve efficiency in operations and service reliability, increase ridership);
- Enhance Customer Experience (enhance stations with passenger amenities, improve pedestrian access, improve safety and security);
- Invest in Community (Improve mobility options to provide access to destinations).

On November 13, 2025, the Federal Transit Administration (FTA) determined the Project to be consistent with the criteria associated with a categorical exclusion under the National Environmental Policy Act (NEPA), thus providing environmental clearance to the Project. A Construction Management Support Services (CMSS) Task Order (under Contract No. AE128436MC085) was issued in October 2025. A Task Order for design services (under Contract No. AE128314E0132) was issued in November 2025. Development of the final design for the Project is ongoing.

The CM/GC approach will be used to deliver and construct the Project. Utilizing CM/GC provides the benefit of contractor input during the design phase before the start of construction.

In order to move into this phase of preconstruction services, the Project will utilize the CM/GC contract that is the subject of this action and will continue to utilize support from Metro labor and previously awarded and existing contracts and agreements, as listed below and further explained in Attachment A.

- Construction Management Support Services (CMSS) provided by Zephyr-UAS, Inc (Contract No. AE128436MC085)
- Final design services provided by HNTB Corporation (Contract No. AE128314E0132)
- Program Controls Support Services (PCSS) from KKCS/Triunity Joint Venture (Contract No. PS89856000)

DISCUSSION

Staff selected the CM/GC delivery method for Phase 1 of the Project as it enables Metro to engage a General Contractor to act as the “Construction Manager” consultant and collaborate with Metro and the design consultant. The CM/GC process provides the ability to effectively integrate benefits from the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Further, the CM/GC delivery method for this project will also improve construction quality, encourage value engineering, provide higher certainty on the final construction cost and delivery schedule, and minimize risks related to construction change orders, disputes, and third-party delays during construction.

The CM/GC will deliver the Project in two distinct contract phases. The Preconstruction Budget establishes Phase 1, the Preconstruction Phase (Design), which allows the contractor to work with the design consultant and Metro to identify risks, provide cost estimates, and refine the project schedule. During Phase 1, Metro will work with the contractor to explore opportunities to accelerate the delivery schedule, execute early work packages to advance eligible field work for which Metro has pre-award authority from the FTA, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC contractor and Metro negotiate the contract price for Phase 2, the Construction Phase.

If both the CM/GC and Metro reach an agreement on the Construction Phase costs, staff will return to the Board with a recommendation to approve the Life of Project (LOP) and authorize the Phase 2 Contract Supplement. With Board approval, Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2 and then the second contract phase (Construction Phase) will begin.

At any stage during the Preconstruction design period, Metro can exercise an “off-ramp” and seek another contractor by competitively bidding on the Project’s final design, while still benefitting from the previous work performed by the contractor. The CM/GC Phases are described in more detail below:

- Phase 1 Preconstruction Services expressly sets out the work that the contractor will perform, such as design review, cost estimating, schedule, maintenance of traffic plans and execution of Early Works Packages.
- Upon issuance of NTP for Phase 1, the contractor, design consultant, CMSS, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If both parties agree to a final OPC, staff will seek Board approval to award Phase 2 construction to the contractor. If not, Metro will have the option to terminate the contract with the contractor and package the design documents into a separate bid package. This off-ramp

will be available for Metro throughout Phase 1 as staff evaluates each OPC.

- Throughout Phase 2 negotiations, Metro will maintain the following parameters to mitigate discrepancies and to increase the likelihood of project success:
 - the contractor's fee and margin initially proposed will be retained in all OPCs;
 - the Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro;
 - the CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the contractor is required to submit.
 - the CM/GC contract sets out a clear governance structure for managing Phase 1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
 - the process for establishing all OPCs will employ transparent open-book methods and the use of independent cost estimates to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Project, the contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses.

The Project alignment runs through two municipalities (City of Los Angeles and County of Los Angeles) and is built entirely within the public right-of-way. The design for the Project will be delivered in multiple packages to facilitate phasing the design and construction of the project to optimize the schedule while accommodating the different design review and approval processes applicable to each of the municipalities and all Agencies Having Jurisdiction (AHJ). Metro anticipates issuing multiple Early Works Packages to facilitate early construction along the corridor prior to design completion.

As detailed in Attachment A, the proposed Preconstruction Budget of \$198,460,000 is inclusive of the following:

- All expenses incurred to date during the planning, preliminary engineering, and contract development stages
- Phase I preconstruction contractor expenses (constructability reviews, cost estimating, etc.)
- Final design services and design support services during construction of Early Works Packages.
- Construction Management support, agency labor, and other professional services to support work through Phase 1
- Metro staff professional services through Phase 1
- Third Party expenses to support final design and Early Works Packages
- Right-of-Way expenses

- Early Works Packages required to meet the aggressive project schedule
 - Procurement of long lead material (bus shelters, street lights, traffic signals)
 - Pavement restoration and striping
 - Construction of four (4) of the thirteen (13) stations

Once both parties agree to a final contract price for the project, staff will return to the Board to seek approval of the LOP budget and seek approval to enter into the final Phase 2 construction agreement.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 471402, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Local Measure M Expenditure Plan of \$25 million. The source of funds for this action is Local Measure M 35% dedicated to this project by ordinance.

The funding for the Preconstruction Budget comes from the following sources:

- \$25 million from Local Measure M
- \$36.7 million from Local Proposition C
- \$81.1 million from the State's SB1 Local Partnership Program (LPP)
- \$5 million from the State's Transit & Intercity Rail Capital Program (TIRCP)
- \$48.8 million from the Federal Congestion Mitigation & Air Quality Program (CMAQ)
- \$2 million from the Federal FTA Community Project Funding

The grand total of Project funding available to support the preconstruction budget is approximately \$198.6 million. These funds are not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

For the Vermont Transit Corridor BRT CM/GC contract, the Disadvantaged Business Enterprises (DBE) goal established by the Diversity and Economic Opportunity Department (DEOD) for the

Phase 1 Work, is zero percent (0%) of the Phase 1 Contract Price. The U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, Griffith Company listed 12 Metro-certified small businesses to participate in this contract. For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the Contract.

The CM/GC RFP evaluation criteria allocated a possible 40 points out of 800 total technical points to the proposing firm's demonstration of a well-defined approach to support Metro's community benefits and workforce development goals and objective across all Phases of the Project. Proposers were instructed to reference policies, practices, and training programs at the organizational level as well as values and behaviors at the individual level that would establish an inclusive workplace culture reflective of the community in which the Project is located and that support trustworthy communication among the Project team and the community.

In performance of the Scope of Services, the CM/GC is required to collaborate with Metro and other Metro contractors to participate in and provide support for community meetings and all public notification relating to the Project and Construction Work. Support provided by the CM/GC will include attending meetings, supplying materials and support personnel, and preparing presentations and other materials, as directed by Metro.

The Project area is comprised of Equity Focus Communities (EFCs) within the City of Los Angeles and County of Los Angeles and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations via the 13 planned stations located in EFCs.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Korea, and Tagalog to name a few), 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.

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, the Vermont Transit Corridor Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative along Vermont Avenue. This BRT service will enhance transit along the corridor by

shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project's VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project (as forecasted by the CBM18 B model [Metro, 2019b]) by the associated station-to-station (or comparable zone-to-zone) trip distances. The estimated user benefit is a savings of about 85,000 VMT resulting in the removal of 37 metric tons of CO2 daily due to the implementation of the Project. A dedicated BRT lane can move 3 times the number of people per hour than a mixed traffic lane. This analysis was conducted as part of the Vermont Transit Corridor Planning and Environmental Study and aligns with the State statutory goals of reducing greenhouse gas emissions and increasing multimodal transportation networks.

*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

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases. If the award of the CM/GC contract is not approved, Metro would seek another contractor by competitively bidding on the Project's final design once the design is completed and approved.

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS135255000 with Griffith Company. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the design consultant and CMSS consultant to advance completion of the final design. Staff will return to the Board to seek approval of the LOP budget and authorization to advance the corresponding Phase 2 Contract Supplement in FY27.

ATTACHMENTS

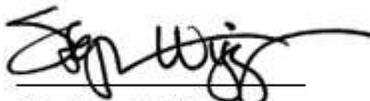
Attachment A - Expenditure and Funding Plan

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: Chris Sheaffer, Deputy Executive Officer, Project Management,
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Stephanie Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
Vermont Transit Corridor BRT Phase 1 Preconstruction Budget

| Use of Funds | Total | Inception Thru FY25 | FY26 | FY27 |
|--|-----------------------|------------------------|----------------------|-----------------------|
| Planning, Environmental and Preliminary Engineering Services | \$ 39,970,000 | \$ 28,170,000 | \$ 11,800,000 | \$ - |
| Phase 1 - Preconstruction Services | | | | |
| CM/GC Preconstruction Services | \$ 4,800,000 | | \$ 1,250,000 | \$ 3,550,000 |
| Final Design Services | \$ 18,600,000 | | \$ 7,620,000 | \$ 10,980,000 |
| CMSS Services | \$ 7,450,000 | | \$ 2,070,000 | \$ 5,380,000 |
| Early Works Packages | \$ 93,200,000 | | \$ - | \$ 93,200,000 |
| Other Professional Services | \$ 4,450,000 | | \$ 1,480,000 | \$ 2,970,000 |
| Third Party | \$ 5,080,000 | | \$ 1,680,000 | \$ 3,400,000 |
| Right Of Way | \$ 1,370,000 | | \$ 500,000 | \$ 870,000 |
| Agency Costs | \$ 8,060,000 | | \$ 3,430,000 | \$ 4,630,000 |
| Contingency | | | | |
| Contingency (10%) | \$ 15,480,000 | | \$ 2,980,000 | \$ 12,500,000 |
| Total Preconstruction Services Budget | \$ 198,460,000 | \$ 28,170,000 | \$ 32,810,000 | \$ 137,480,000 |
| Source of Funds | | | | |
| | Total | | | |
| Local - Measure M | \$ 25,000,000 | \$ 25,000,000 | \$ - | \$ - |
| Local - Proposition C | \$ 36,660,000 | \$ - | \$ 30,980,000 | \$ 5,680,000 |
| State - SB1 Local Partnership Program (LPP) | \$ 81,060,000 | \$ - | \$ - | \$ 81,060,000 |
| State - Transit & Intercity Rail Capital Program (TIRCP) | \$ 5,000,000 | \$ 3,170,000 | \$ 1,830,000 | \$ - |
| Federal - Small Starts | \$ - | \$ - | \$ - | \$ - |
| Federal - Congestion Mitigation & Air Quality Program (CMAQ) | \$ 48,740,000 | \$ - | \$ - | \$ 48,740,000 |
| Federal - FTA Community Project Funding | \$ 2,000,000 | \$ - | \$ - | \$ 2,000,000 |
| Total Project Funding | \$ 198,460,000 | \$ 28,170,000 | \$ 32,810,000 | \$ 137,480,000 |

PROCUREMENT SUMMARY

VERMONT TRANSIT CORRIDOR BRT PROJECT / PS135255000

| | | |
|----|---|--|
| 1. | Contract Number: PS135255000 | |
| 2. | Recommended Vendor: Griffith Company | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: September 18, 2025 | |
| | B. Advertised/Publicized: September 18, 2025 | |
| | C. Pre-Proposal Conference: October 8, 2025 | |
| | D. Proposals Due: November 25, 2025 | |
| | E. Pre-Qualification Completed: January 16, 2026 | |
| | F. Ethics Declaration Forms Submitted to Ethics: November 25, 2025 | |
| | G. Protest Period End Date: February 24, 2026 | |
| 5. | Solicitations Picked up/Downloaded: 184 | Bids/Proposals Received: 3 |
| 6. | Contract Administrator: Yamil Ramirez Roman | Telephone Number: 213-922-1064 |
| 7. | Project Manager: Chris Sheaffer | Telephone Number: 213-922-5465 |

A. Procurement Background

This Board Action is to approve the award of Contract No. PS135255000 issued to provide Construction Manager/General Contractor (CM/GC) services for the Vermont Transit Corridor Bus Rapid Transit (BRT) project. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS135255 was issued in accordance with Metro’s Acquisition Policy and the contract type for Phase 1 is firm fixed price. The Diversity & Economic Opportunity Department recommended a 0% Disadvantaged Business Enterprise (DBE) goal for Phase 1 Work. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. As such, the DBE commitment is not a factor in this recommended action.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 10, 2025, informed proposers of the IFR changes to the DBE Program and clarified that DBE participation would not be a factor or requirement for the solicitation.
- Amendment No. 2, issued on October 22, 2025, replaced the Key Personnel role of Quality Assurance Manager with Project Quality Manager.
- Amendment No. 3, issued on October 31, 2025, updated Task 3 (Construction Phasing and Staging) of the Exhibit 3 – Project Requirements.

- Amendment No. 4, issued on November 4, 2025, updated the proposal due date from November 19, 2025 to November 25, 2025.
- Amendment No. 5, issued on November 19, 2025, provided changes to the RFP document to reflect the U.S. Department of Transportation (USDOT) IFR implementing changes to the Disadvantaged Business Enterprise (DBE) Program.

A total of 184 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on October 8, 2025, that was attended by 36 participants. Staff received 29 questions, and responses were provided prior to the proposal due date.

Three proposals were received by the due date of November 25, 2025.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Program Management Office, Program Control, and Planning Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Capability and Experience | 290 points |
| • Project Understanding | 80 points |
| • Project Approach | 390 points |
| • Community Benefits and Workforce Development | 40 points |
| • Price | 200 points |

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Project Approach.

In addition, the price evaluation criteria consisted of price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 90 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 12-month period of performance for Phase 2 work (for evaluation purposes only)

4. Phase 2 Margin Percentage, assuming a construction cost of \$200,000,000 (for evaluation purposes only)

Of the proposals received, all three were determined to be within the competitive range and are listed below in alphabetical order:

1. Griffith Company
2. Kiewit Infrastructure West Co.
3. Myers-Shimmick, a Joint Venture between Myers & Sons Construction LLC and Shimmick Construction Company, Inc.

During the period of December 18, 2025, to January 7, 2026, the PET independently evaluated and scored the technical proposals. On January 8, 2026, the PET met and deliberated on the proposals received and their independent scores. Upon finalizing deliberations, the PET reached consensus scoring.

Qualifications Summary of Recommended Firm:

Griffith Company's (Griffith) proposal demonstrated experience in construction in the public right-of-way involving paving, curb and gutter, sidewalk, other hardscape and landscaping, storm drains and utility adjustments, and other bus rapid transit project elements. The proposal showed a thorough understanding of the project requirements. The team's extensive experience delivering comparable CM/GC transit corridor projects under fixed milestone conditions supports confidence in its ability to manage complex third-party coordination, maintain transit operations, and develop reliable Phase 2 pricing, consistent with the Project Requirements.

Griffith's proposal demonstrated clear understanding of the Project's CM/GC delivery requirements and critical schedule constraints, including the need to achieve Substantial Completion ahead of the 2028 Summer Olympics. The Phase 1 approach emphasizes early constructability reviews, open-book cost modeling, proactive risk identification, and close integration with the PS&E Designer.

The evaluation performed by the PET determined that the proposal from Griffith Company demonstrated competent and professional qualifications to perform the services required and is determined to be the highest ranked proposer. The results of the final scoring are shown below, in rank order:

| 1 | Firm | Maximum Points | Earned Points | Total Points | Rank |
|----|--|----------------|---------------|---------------|----------|
| 2 | Griffith Company | | | | |
| 3 | Capability and Experience | 290 | 254.95 | | |
| 4 | Project Understanding | 80 | 66.40 | | |
| 5 | Project Approach | 390 | 330.73 | | |
| 6 | Community Benefits and Workforce Development | 40 | 33.60 | | |
| 7 | Price | 200 | 200.00 | | |
| 8 | Total | 1000 | | 885.68 | 1 |
| 9 | Myers-Shimmick | | | | |
| 10 | Capability and Experience | 290 | 244.18 | | |
| 11 | Project Understanding | 80 | 62.00 | | |
| 12 | Project Approach | 390 | 313.43 | | |
| 13 | Community Benefits and Workforce Development | 40 | 32.00 | | |
| 14 | Price | 200 | 165.87 | | |
| 15 | Total | 1000 | | 817.48 | 2 |
| 16 | Kiewit Infrastructure West Co. | | | | |
| 17 | Capability and Experience | 290 | 218.75 | | |
| 18 | Project Understanding | 80 | 63.00 | | |
| 19 | Project Approach | 390 | 294.10 | | |
| 20 | Community Benefits and Workforce Development | 40 | 31.50 | | |
| 21 | Price | 200 | 145.85 | | |
| 22 | Total | 1000 | | 753.20 | 3 |

C. Cost/Price Analysis

The recommended Award Amount has been determined to be fair and reasonable based upon fact finding, comparison with an Independent Cost Estimate (ICE), and cost and price analysis.

| Proposer Name | Proposal Amount | Metro ICE | Award Amount |
|--------------------------------|---|------------------|---|
| Griffith Company | \$4,792,452 (Phase 1 Pre-Construction Lump Sum Fee) | \$7,500,000 | \$4,792,452 (Phase 1 Pre-Construction Lump Sum Fee) |
| | \$7,550.00/day (Delay Compensation for Phase 1) | | \$7,550.00/day (Delay Compensation for Phase 1) |
| | \$160,227.05/month (Phase 2 Management Lump Sum Fee) | | \$160,227.05/month (Phase 2 Management Lump Sum Fee) |
| | 8% (Phase 2 Margin Percentage) | | 8% (Phase 2 Margin Percentage) |
| Myers-Shimmick | \$6,779,817 (Phase 1 Pre-Construction Lump Sum Fee) | | |
| | \$7,550.00/day (Delay Compensation for Phase 1) | | |
| | \$160,593.34/month (Phase 2 Management Lump Sum Fee) | | |
| | 9% (Phase 2 Margin Percentage) | | |
| Kiewit Infrastructure West Co. | \$8,500,000 (Phase 1 Pre-Construction Lump Sum Fee) | | |
| | \$16,665.00/day (Delay Compensation for Phase 1) | | |
| | \$227,414.00/month (Phase 2 Management Lump Sum Fee) | | |
| | 8.5% (Phase 2 Margin Percentage) | | |

All firms proposed price elements that fell within the pre-established parameters set forth in the RFP.

D. Background on Recommended Contractor

The recommended firm, Griffith Company, headquartered in Brea, CA has been in business for 120 years and provides general contractor and construction services for highway, roads, bridges, and airports, among others. The firm has extensive experience working with other public agencies such as Caltrans, County of San Bernardino, City of San Diego, Los Angeles World Airports (LAWA), Port of San Diego, and the City of Long Beach.

DEOD SUMMARY

VERMONT TRANSIT CORRIDOR BRT PROJECT / PS135255000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 0% Disadvantaged Business Enterprise (DBE) goal for Phase 1 (Pre-construction). The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, Griffith Company listed twelve (12) Metro-certified small businesses to participate in this contract.

For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work, and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the Contract.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Small Business Engagement Outreach Plan (EOP)

Griffith Company submitted an Engagement Outreach Plan (EOP), as a part of its proposal, describing its plan for engagement and outreach to the small and disadvantaged business communities on contracting opportunities for all phases of the Work.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1 work. However, for Phase 2 Work (including any Early Works Packages), Griffith Company will be required to submit a COMP and comply with the requirements to mentor certified small business firms for protégé development, in accordance with the Contract.

E. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

G. Project Labor Agreement/Construction Careers Policy

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding \$2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

| Federally Funded Projects | | |
|------------------------------------|------------------------|---------------------------|
| Community / Local Area Worker Goal | Apprentice Worker Goal | Disadvantaged Worker Goal |
| 40% | 20% | 10% |

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

H. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.



A High-Capacity, Reliable Transit Solution for the Vermont Corridor

Vermont Transit Corridor Bus Rapid Transit (2026-0025)

Vermont BRT Project

RECOMMENDATION:

Authorize the CEO or designee to:

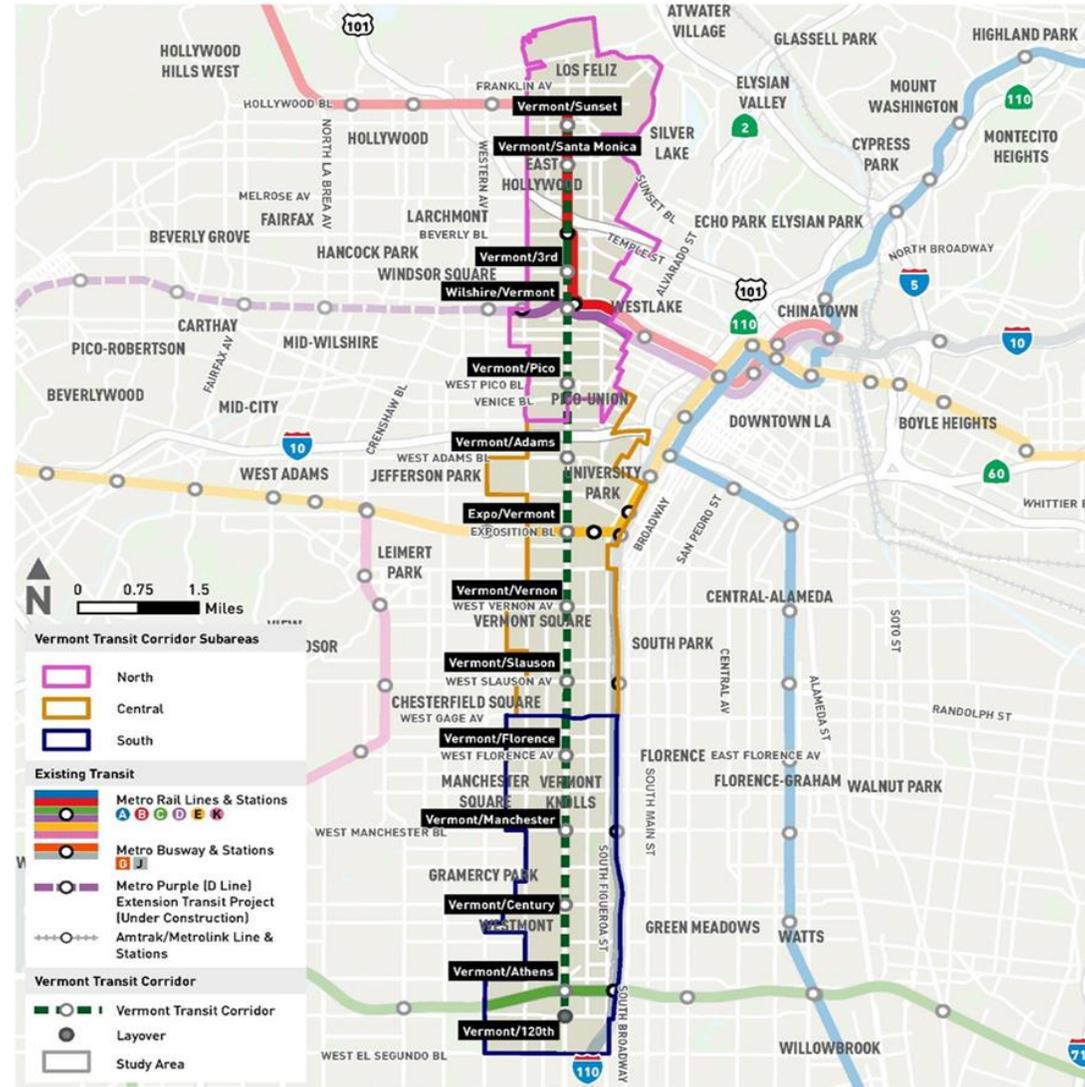
- A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit Project Construction Manager/General Contractor Phase 1 in the amount of \$4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$198,460,000; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Vermont BRT Overview

Extends approximately 12.4 miles from Sunset Blvd. to 120th St.

Busiest bus corridor in LA County with 38,000 daily boardings.

Connects to 4 Metro rail lines and several other bus lines for improved regional mobility.



Serves many key activity centers including several health, educational and cultural institutions.

Heavily congested with varying ROW widths (55 ft to 160 ft curb-to-curb). The most congested segments have the highest ridership.

Densely populated, diverse and highly transit dependent corridor.



Procurement Evaluation

| Proposer Name | Maximum Points | Griffith Company | Myers-Shimmick | Kiewit Infrastructure West Co. |
|--|----------------|------------------|----------------|--------------------------------|
| Capability and Experience | 290 | 254.95 | 244.18 | 218.75 |
| Project Understanding | 80 | 66.40 | 62.00 | 63.00 |
| Project Approach* | 390 | 330.73 | 313.43 | 294.10 |
| Community Benefits and Workforce Development | 40 | 33.60 | 32.00 | 31.50 |
| Price | 200 | 200 | 165.87 | 145.85 |
| Total | 1000 | 885.68 | 817.48 | 753.20 |
| | | | | |
| Phase 1 Preconstruction Lump Sum Fee | | \$4,792,452 | \$6,779,817 | \$8,500,000 |
| Delay Compensation for Phase 1 (Daily) | | \$7,550 | \$7,550 | \$16,665 |
| Phase 2 Management Lump Sum Fee (Monthly) | | \$160,227 | \$160,593 | \$227,414 |
| Phase 2 Margin Percentage | | 8% | 9% | 8.5% |



Equity Platform

- The "Disadvantaged Business Enterprise" (DBE) contract goal for this project is zero percent (0%) of the Total Contract Price.
- The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes important changes to the DBE program including suspension of goals and enforcement, effective October 3, 2025.
- Although the DBE commitment is not a factor in the evaluation, it is notable that there are twelve (12) certified small businesses participating in this contract.
- Proposal Evaluation Criteria allocated points to the proposing firm's demonstration to a well-defined approach to Community Benefits and Workforce Development



Phase 1 Preconstruction Budget

Attachment A - Expenditure and Funding Plan Vermont Transit Corridor BRT Phase 1 Preconstruction Budget

| Use of Funds | Total | Inception Thru FY25 | FY26 | FY27 |
|--|-----------------------|------------------------|----------------------|-----------------------|
| Planning, Environmental and Preliminary Engineering Services | \$ 39,970,000 | \$ 28,170,000 | \$ 11,800,000 | \$ - |
| Phase 1 - Preconstruction Services | | | | |
| CM/GC Preconstruction Services | \$ 4,800,000 | | \$ 1,250,000 | \$ 3,550,000 |
| Final Design Services | \$ 18,600,000 | | \$ 7,620,000 | \$ 10,980,000 |
| CMSS Services | \$ 7,450,000 | | \$ 2,070,000 | \$ 5,380,000 |
| Early Works Packages | \$ 93,200,000 | | \$ - | \$ 93,200,000 |
| Other Professional Services | \$ 4,450,000 | | \$ 1,480,000 | \$ 2,970,000 |
| Third Party | \$ 5,080,000 | | \$ 1,680,000 | \$ 3,400,000 |
| Right Of Way | \$ 1,370,000 | | \$ 500,000 | \$ 870,000 |
| Agency Costs | \$ 8,060,000 | | \$ 3,430,000 | \$ 4,630,000 |
| Contingency | | | | |
| Contingency (10%) | \$ 15,480,000 | | \$ 2,980,000 | \$ 12,500,000 |
| Total Preconstruction Services Budget | \$ 198,460,000 | \$ 28,170,000 | \$ 32,810,000 | \$ 137,480,000 |
| Source of Funds | Total | | | |
| Local - Measure M | \$ 25,000,000 | \$ 25,000,000 | \$ - | \$ - |
| Local - Proposition C | \$ 36,660,000 | \$ - | \$ 30,980,000 | \$ 5,680,000 |
| State - SB1 Local Partnership Program (LPP) | \$ 81,060,000 | \$ - | \$ - | \$ 81,060,000 |
| State - Transit & Intercity Rail Capital Program (TIRCP) | \$ 5,000,000 | \$ 3,170,000 | \$ 1,830,000 | \$ - |
| Federal - Small Starts | \$ - | \$ - | \$ - | \$ - |
| Federal - Congestion Mitigation & Air Quality Program (CMAQ) | \$ 48,740,000 | \$ - | \$ - | \$ 48,740,000 |
| Federal - FTA Community Project Funding | \$ 2,000,000 | \$ - | \$ - | \$ 2,000,000 |
| Total Project Funding | \$ 198,460,000 | \$ 28,170,000 | \$ 32,810,000 | \$ 137,480,000 |



Next Steps

- Execute CM/GC contract and issue NTP for Phase 1 Preconstruction services
- CM/GC to conduct constructability reviews to support ongoing design development activities
- CM/GC to develop construction cost estimate and construction schedule based on each design phase submittal
- Execute Early Works Package for advanced utility relocates



Board Report

File #: 2025-1097, File Type: Project

Agenda Number: 9.

CONSTRUCTION COMMITTEE FEBRUARY 18, 2026

SUBJECT: LINK UNION STATION PROJECT PRECONSTRUCTION BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the Preconstruction Budget for the Link Union Station Phase A Project (Project) by \$210.06 million, from \$297.82 million to \$507.88 million, to fund early work, third party agreements, real estate acquisitions, and related support costs; and
- B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

ISSUE

Staff is seeking to begin early work construction with the Construction Manager/General Contractor (CM/GC), the next phase of CM/GC project delivery. This board action will increase the Preconstruction Budget using available funding so the CM/GC contractor can begin construction of early works project components.

BACKGROUND

The Project is being delivered using the CM/GC delivery method, previously approved by the Board on December 5, 2019. The Board awarded a CM/GC contract to Flatiron West, Inc. (Flatiron) on April 24, 2025. Concurrent to staff confirming the contract, Flatiron informed Metro they had recently converted from a corporation to a Limited Liability Corporation, and therefore, the executed CM/GC contract is with Flatiron Dragados West, LLC. A Notice to Proceed (NTP) to commence Phase 1 Preconstruction Services was issued on July 1, 2025.

The Project will transform how commuter and intercity rail operates in Southern California with new run-through capability at Los Angeles Union Station (LAUS) by providing one-seat rides for Northbound and Southbound run-through service, doubling the capacity of daily train movements, reducing dwell times by as much as 20 minutes, and accommodating future high-speed rail.

The Project includes a run-through structure from the stub end of Union Station, over the 101 Freeway, and connects to the mainline tracks on the West Bank of the Los Angeles River. In this phase, the run-through structure will provide immediate run-through service for Metrolink and the Pacific Surfliner (LOSSAN) on two tracks that connect to Platform 3. However, the run-through structure will be built to accommodate up to nine run-through tracks for future passenger and intercity rail expansion, including California High-Speed Rail.

The Project does not include Phase B, which is planned to include a new rail yard with four new operating platforms and up to nine run-through tracks for Metrolink, LOSSAN and California High Speed Rail, as well as a new Passenger Tunnel.

The Project completed its original California Environmental Quality Act (CEQA) environmental clearance in July 2019, followed by a CEQA amendment in October 2021 and a Final Supplemental Environmental Impact Report (FEIR) in October 2025, reflecting design development, mitigation measures, and modifications related to BNSF West Bank Yard and Malabar Yard.

In parallel, the California High-Speed Rail Authority (CHSRA), serving as the National Environmental Policy Act (NEPA) Lead Agency, prepared the joint Environmental Impact Statement (EIS). The CHSRA Board considered the Final EIS and Metro's SEIR certification on November 20, 2025, confirming its intent to issue the Final EIS/ROD, which will complete federal environmental clearance and maintain the Project's eligibility for state and federal funding programs. On January 14, 2026, the CHSRA authorized the Final EIS/ROD.

On May 26, 2022, the Metro Board approved a Partial Preconstruction Phase Life of Project Budget (Preconstruction Budget) of \$297.818 million for the Preconstruction Work for the Project, consisting of planning, environmental, preliminary engineering, final design, third-party work, early demolition work, real estate acquisitions, and all associated soft costs. Of the \$297.818 million previously approved, \$257.880 million has been committed to preconstruction activities that have substantially advanced the project, reduced risk, and positioned the project to proceed into the next phase of delivery. Activities advanced have included the following: Supplemental CEQA and NEPA environmental clearance for the viaduct and the Malabar Yard, project design development (from preliminary engineering beginning in 2014 through final design that now includes an accommodation for California High Speed Rail); advanced utility relocations; demolition of the Life Storage building; relocation assistance for more than 300 storage tenants; preconstruction services by a CM/GC contractor; and other required third-party work and associated soft costs.

On January 30, 2026, the California Transportation Commission (CTC) approved State Transportation Improvement Program (STIP) funding allocation of \$60.82 million and Transit Intercity Rail Capital Program (TIRCP) funding allocation of \$54.39 million for Early Works Packages - William Mead Homes soundwall construction, preconstruction survey, utility relocation, procurement of long-lead materials, and environmental mitigations. In addition to these approved allocations, future project funding is anticipated, including an additional \$55.76 million allocation from TIRCP, as well as \$123.98 million from Proposition 1A (California High-Speed Rail Bonds), and \$13.27 million in Metro local funds.

DISCUSSION

Under the CM/GC project delivery method, the project is advanced during Phase 1 activities within the authorized Preconstruction Budget while benefiting from contractor engagement to refine the project, advancing more certainty of construction cost and schedule. While this work with the contractor continues to advance for the full project scope, this requested increase of the Preconstruction Budget is needed to advance critical Early Works Packages and real estate acquisitions.

Since NTP, Metro staff has been working closely with the CM/GC contractor, leveraging contractor design input to advance value engineering opportunities and mitigate risks associated with railroad, utility, and structural interfaces. Some examples of this collaboration with the CM/GC Contractor that result in cost and schedule savings include modifying the location of Abutment 1 to allow it to be installed from the Railyard instead of the El Monte Busway, conducting a pile test in an effort to reduce pile lengths, and optimization of concrete placements for bridge barriers, columns, and retaining walls.

The proposed Preconstruction Budget increase will fund several early work items, such as the construction of a soundwall at William Mead Homes, construction of a new emergency vehicle turnaround at the south end of the existing rail yard, utility relocation work at the south end of the existing rail yard, and temporary track modifications for BNSF, Metrolink, and Amtrak, including the procurement of a signal cabinet, and turnout. The proposed increase will support continued advancement of agreements with BNSF, the City of Vernon, Amtrak and Metrolink; as well as, advancement of real estate acquisitions, and all related soft costs. The funds will also support Board approved Motion 10.1 by Directors Hahn, Dutra, and Solis (refer to Attachment C), which was approved by the Board on October 16, 2025 to collaborate with BNSF to explore any other alternative solutions for rail storage at the Malabar Yard, as well as continue to collaborate with the City of Vernon, the Vernon Chamber of Commerce, impacted businesses, and community members for design strategies and mitigations that reduce disruptions to local businesses and their Operations.

The project is now ready to begin early work construction by the CM/GC Contractor. The early work construction will allow the project to maintain the schedule while the main construction elements continue to be designed. Staff is seeking approval to increase the Preconstruction Budget to \$507.88 million to include \$210.06 million for Early Works Packages and related soft costs (refer to Attachment A- Link US Preconstruction Budget, and Attachment B - Funding/Expenditure Plan for the Preconstruction Budget). The requested Early Work Packages are time critical. This includes the procurement of a signal cabinet and rail turnout to accommodate construction of a bridge abutment adjacent to the main line tracks on the West Bank. The signal cabinet and rail turnout will take as much as 18 months to procure. The early work also includes rail construction to accommodate rail modifications and coordination with rail operators to allow for the construction of the bridge abutment adjacent to the main line tracks. Early construction is also critical at the Union Station rail yard. In order to accommodate a bridge abutment at this location, several utilities need to be relocated, and a new emergency vehicle turnaround needs to be constructed at the south end of the existing rail yard. The construction of the sound wall at the William Mead homes is also included as one of the proposed Early Work Packages based on a commitment to construct this sound wall at the beginning of the project.

Given that the project has received Supplemental CEQA and NEPA approval, the proposed Early

Work Packages in this Board Action, as well as any future Early Work Packages and Main Construction Work, are eligible for State and Federal Funding.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro, Southern California Regional Rail Authority (SCRRA), California High-Speed Rail Authority (CHSRA), Caltrans, and City of Los Angeles standards, as well as all applicable state and federal requirements. The recommended Board action will have no detrimental safety impact.

FINANCIAL IMPACT

The proposed Preconstruction Budget of \$507.88 million is fully funded with \$51.67 million in Measure R 3% Commuter Rail funds, \$18.73 million in California High Speed Rail planning funds, and \$337.57 million in State Transit Intercity Rail Capital Program (TIRCP) funds, \$423.34 million in State Proposition 1A/High Speed Rail Bonds, \$60.82 million in State Transportation Improvement Program (STIP), \$40 million in SCRRA JPA, \$5 million in LOSSAN/Amtrak, and \$13.27 million in other Metro Local Funds.

| Funding Source | Approved Funding Source Amount <i>(\$ in millions)</i> | Approved Preconstruction Budget <i>BR#2021-0773 May 2022</i> | Current Request Preconstruction Budget | Total Preconstruction Budget |
|--|---|---|--|------------------------------|
| State Proposition 1A/High Speed Rail Bonds | \$423.34 | - | \$25.82 | \$25.82 |
| State Transit Intercity Rail Capital Program (TIRCP) | \$337.57 | \$227.42 | \$110.15 | \$337.57 |
| State Transportation Improvement Program (STIP) | \$60.82 | - | \$60.82 | \$60.82 |
| Metro Measure R 3% | \$51.67 | \$51.67 | - | \$51.67 |
| Other Metro Local Funds | \$13.27 | - | \$13.27 | \$13.27 |
| SCRRA JPA Contribution (Non-Metro) | \$40.00 | - | - | - |
| Other HSR Funds | \$18.73 | \$18.73 | - | \$18.73 |
| LOSSAN/Amtrak | \$5.00 | - | - | - |
| Total | \$950.40 | \$297.82 | \$210.06 | \$507.88 |

Impact to Budget

The sources of funding for the additional \$210.06 million for the Project are capital funds, as shown in Attachment B, Link Union Station Project Preconstruction Budget-Expenditures and Funding Plan. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The Project will improve the quality of life for residents at the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community. This will be accomplished with the construction of a new sound wall, designed to reduce noise from existing and future increases in train operations.

The increased rail service will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at LAUS. The Project will also result in reduced train and idling times-saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-and fuel savings and emission reductions. Further, it is estimated that the Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the CM/GC to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1 for this California High-Speed Rail Authority (“CHSRA”) funded procurement. As a condition of funding, Metro implemented the CHSRA’s Small Business Program and accepted SB and MB certification from the State of California, Department of General Services, as well as Metro-certified SBE firms. Flatiron West, Inc. (CM/GC) made a 22.43% SB commitment, a 3.09% MB commitment, and a 3.66% DVBE commitment for Phase 1 and the current level of participation is 0% SB, 0% MB, and 0% DVBE. While the CM/GC made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. As such, the DBE commitment is not a factor in this recommended action. Flatiron contends that payments to the small businesses began in December 2025 and will continue to occur incrementally, as Phase 1 is still in the early stages of the project and once payments are reported, the small business participation will increase.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (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 planning and investment activities that will improve and increase rail service, thereby encouraging taking transit, including Metrolink, Amtrak, Metro Rail, High-Speed Rail, Municipal Bus Systems, and High-Speed Ridesharing.

Metro staff has conducted preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Using data provided by LOSSAN, SCRRA, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year. This will result in an annual

reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at LAUS, enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

The project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

The Project supports Strategic Goal 3: Implement a strategic plan to improve system performance and resilience. The planned improvements-run-through tracks, a new concourse, and upgraded plazas-help LAUS operate more efficiently, make better use of existing infrastructure, and prepare the station for future growth and changing transportation needs.

Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, The California State Transportation Agency (CalSTA), FRA, and Amtrak.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the requested increase to the Preconstruction Budget. This is not recommended. If the increase is not approved, Metro could realize schedule delays and cost increases. Additionally, the committed funding received to date have deadlines for construction. These include Proposition 1A Funding from CHSRA, as well as State Transportation Improvement Program (STIP) and Transit and Intercity Rail Capital Program (TIRCP) funding from the California Transportation Commission.

NEXT STEPS

After Board approval, staff will work with the CM/GC contractor to finalize pricing for the Early Work Packages and negotiate contract modifications.

ATTACHMENTS

Attachment A - Project Preconstruction Budget

Attachment B - Funding/Expenditure Plan for the Preconstruction Budget

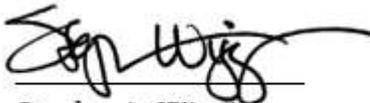
Attachment C - Board Motion 10.1

Prepared by:

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Reviewed by:

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
LINK UNION STATION PROJECT PRECONSTRUCTION BUDGET
FEBRUARY 2026
(Dollars in Millions)

| Funding Source | Authorized Preconstruction Budget <i>BR#2021-0773 May 2022</i> | Current Request Preconstruction Budget | Total Preconstruction Budget |
|---|---|--|------------------------------------|
| <u>PA&ED Phase:</u> Planning/Environmental/Preliminary Engineering, Third Party Work and Related Soft Costs | \$84.43 | \$4.00 | \$88.43 |
| <u>PS&E Phase:</u> Final Design, Third Party Work, project management and all related soft costs | \$76.32 | \$110.51 | \$186.83 |
| <u>R/W Phase:</u> Real Estate Acquisitions and Early Demolition | \$137.06 | \$7.67 | \$144.73 |
| <u>Early Construction Phase:</u> Early Construction, Preconstruction Survey, Procurement of long lead material, and project management and all related soft costs | - | \$87.89 | \$87.89 |
| TOTAL | \$297.82 | \$210.06 | \$507.88 |

ATTACHMENT B
FUNDING/EXPENDITURE PLAN
LINK UNION STATION PROJECT PRECONSTRUCTION BUDGET
FEBRUARY 2026
(Dollars in Millions)

| Use of Funds | Total | Thru FY25 | FY26 | FY27 | FY28 | FY29 | FY30 |
|--|------------------|------------------|-----------------|------------------|-----------------|-------------|-------------|
| Planning, Environmental and Preliminary Engineering Services including Third Party and Soft Costs | \$ 88.43 | \$ 88.01 | \$ 0.42 | | | | |
| Right of Way Activities (Acquisitions, Early Demolition, etc.) | \$ 144.73 | \$ 70.48 | \$ 4.50 | \$ 69.75 | | | |
| Final Design <i>(sum of Early Work, CMGC, PreCon, Third Party and Soft Cost)</i> | \$ 186.83 | \$ 95.68 | \$ 19.90 | \$ 39.05 | \$ 32.20 | | |
| <i>Construction Services - Early Work by SCRRRA</i> | \$ 49.27 | \$ 49.27 | | | | | |
| <i>Construction Manager/General Contractor Phase 1</i> | \$ 7.00 | \$ - | \$ 5.50 | \$ 1.50 | | | |
| <i>PreConstruction Services</i> | \$ 101.16 | \$ 34.82 | \$ 6.40 | \$ 32.64 | \$ 27.29 | | |
| <i>Third Party and Soft Cost (Agreements, Utility Relocation, Agency, Legal, etc.)</i> | \$ 29.41 | \$ 11.59 | \$ 8.00 | \$ 4.91 | \$ 4.91 | | |
| Early Construction Phase | \$ 87.89 | \$ - | \$ 23.25 | \$ 46.32 | \$ 18.32 | | |
| Partial Preconstruction LOP Budget | \$ 507.88 | \$ 254.17 | \$ 48.07 | \$ 155.13 | \$ 50.52 | \$ - | \$ - |

| Source of Funds | Total | Thru FY25 | FY26 | FY27 | FY28 | FY29 | FY30 |
|---|------------------|------------------|-----------------|------------------|-----------------|-------------|-------------|
| CHSRA ARRA and Other Funds (PA&ED, PS&E) | \$ 105.77 | \$ 29.46 | \$ 22.80 | \$ 53.52 | \$ - | | |
| CalSTA TIRCP Funds (PA&ED, PS&E and ROW) | \$ 337.17 | \$ 173.04 | \$ 15.43 | \$ 100.71 | \$ 47.99 | | |
| Local Funds | \$ 64.95 | \$ 51.67 | \$ 9.84 | \$ 0.90 | \$ 2.53 | | |
| Total Funding for Partial Preconstruction LOP Budget | \$ 507.88 | \$ 254.17 | \$ 48.07 | \$ 155.13 | \$ 50.52 | \$ - | \$ - |

**Board Report**

File #: 2025-0931, **File Type:** Motion / Motion Response**Agenda Number:** 10.1

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 16, 2025

Motion by:**DIRECTORS HAHN, DUTRA, AND SOLIS****Malabar Yard Mitigations and Continued Collaboration Motion**

The Malabar Yard Project is a component of the broader Link Union Station expansion, which aims to upgrade Los Angeles Union Station and accommodate anticipated increases in passenger rail demand and improve rail service for communities across Los Angeles County. The full build out of the project includes the addition of eight new tracks, a wider concourse, and long-overdue platform modifications. These changes are intended to support future regional rail initiatives, such as the D Line Extension, the Southeast Gateway Line, and the California High-Speed Rail project.

To make space for these improvements, the BNSF West Bank Yard must be repurposed for passenger rail and shared infrastructure. This change will remove freight rail storage tracks at that BNSF West Bank location, and to offset that loss, Metro and the California High-Speed Rail Authority have proposed improvements at BNSF's Malabar Yard in the City of Vernon. While these improvements are necessary for the broader project, they will also bring real impacts to local businesses in Vernon. Some businesses are concerned about added rail traffic affecting circulation and operations, while others face partial or full land acquisitions. The proposal also requires City of Vernon approval of new at-grade crossings and partial acquisition of a public street. Metro has already committed to nearly \$25 million in mitigation measures for traffic monitoring and mobility improvements in the City of Vernon, but Many business owners and community members who live, work, and attend school in Vernon still worry that additional train movements to and from the Los Angeles Junction Railway will compound congestion, delay emergency response, and increase air emissions and noise throughout the city.

Moreover, the Malabar Yard is located one block away from the City's only school, which serves Vernon and the disadvantaged community of Huntington Park, and a Catholic parish dedicated to serving the deaf community. While these sensitive uses are outside of the project's draft study area, they will experience increased rail activity at the Malabar Yard, underscoring the need for targeted investments and mitigation measures that deliver lasting benefits. The City of Vernon believes there are less impactful alternatives to address BNSF's rail storage needs, but achieving a viable outcome will depend on BNSF's willingness to engage in a collaborative problem-solving process.

For these reasons, Metro must continue to work with impacted businesses and community members and continue its partnership with BNSF to find solutions. This will help ensure that the project advances in a way that both strengthens our regional rail system and respects the needs of local business communities.

SUBJECT: MALABAR YARD MITIGATIONS AND CONTINUED COLLABORATION MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Dutra and Solis that the Board direct the Chief Executive Officer to:

- A. Collaborate with BNSF to explore any other alternative solutions for rail storage that may have fewer impacts, while still meeting their operational needs;
- B. Convene meetings with BNSF and the City of Vernon to secure written commitments, where possible, that include:
 - 1. Limiting future rail operations to non-peak or nighttime hours;
 - 2. Ensuring any increased train activity stays below a mutually agreed-upon threshold;
 - 3. Capping train lengths at levels acceptable to both the City of Vernon and BNSF;
- C. Coordinate with BNSF and California High-Speed Rail Authority (CHSRA), as the NEPA lead agency, to consider reaching an agreement to implement and operate this mitigation measure in the City of Vernon after the elimination of tracks at the West Bank Yard;
- D. Continue collaboration with the City of Vernon and the Vernon Chamber of Commerce to incorporate design strategies and mitigations that reduce disruptions to local businesses and their operations;
- E. Coordinate with the City of Vernon's traffic engineering and public safety departments to:
 - 1. Develop and implement traffic management plans that prevent congestion and circulation issues caused by rail activity;
 - 2. Ensure emergency service routes remain fully accessible and are not adversely affected post-implementation;
- F. Coordinate with schools, churches and other sensitive receptors to minimize potential impacts of new train patterns on those uses;
- G. Explore any opportunities to incorporate eligible businesses into Metro's Business Interruption Fund, during construction of the project (BIF); and
- H. Maintain close coordination with BNSF and the City of Vernon to ensure full transparency

throughout all phases of project planning, design, and implementation.

SOLIS AMENDMENT: That the Board of Directors direct the CEO to draft a letter to be signed by Metro Board members and sent to BNSF, copying Los Angeles County's state and federal representatives, urging BNSF to engage in collaborative discussions and a formal agreement with the City of Vernon and cooperate with mediation requests.

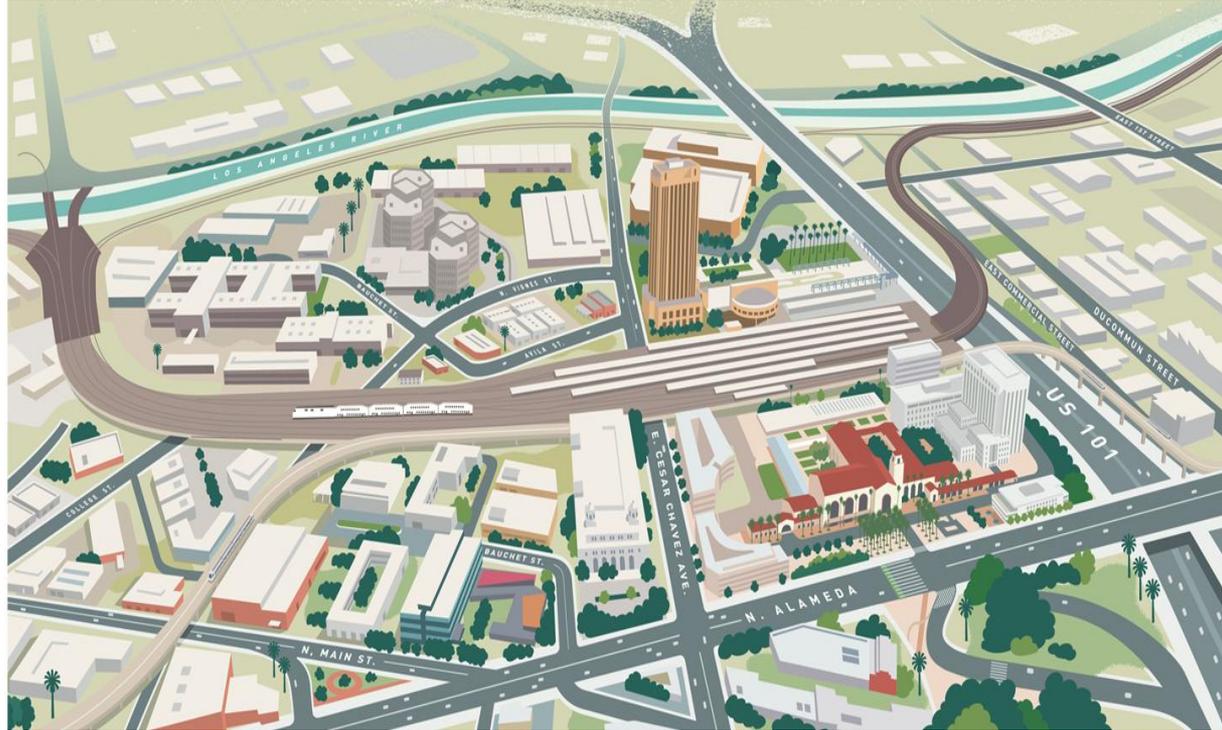


Link Union Station Project Preconstruction Budget

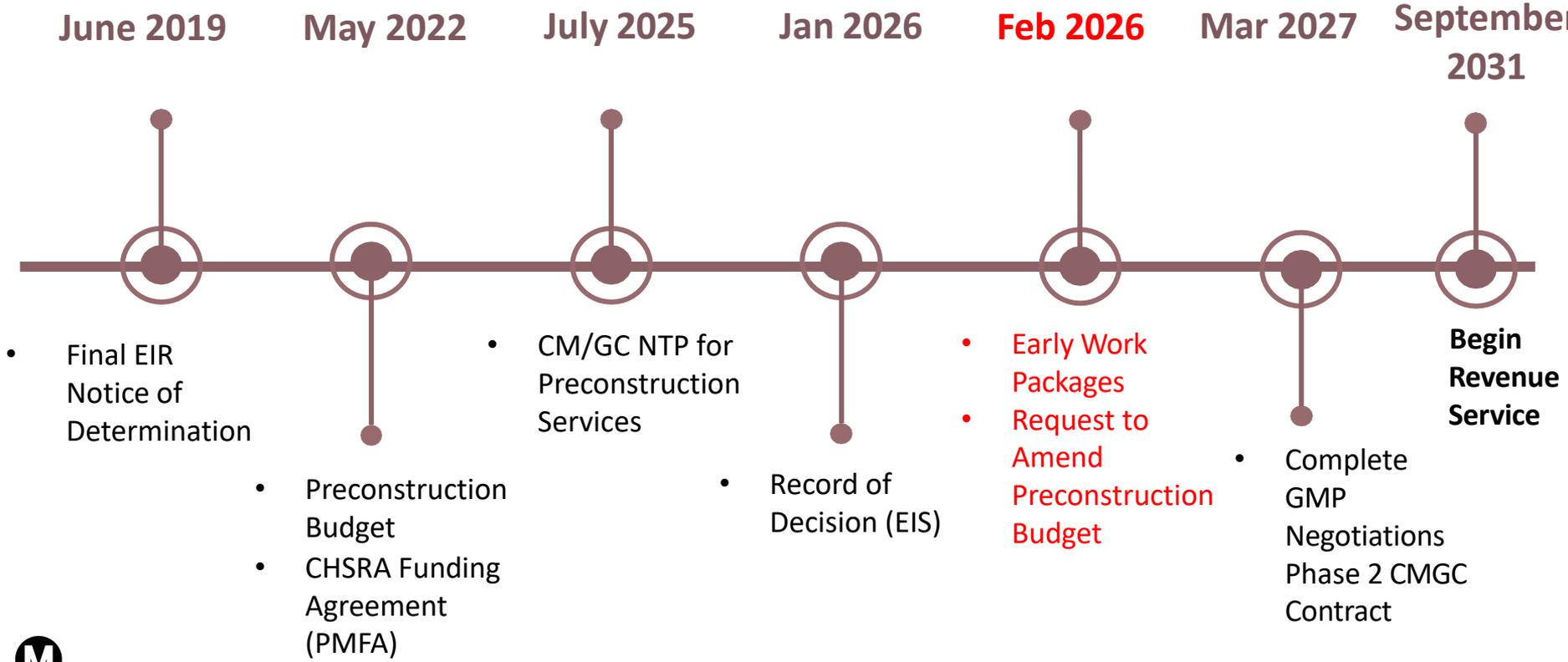
Link US Project Phase A

Link US Project Phase A

- Northbound and Southbound run-thru service for LOSSAN and Metrolink
- Doubles the existing rail capacity
- One-seat rides for Northbound and Southbound run-thru service
- Reduced dwell times by as much as 20 Minutes
- Accommodates future California High Speed Rail



Project Schedule Milestones



Link US Project Phase A

Proposed Early Work

1. Construction of a soundwall at William Mead Homes.
2. Construction of a new emergency vehicle turnaround at the south end of the existing rail yard to support future viaduct work.
3. Utility relocation work at the south end of the existing rail yard to support future viaduct work.
4. Temporary track modifications for BNSF, Metrolink, and Amtrak, including the procurement of a signal cabinet, and turnout.
5. Implementation of Board Motion 10.1 to collaborate with BNSF to explore any other alternative solutions for rail storage at the Malabar Yard, as well as continue to collaborate with the City of Vernon, the Vernon Chamber of Commerce, impacted businesses, and community members that reduce disruptions to local businesses and their Operations.
6. Right of way agreements with BNSF, Amtrak, Metrolink, City of Vernon and any and related real estate acquisitions within Board Authority,



RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the Preconstruction Budget for the Link Union Station Phase A Project by \$210.06 million, from \$297.82 million to \$507.88 million, to fund early work, third party agreements, real estate acquisitions, and related support costs.

- B. NEGOTIATE AND EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

Funding Source

| Funding Source | Amount (\$ in millions) | Preconstruction Budget in May 2022 | Requested Increase to Preconstruction Budget | Total Preconstruction Budget |
|--|----------------------------|--|--|---------------------------------|
| State Proposition 1A/High Speed Rail Bonds | \$423.34 | | \$25.82 | \$25.82 |
| State Transit Intercity Rail Capital Program (TIRCP) | \$337.57 | \$227.42 | \$110.15 | \$337.57 |
| State Transportation Improvement Program (STIP) | \$60.82 | - | \$60.82 | \$60.82 |
| Metro Measure R 3% | \$51.67 | \$51.67 | - | \$51.67 |
| Other Metro Local Funds | \$13.27 | - | \$13.27 | \$13.27 |
| SCRRA JPA Contribution (Non-Metro) | \$40.00 | - | | |
| Other HSR Funds | \$18.73 | \$18.73 | - | \$18.73 |
| LOSSAN/Amtrak | \$5.000 | - | | |
| Total | \$950.40 | \$297.82 | \$210.06 | \$507.88 |





Board Report

File #: 2026-0050, File Type: Contract

Agenda Number: 10.

**CONSTRUCTION COMMITTEE
FEBRUARY 18, 2026**

SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE this Program Management Project Status Report that summarizes capital program performance through November 2025.

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 (Attachment A) 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, I-5 North County Enhancements, North Hollywood to Pasadena BRT Project, G Line BRT Improvements, I-105 Express Lanes, East San Fernando Valley Light Rail Transit Project, Southeast Gateway Line, Vermont BRT, and Link Union Station). Schedule and cost data are current through November 2025, project status and construction information are current up to writing of this report.

EQUITY PLATFORM

The following table summarizes Equity Focus Communities (EFC) percentage data for the individual projects covered in this report. DEOD sets small business participation goals for each project, which are reflected and tracked in Attachment A.

| | |
|---|---|
| Westside Purple Line Ext 1 | This project is not located within or adjacent to Equity Focus Communities. Although not located in Equity Focus Communities, the project regularly reaches out to the broad community regarding project progress, important safety alerts, and planned disruptions to minimize adverse travel impacts. Reports concerning small business participation are also regularly shared with surrounding communities. |
| Division 20 Portal Widening Turnback | 100% of the project is within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| Westside Purple Line Ext 2 | This project is not located within or adjacent to Equity Focus Communities. Although not located in Equity Focus Communities, the project regularly reaches out to the broad community regarding project progress, important safety alerts, and planned disruptions to minimize adverse travel impacts. Reports concerning small business participation are also regularly shared with surrounding communities. |
| I-5 North County Enhancements | This project is not located within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| Westside Purple Line Ext 3 | 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| North Hollywood to Pasadena BRT Project | 60% of the project is within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| G Line BRT Improvements | 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| I-105 Express Lanes | 92% of the project is within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| East San Fernando Valley Light Rail Transit Project | 100% of the project is within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| Southeast Gateway Line | 65% of the project is within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| Vermont Transit Corridor | 87% of the project is within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding communities. |
| Link Union Station | 100% of the project is within or adjacent to Equity Focus Communities. Reports concerning small business participation are regularly shared with surrounding 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) |
|---|------------------------------------|
| 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 | 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 | This item will likely increase VMT |
| East San Fernando Valley Light Rail Transit Project | This item will likely decrease VMT |
| Southeast Gateway Line | This item will likely decrease VMT |
| Vermont Transit Corridor | This item will likely decrease VMT |
| Link Union Station | 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 2.3. Below are the project's recordable injury rates as compared to the national average.

| | Project Hours | Recordable Injury Rate | Comments |
|---|---------------|------------------------|---|
| Westside Purple Line Ext 1 | 11,133,962 | 0.79 | Below National Average |
| Division 20 Portal Widening Turnback | 1,502,661 | 1.33 | Below National Average |
| Westside Purple Line Ext 2 | 5,981,940 | 2.21 | Below National Average |
| I-5 North County Enhancements | 1,241,196 | 1.61 | Below National Average |
| Westside Purple Line Ext 3 (C1151) | 2,091,382 | 2.30 | National Average |
| Westside Purple Line Ext 3 (C1152) | 3,024,123 | 1.12 | Below National Average |
| North Hollywood to Pasadena BRT Project | N/A | N/A | Reporting will start after 80,000 hours |
| G Line BRT Improvements | 223,805 | 0 | Below National Average |
| I-105 Express Lanes <small>footnote 2</small> | 169,305 | 3.54 | Above National Average |
| East San Fernando Valley Light Rail Transit Project | 303,938 | 1.31 | Advanced Utility Adjustment Construction Only |
| Southeast Gateway Line | N/A | N/A | N/A - Construction not started |
| Vermont Transit Corridor | N/A | N/A | N/A - Construction not started |
| Link Union Station | N/A | N/A | Reporting will start after 80,000 hours |

Safety project rates are based on the latest available information, consistent with reporting timelines. *Footnote 2 - I-105 Express Lanes Above National Average - This project is still in its early stages, and as monthly work hours continue to increase, the recordable injury rate is expected to decrease significantly. Based on current projections, staff anticipate reaching a rate lower than the national standard in Spring 2026.*

NEXT STEPS

Staff will continue to work towards the completion of all capital projects.

ATTACHMENT

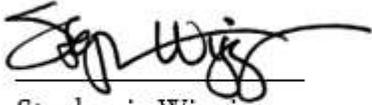
Attachment A - Project Status Report

Prepared by:

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Reviewed by:

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

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Program Management Project Status Report

Tim Lindholm

Chief Program Management Officer

Construction Committee

February 2026

Project Budget & Schedule Status Summary Chart

| Project | Cost Performance | | Schedule Performance | | Comments |
|---|--------------------------|-------------------------|----------------------|---------------------------|--|
| | Variance Original Budget | Variance Revised Budget | Variance Original | Variance Revised Schedule | |
| 1. Westside Purple Line Extension Section 1 | | | | | Project is 99% complete. The Revenue Service Date is Spring 2026. Due to the imminent PLE1 opening, the project contingency is below the 3% Project Reserve threshold as expected. Equity: This Project is not located within or adjacent to Equity Focus Communities. |
| 2. Division 20 Portal Widening Turnback | | | | | Project is 87% complete. Project is proceeding towards completion and closeout within LOP Budget. Construction continues from the completion of West Portal - East demolition, legacy Traction Power Substation demolition, Shoofly track demolition and Cutover A completion. Equity: 100% of the project is located within or adjacent to Equity Focus Communities. |
| 3. Westside Purple Line Extension Section 2 | | | | | Project is 86% complete. The Project is currently targeting an RSD date of Spring 2027. The project contingency has dropped below the 3% Project Reserve threshold during the February 2025 reporting period. Project will seek an LOP amendment in early 2026. This amendment will include resolution of time-related claims and costs to complete the Project. Equity: This Project is not located within or adjacent to Equity Focus Communities. |
| 4. I-5 North County Enhancements Project | | N/A | | N/A | Project is 59% complete. There is no change to the approved LOP of \$679.3M. The current schedule forecasts a variance of 181 days (10%) from the contract baseline. Equity: This project is not located within or adjacent to Equity Focus Communities. |
| 5. Westside Purple Line Extension Section 3 | | | | | Project is 76% complete. The Project revised Revenue Service Date is Fall 2027 and staff continue to closely monitor progress. Equity: 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities. |
| 6. North Hollywood to Pasadena BRT* | N/A | N/A | N/A | N/A | Project is 32% complete. Program Management Support Service (PMSS), Architect & Engineering and Construction Manager/General Contractor (CM/GC) Phase 1 (Pre-Construction) contracts have been approved by the Board. Equity: 60% of the project is within or adjacent to Equity Focus Communities. |
| 7. G Line BRT Improvements | | N/A | | N/A | Project is 27% complete. 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: 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities. |
| 8. I-105 Express Lanes | | N/A | | N/A | Project is 23% complete. Design is 97% complete overall. Segment 1 construction started on 2/3/25. Currently we are 44% in completion. Segments 2 and 3 Design is at 92% complete. Segments 2 and 3 phase 2 supplement was executed in Nov 2025. Equity: Segment 2 & 3 Equity Assessment was presented to the Board with the Segment 2 & 3 construction contract in October. 62% of Seg 2/3 is within or adjacent to Equity Focus Communities. |
| 9. East San Fernando Valley Transit Corridor* | N/A | N/A | N/A | N/A | Project is 18% complete. Budget Updated Opinion of Probable Cost was received on 11/15. Negotiations are ongoing with the Contractor for Phase 2. Schedule Forecasted Start of Revenue Operations - Fall 2031. Equity: 100% of the project is within or adjacent to Equity Focus Communities. |
| 10. Southeast Gateway Line* | N/A | N/A | N/A | N/A | While the report reflects 0% overall progress, the Project continues to progress with design of utilities, freight, and grade crossings. Advanced Works design advancing to 60%. Pre-construction LOP budget approved by Metro Board in Feb 2025. Completed FTA Project Development requirements and have requested approval to enter the Engineering phase. Equity: 65% of the project is within or adjacent to Equity Focus Communities. |
| 11. Vermont Transit Corridor* | N/A | N/A | N/A | N/A | Project is 17% complete. Preliminary Design Completed and NEPA approved. Equity: 87% of the project is within or adjacent to Equity Focus Communities. |
| 12. Link Union Station (LINK US)* | N/A | N/A | N/A | N/A | A request for an increase to the Preconstruction Budget to fund Early Works Packages is planned for the February 2026 Board meeting. Equity: 100% of the project is within or adjacent to Equity Focus Communities. |



*Projects without a LOP budget

February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

On target

Possible problem (5-10% variance)

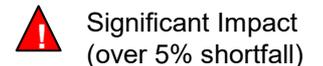
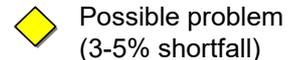
Significant Impact (over 10% variance)

Small Business Project Status Summary Chart (reflective of payments reported through November 2025)

*Projects without a LOP budget

**Effective October 3, 2025, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) implementing changes to the Disadvantaged Business Enterprise (DBE) Program. As a result, the establishment of contract goals, enforcement actions, and the counting of DBE participation are temporarily suspended.

| Project | Phase | Goal Type | Contractor Commitment | Current Participation | Status | Variance from Last Reporting +/- | Adjusted Participation % | % Complete | Comments** |
|---|--------------|-----------|-----------------------|-----------------------|---|----------------------------------|--------------------------|------------|--|
| 1. Westside Purple Line Extension Section 1 (D-Line) | Design | DBE | - | - | | - | - | 96% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 93 certified small businesses participating in this contract. |
| | Construction | DBE | - | - | | - | - | 95% | |
| 2. Division 20 Portal Widening Turnback | Construction | SBE | 19.34% | 18.96% |  | +0.07% | 20.16% | 87% | The Div. 20 project has reached 88% completion, based on payments. This project is currently in SBE and DVBE shortfall. Tutor Perini Corp has a 0.38% SBE shortfall and a 0.20% DVBE shortfall. TPC has reported that it expects to meet the SBE commitment by the end of the project. |
| | | DVBE | 3.31% | 3.11% |  | -0.03% | 3.31% | | |
| 3. Westside Purple Line Extension Section 2 (D-Line) | Design | DBE | - | - | | - | - | 90% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 55 certified small businesses participating in this contract. |
| | Construction | DBE | - | - | | - | - | 83% | |
| 4. I-5 North County Enhancements Project | Construction | DBE | - | - | | - | - | 56% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 35 certified small businesses participating in this contract. |
| 5. Westside Purple Line Extension Section 3 Stations, Trackwork, Systems and Testing (D-Line) | Design | DBE | - | - | | - | - | 98% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 43 certified small businesses participating in this contract. |
| | Construction | DBE | - | - | | - | - | 73% | |
| 5. Westside Purple Line Extension Section 3 Tunnels (D-Line) | Design | DBE | - | - | | - | - | 99% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 71 certified small businesses participating in this contract. |
| | Construction | DBE | - | - | | - | - | 94% | |
| 6. North Hollywood to Pasadena BRT* | PMSS | SBE | 35.59% | 72.29% |  | +2.71% | - | 44% | SBE prime, Ramos Consulting Services, Inc's (RCS) continues to exceed both SBE and DVBE commitments by 36.70% and 2.06%, respectively. |
| | | DVBE | 3% | 5.06% |  | +0.02% | - | | |
| | A&E | SBE | 37.69% | 34.53% |  | -4.45% | - | 57% | HDR Engineering (HDR) has a 3.16% shortfall of their SBE commitment and is exceeding the DVBE commitment by 0.38%. HDRs SBE attainment has dropped below the commitment level since the last reporting period. |
| | | DVBE | 3% | 3.38% |  | -0.21% | - | | |

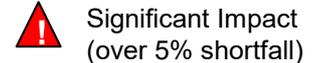
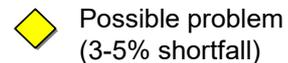


Small Business Project Status Summary Chart (reflective of payments reported through November 2025)

*Projects without a LOP budget

**Effective October 3, 2025, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) implementing changes to the Disadvantaged Business Enterprise (DBE) Program. As a result, the establishment of contract goals, enforcement actions, and the counting of DBE participation are temporarily suspended.

| Project | Phase | Goal Type | Contractor Commitment | Current Participation | Status | Variance from Last Reporting +/- | Adjusted Participation % | % Complete | Comments** |
|---|-------------|-----------|-----------------------|-----------------------|--------|----------------------------------|--------------------------|------------|--|
| 6. North Hollywood to Pasadena BRT* (Phase 1) | CM/GC | SBE | 43.26% | 39.47% | | +5.58% | - | 69% | Myers-Shimmick, A Joint Venture (MSJV) current level of SBE and DVBE participation is 39.47% and 10.18%, respectively, representing a 3.79% SBE shortfall and exceeding the DVBE commitment by 6.69%. Based on payments, Phase 1 is 69% complete. Staff will continue to monitor this project for attainment. |
| | | DVBE | 3.49% | 10.18% | | +9.66% | - | | |
| 7. G Line BRT Improvements (PDB Phase 1) (G-Line) | PDB Phase 1 | SBE | 18.35% | 20.84% | | -0.72% | - | 99% | Valley Transit Partners (VTP) continues to exceed their SBE and DVBE commitments on this project by 2.49% and 0.45%, respectively. Phase 1 is currently at 95% completion, based on payments and is in close-out. |
| | | DVBE | 3.73% | 4.18% | | -0.14% | - | | |
| 7. G Line BRT Improvements (PDB Phase 2) (G-Line) | PDB Phase 2 | SBE | 27% | 14.03% | | +3.54% | - | 25% | Valley Transit Partners' current level of SBE and DVBE is 14.03% and 1.48%, respectively. While the contractor's current performance reflects a shortfall, it is important to note that Phase 2 is only 25% complete. Metro will continue to closely monitor progress to ensure compliance and achievement of the commitments by project completion. |
| | | DVBE | 3% | 1.48% | | -0.09% | - | | |
| 8. I-105 Express Lanes (Phase 1) | CM/GC | DBE | - | - | | - | - | 95% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 6 certified small businesses participating in this contract. |
| 8. I-105 Express Lanes (Phase 2) | CM/GC | DBE | - | - | | - | - | 41% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 25 certified small businesses participating in this contract. |
| 9. East San Fernando Valley Transit Corridor* | PE/DSDC | SBE | 25.29% | 23.25% | | +0.05% | - | 94% | Gannett Fleming, Inc's (GFI) SBE and DVBE attainments have remained unchanged during this reporting period. GFI has a shortfall of 2.05% and 0.23%, respectively. GFI contends that shortfall is due to a change in the procurement method on the project and a delay in a number of scope elements that were planned for the SBE/DVBE subconsultants in Yr. 5. Staff will continue to monitor and track GFI efforts to meet the commitment on this project. |
| | | DVBE | 5.54% | 5.31% | | -0.03% | - | | |
| 9. East San Fernando Valley Transit Corridor* - AUA #1 | DBB | DBE | - | - | | - | - | 97% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 1 certified small businesses participating in this contract. |
| 9. East San Fernando Valley Transit Corridor* - Phase 1 | PDB | DBE | - | - | | - | - | 87% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 29 certified small businesses participating in this contract. |
| 9. East San Fernando Valley Transit Corridor* - Phase 2 | PDB | DBE | - | - | | - | - | 40% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 34 certified small businesses participating in this contract. |

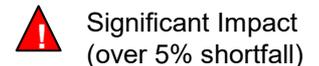
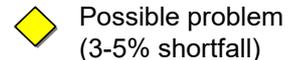


Small Business Project Status Summary Chart (reflective of payments reported through November 2025)

*Projects without a LOP budget

**Effective October 3, 2025, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) implementing changes to the Disadvantaged Business Enterprise (DBE) Program. As a result, the establishment of contract goals, enforcement actions, and the counting of DBE participation are temporarily suspended.

| Project | Phase | Goal Type | Contractor Commitment | Current Participation | Status | Variance from Last Reporting +/- | Adjusted Participation % | % Complete | Comments** |
|------------------------------------|-------|-----------|-----------------------|-----------------------|--------|----------------------------------|--------------------------|------------|--|
| 10. Southeast Gateway Line* (SEGL) | PMSS | DBE | - | - | | - | - | 12% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 12 certified small businesses participating in this contract. |
| | A&E | DBE | - | - | | - | - | 77% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 19 certified small businesses participating in this contract. |
| 11. Vermont Transit Corridor* | PE | DBE | - | - | | - | - | 29% | Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 9 certified small businesses participating in this contract. |
| 12. Link Union Station (LINK US)* | CM/GC | DBE | - | - | | - | - | 24% | Flatiron Dragados West LLC made a 22.43% SBE, 3.08% SB Micro, 3.66% DVBE and 10% DBE commitment on this contract. Based on payments the contract is 24% and the level of small business participation is 0%. Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 6 certified small businesses participating in this contract. |
| | | SBE | 22.43% | 0% | ⚠ | 0% | - | | |
| | | DVBE | 3.66% | 0% | ⚠ | 0% | - | | |
| | | SB Micro | 3.08% | - | ⚠ | - | - | | |
| | CMSS | SBE | 20.74% | 0% | ⚠ | - | - | 0% | TY Lin International made a 20.74% SBE, 5.29% SB Micro, 3.05% DVBE and 10.44% DBE commitment on this contract. Contract was recently awarded and no payments have been reported. Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 6 certified small businesses participating in this contract. |
| | | DVBE | 3.05% | 0% | ⚠ | - | - | | |
| | | SB Micro | 5.29% | - | ⚠ | - | - | | |



Westside Purple Line Extension Section 1

| BUDGET | | | | |
|--------|--------------------------------|-----------------------|---------------------|--|
| | Original Budget*, ** | Revised Budget**, *** | Previous Forecast** | Current Forecast** |
| | \$2,774M | \$3,508M | \$3,508M | \$3,508M |
| | Variance from Original Budget: | | \$734M (26.5%) | \$734M (26.5%)  |
| | Variance from Revised Budget: | | \$0M (0%) | \$0M (0%)  |

FFGA Budget Amount: \$2,822M

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

**Excludes finance costs.

***The Board approved an increase to the LOP Budget by \$154 million in October 2025.

| SCHEDULE | | | Revenue Operation | |
|----------|---------------------------------|----------------------|-------------------|---|
| | Original | Approved Rebaseline* | Previous Period | Current Forecast |
| | November 2023 | Winter 2026 | Winter 2026 | Spring 2026 |
| | Variance from Original: | | +874d (27.1%) | +899d (27.9%)  |
| | Variance from Revised Schedule: | | +207d (5.3%) | +25d (0.6%)  |

*Re-baseline Schedule September 2025.



Westside Purple Line Extension Section 1

Safety

Project Construction Hours: 11,133,962;

Recordable Injury Rate: 0.79 vs. National Average: 2.3.

Updates

Overall Project Progress is 99% complete.

Construction Contract Progress is 99% complete.

- **Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega**

Stations: Civil restoration on Wilshire Boulevard; Entrance structure/plaza and art finishes; Elevator and escalator inspections are underway, and acceptance (SIT) testing.

- Emergency Drills are progressing and Pre-Revenue Service Trials are on hold.
- SIT2 testing is over 98% complete. Over 9,000 SCADA points have been tested and passed.
- CPUC Track & Signal Inspections at Wilshire/La Brea station were held.
- Pre-revenue service trials ongoing. Full pre-revenue demonstration period begins mid-February 2026.

Equity

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



The WPLE1 Project is 3.92 miles (Wilshire/Western to Wilshire/La Cienega); Scope of work includes twin-bored tunnels, three (3) new subway stations, 34 HRVs and Division 20 Yard modifications.



Wilshire/La Brea Station: Station Safety Briefing for Train Fire Drill



Wilshire/Fairfax Station: View of Plaza Level



Wilshire/La Cienega Station: Fare Gates Delivered to the Station



February 2026 Construction Committee

Division 20 Portal Widening Turnback

| BUDGET | | | | |
|--------|--------------------------------|------------------|-------------------|---|
| | Original Budget* | Revised Budget** | Previous Forecast | Current Forecast |
| | \$801.75M | \$1,056M | \$1,056M | \$1,056M |
| | Variance from Original Budget: | | \$254.73M (31.8%) | \$254.73M (31.8%)  |
| | Variance from Revised Budget: | | \$0M (0%) | \$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 | Spring 2026 | Summer 2026 | Summer 2026 |
| | Variance from Original: | | +733d (46.7%) | +733d (46.7%)  |
| | Variance from Revised Schedule: | | +29d (1.3%) | +29d (1.3%)  |

*Re-baseline Schedule April 2024.

**Current forecast is Contractor's recent schedule update.



Division 20 Portal Widening Turnback

Safety

Project Construction Hours: 1,502,661;
Recordable Injury Rate: 1.33 vs. National Average: 2.3.

Updates

Overall Project Progress is 87% complete.

Construction Contract Progress is 86% complete.

C1136 TPC Portal Widening Turnback Contract

- Contract Progress is 86%
- Traction power substation (TPSS) is complete and energized
- Previous legacy Traction power substation demolition completed
- Portal - East demolition underway
- Cutover A completed

C1184 C3M Traction Power Substation Contract

- Contract progress is 97%
- Substation energized in 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.



Division 20 Portal Widening Project Map



East Portal Demolition



Legacy TPSS Demolition



Westside Purple Line Extension Section 2

| BUDGET | Original Budget* | Revised Budget** | Previous Forecast | Current Forecast*** |
|--------|--------------------------------|------------------|---------------------------------|---|
| | \$2,441M | \$2,575M | \$2,897M - \$2,922M | \$2,897M - \$2,922M |
| | Variance from Original Budget: | | \$456M (18.7%) - \$481M (19.7%) | \$456M (18.7%) - \$481M (19.7%)  |
| | Variance from Revised Budget: | | \$322M (12.5%) - \$347M (13.5%) | \$322M (12.5%) - \$347M (13.5%)  |

FFGA Budget Amount: \$2,499M

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

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

***Delay claims & RFCs are currently being negotiated. The results will be reflected in future updates, subject to Board Approval.

Current Forecast range is from the FY26 Annual Program Evaluation (APE).

| SCHEDULE | | | Revenue Operation | |
|----------|---------------------------------|----------------------|-------------------|---|
| | Original | Approved Rebaseline* | Previous Period | Current Forecast |
| | August 2025 | Spring 2027 | Spring 2027 | Spring 2027 |
| | Variance from Original: | | +594d (18.8%) | +594d (18.8%)  |
| | Variance from Revised Schedule: | | +210d (5.9%) | +0d (0%)  |

*Re-baseline Schedule September 2025.



Westside Purple Line Extension Section 2

Safety

Project Construction Hours: 5,981,940;
 Recordable Injury Rate: 2.21 vs. National Average: 2.3.
 Safety information is updated as of October 30, 2025.

Updates

Overall Project Progress is 86% complete.
Construction Contract Progress is 86% complete.
Century City Station (CCS):

- Station backfill and entrance backfill continues.
- Construction of the entrance exterior walls and stairs is ongoing.
- Room finishes, MEP & systems installation continue.

Beverly Dr Station (BDS):

- Construction of side structures 2 & 3 (TPSS & East EVS) completed.
- Construction of the side structures and emergency exit stairs is ongoing.
- Room finishes, MEP & systems installation continue.

Tunnels:

- Track installation continues.
- Construction of the walls for cross passage 41 at the tunnel access shaft (TAS) continues.
- MEP and systems activities in the tunnels and cross passages continue.

Equity

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

D Line Subway Extension Project



Purple Line Extension Projects Alignment



BL R4 Completed
 Second Stage Invert
 Track Concrete
 Pour



BDS - Granite
 Installation at Stairs
 6



CCS - West Upper
 Concourse
 Installation of Metal
 Ceiling Panels



I-5 North County Enhancements Project

| BUDGET | | | | |
|--------|--------------------------------|----------------|-------------------|---|
| | Original Budget* | Revised Budget | Previous Forecast | Current Forecast |
| | \$679.37M* | N/A | \$679.37M | \$679.37M |
| | Variance from Original Budget: | | \$0M (0%) | \$0M (0%)  |
| | Variance from Revised Budget: | | N/A | N/A |

*There is no change to the approved LOP of \$679.3M at Contract Award - Board Approval (March 2021).

| SCHEDULE | | | Substantial Completion | |
|----------|---------------------------------|---------------------|------------------------|--|
| | Original | Approved Rebaseline | Previous Period | Current Forecast |
| | July 2026 | N/A | Winter 2027 | Winter 2027* |
| | Variance from Original: | | +180d (10.0%) | +180d (10.0%)  |
| | Variance from Revised Schedule: | | N/A | N/A |

*The project schedule was re-sequenced to reduce overall delays. Additional optimizations are being reviewed.



I-5 North County Enhancements Project

Safety

Project Construction Hours: 1,241,196;

Recordable Injury Rate: 1.61 vs. National Average: 2.3.

Updates

Overall Project Progress is 59% complete.

Construction Contract Progress is 67% complete.

Quarterly Work Summary (Stage 2 Outside):

- During the quarter, Stage 2 outside work progressed on both northbound and southbound facilities.
- Roadway activities included drainage, electrical, grading, and paving on North Bound / South Bound shoulders and ramp.
- Structural work advanced with the construction and widening of five (5) bridges and a total of twenty-four (24) retaining walls.
- Critical activities focused on southbound roadway paving south of Gavin Ave. and preparations for upcoming paving operations.

Equity

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



I-5 North County Enhancements Project Map



Drain System 406 Formwork Install



SW 2676 Pile Concrete Pour



Sign Structure Truss Installation



Westside Purple Line Extension Section 3

| BUDGET | Original Budget* | Revised Budget** | Previous Forecast** | Current Forecast** |
|--------|--------------------------------|------------------|---------------------|--|
| | \$3,224M | \$3,277M | \$3,277M | \$3,277M |
| | Variance from Original Budget: | | \$53M (1.6%) | \$53M (1.6%)  |
| | Variance from Revised Budget: | | \$0M (0%) | \$0M (0%)  |

FFGA Budget Amount: \$3,599M

*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 | Fall 2027 | Fall 2027 | Fall 2027 |
| | Variance from Original: | | +260d (7.8%) | +260d (7.8%)  |
| Variance from Revised Schedule: | | +0d (0%) | +0d (0%)  | |

*Based upon executed modification.



Westside Purple Line Extension Section 3

Safety

Project Construction Hours: 5,115,505;

Recordable Injury Rate: 1.6 vs. National Average: 2.3.

- C1151: Project Hours: 2,091,382; Recordable Injury Rate: 2.30
- C1152: Project Hours: 3,024,123; Recordable Injury Rate: 1.12

Updates

Overall Project Progress is 76% complete.

Construction Contract Progress is 76% complete.

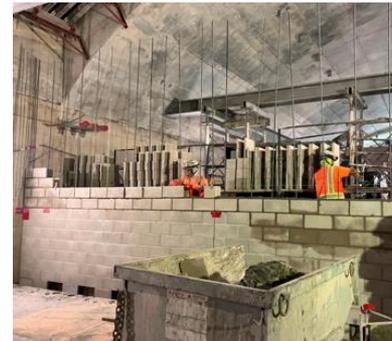
- Final design progress is 99.5% complete.
- **Westwood/UCLA Station:** Main box appendage concrete placement is completed and backfill is ongoing. Concrete placement for platform and main entrance interior and exterior walls is ongoing. Equipment installation and Mechanical/Electrical/Plumbing work ongoing at both UCLA and VA Hospital stations.
- **Westwood/VA Hospital Station:** Main station box concrete placement for interior walls is 54% complete and roof concrete placement is 84% complete. Main entrance exterior wall concrete placement and invert slab is 50% complete. Foundation for the North Entrance Plaza was completed.
- **Tunnels:** Continued LVT block distribution, special trackwork, lighting, fire sprinkler system and trainway feeder installation. Steel walkway installation is ongoing. Cable pulling continued in Reach 6 and 7.
- **VA Hospital Parking Structure:** Continued VA parking structure work and started constructing level 3 deck.

Equity

1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station: UCLA Main Station Box Backfill on Wilshire Blvd



Westwood/VA Hospital Station: Upper Interior Masonry Wall Construction



Tunnels: Steel Walkway Construction BL Tunnel



North Hollywood to Pasadena BRT

| BUDGET | Approved Budget To Date | | | Previous Forecast | Current Forecast |
|--------|---|------------|--|-------------------|---|
| | Pre-Construction | \$135.18M* | | \$135.18M | \$135.18M |
| | Project | N/A | | \$308M - \$515M | \$308M - \$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 |

*Pre-Construction Approved Budget to Date includes Early Works Package Budget. But this is not captured in Pre-Construction progress % complete.

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

Recordable Injury Rate: N/A

Reporting will start after 80,000 hours.

Updates

Overall Project Progress is 32% complete.

Pre-Construction Progress is 88% complete.

- CM/GC submitted 60% Opinion of Probable Construction Cost (OPCC)
- 85% Glendale design under review by City and Metro
- City review of 85% Pasadena and Burbank design packages complete
- 85% NoHo and Eagle Rock packages to be submitted December/January
- Potholing Early Works Package Substantially Complete for all segments
- Final Draft of Cooperative Agreement with Glendale pending approval from City

Equity

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



Project Map



G Line BRT Improvements

| BUDGET | | | | |
|--------|--------------------------------|----------------|-------------------|---|
| | Original Budget | Revised Budget | Previous Forecast | Current Forecast |
| | \$668.45M | N/A | \$668.45M | \$668.45M |
| | Variance from Original Budget: | | \$0M (0%) | \$0M (0%)  |
| | Variance from Revised Budget: | | N/A | N/A |

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



G Line BRT Improvements

Safety

Project Construction Hours: 223,805;

Recordable Injury Rate: 0 vs. National Average: 2.3.

Updates

Overall Project Progress is 27% complete.

Construction Contract Progress is 7% complete.

Design

- Traffic Signal Reservicing (TSR) Concept of Operations under review
- AFC designs for Van Nuys and Sepulveda were returned Approved as Noted by Metro and near approval from City of LA
- B Line fiber design under development. Cost and schedule proposal for Construction under negotiation. MOD execution needed by end of 2025.
- Gated Intersections 60% design under review

Construction

- Fiber cutover complete
- Installation of bridge spans and soffit for Van Nuys Grade Separation completed in October 2025
- **Construction ongoing:** storm drain installation, Vesper bridge and substructures, potholing for Gated Intersections
- Pilot Gate technology field testing at Hayvenhurst Ave pedestrian crossing completed and report currently routing

Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda LADWP 34.5kv overhead lines were relocated in June 2025

Property Acquisitions

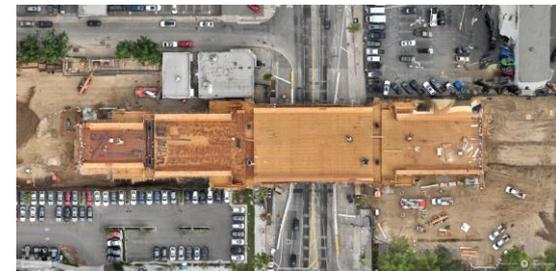
- Metro has obtained possession of all required properties

Equity

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



Falsework for Van Nuys Bridge



Aerial View of Van Nuys Bridge Construction



Rebar Installation at Van Nuys Bridge



I-105 Express Lanes

| BUDGET | | | | |
|--------|--------------------------------|----------------|----------------------------------|---|
| | Original Budget* | Revised Budget | Previous Forecast | Current Forecast |
| | \$1,510M | N/A | \$1,400M - \$1,500M | \$1,510M |
| | Variance from Original Budget: | | \$-110M (-7.3%) - \$-10M (-0.6%) | \$0M (0%)  |
| | Variance from Revised Budget: | | N/A | N/A |

*Original LOP Budget was established based on the Board approval in October 2025

| SCHEDULE | | | Revenue Operation | |
|----------|---------------------------------|---------------------|-------------------|--|
| | Original | Approved Rebaseline | Previous Period* | Current Forecast* |
| | June 2029 | N/A | Spring 2029 | Spring 2029 |
| | Variance from Original: | | +0d (0%) | +0d (0%)  |
| | Variance from Revised Schedule: | | N/A | N/A |

*Note: Above table shows Segment 2 & 3 forecasted completion date. Segment 1 is forecasted to complete by Winter 2028.



I-105 Express Lanes

Safety

Project Construction Hours: 169,305;

Recordable Injury Rate: 3.54 vs. National Average: 2.3.

Project continues to focus on safety and reducing the TRIR with no incidents in November 2025.

Updates

Overall Project Progress is 23% complete.

Design Progress is 97% complete.

Segment 1

- Construction is 44% complete.
- Construction is on-going for new sound walls, new retaining walls, bridges widening work and electrical work.
- Roadside Toll Collection System (RTCS) Design is planning on a final submittal in Dec 2025.
- Project team continues working with Rail Operations and Maintenance for the work schedule in the freeway median adjacent to the C Line as well as traction power duct relocations.

Segments 2 and 3

- Design team is working on the 100% submittal.
- October board report has established the overall project LOP.
- FHWA Initial Financial Plan has been revised per comments and is expected to be certified in Dec 2025.
- Project is working with Metro's financial advisors to secure toll backed debt financing.
- ROW acquisition and appraisal is in process.
- Seg 3 design is coordinating with the Southeast Gateway Line project.

Equity

Segment 2 & 3 Equity Assessment was presented to the Board with the Segment 2 & 3 construction contract in October. 62% of Seg 2/3 is within or adjacent to Equity Focus Communities.



Project Map



105EB stanford bridge falsework



105WB RW 270 Soil Nail Wall Exterior



105WB first pour of base material on pavement



East San Fernando Valley Transit Corridor

| BUDGET | | Approved Budget To Date*, ** | Previous Forecast** | Current Forecast** | |
|--------|---|------------------------------|---------------------|--------------------|---|
| | Pre-Construction | \$1,488M | \$1,488M | \$1,488M | |
| | Project | N/A | \$3,513M | \$3,513M | |
| | 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 | |

FFGA Budget Amount: \$3,573M

*The Board approved an increase to the Pre-Construction Budget in February 2025.

**Excludes finance costs.

| SCHEDULE | | | Revenue Operation | |
|----------|---------------------------------|---------------------|-------------------|-------------------|
| | Original | Approved Rebaseline | Previous Period | Current Forecast* |
| | N/A | N/A | Fall 2031 | Fall 2031 |
| | Variance from Original: | | N/A | N/A |
| | Variance from Revised Schedule: | | N/A | N/A |

*The schedule will be negotiated with Progressive Design Build contractor as part of the Phase 2.



East San Fernando Valley Transit Corridor

Safety

Project Construction Hours: 303,938;

Recordable Injury Rate: 1.31 vs. National Average: 2.3.

Updates

Overall Project Progress is 18% complete.

Construction Contract Progress is 7% complete.

Real Estate

- Acquisitions - 18 parcels have offers accepted
- Relocations underway - 42 businesses relocated

PDB Contract

- Eight Early Work Packages issued.
- Final Design is at the project-wide 80% level.
- Commenced demolition of structures at the site of the Maintenance & Storage Facility.
- EWP-3 Utility Relocations Substantially Complete.
- Water, power, and sewer utility relocations continue along Van Nuys Blvd.
- LADWP and SoCal Gas are completing self-perform utility relocations.

Light Rail Vehicle (LRV) Procurement

- LRV Manufacturing Contract scheduled for award in Summer 2026.

Equity

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



ESFV Project Map



Southeast Gateway Line

| BUDGET | | Approved Budget To Date | Previous Forecast | Current Forecast |
|--------|---|-------------------------|---------------------|---|
| | Pre-Construction* | \$997.75M | \$997.75M | \$997.75M |
| | Project** | N/A | \$8,200M - \$9,500M | \$8,200M - \$9,500M*** |
| | 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 |

*The Board approved Pre-Construction Budget on 2/27/2025.

**The Board has not established LOP budget for the project.

***The Current Forecast is based on the latest FTA Risk Assessment.

| SCHEDULE | | | Revenue Operation | |
|----------|---------------------------------|---------------------|-------------------|-------------------|
| | Original | Approved Rebaseline | Previous Period | Current Forecast* |
| | N/A | N/A | Fall 2035 | Fall 2035 |
| | Variance from Original: | | N/A | N/A |
| | Variance from Revised Schedule: | | N/A | N/A |

*Current schedule forecast reflects Metro's Internal Schedule.



Southeast Gateway Line

Safety

Project Construction Hours: N/A;
Recordable Injury Rate: N/A
N/A - Construction not started.

Updates

Entry to Engineering

- Metro submitted the revised Entry to Engineering rating package on May 21, 2025; awaiting approval from FTA

Advanced Engineering

- **Advancing design for critical elements:** utilities at various design stages, freight and grade crossings progressing to 90%, I-105 progressing to 65% for the Advanced Works.
- Continuing with virtual and field diagnostics in coordination with CPUC, cities, and UPRR
- Refining the 30% design for LRT elements
- Continuing coordination with key external stakeholders
- Railroad and Ports ongoing coordination

Advanced Works Construction Contract (CM/GC)

- EWP-1 negotiations near complete and EWP-2 scope under development
- Integrating CMGCs CPM Schedule for Phase 2 works with SGL's program schedule

Other work

- Additional potholing continues at La Habra and San Pedro subdivision
- Self-Performing Utilities relocations in progress (SCG and Kinder Morgan)

Equity

65% of the project is within or adjacent to Equity Focus Communities.



Southeast Gateway Line Project Map



Vermont Transit Corridor

| BUDGET | Approved Budget To Date | | | Previous Forecast | Current Forecast |
|--------|---|-----|--|-------------------|------------------|
| | Pre-Construction | N/A | | N/A | N/A |
| | Project | N/A | | N/A | \$328M - \$400M |
| | Variance from Approved Pre-Construction Budget: | | | N/A | N/A |
| | 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 | N/A | Spring 2028 |
| | Variance from Original: | | N/A | N/A |
| | Variance from Revised Schedule: | | N/A | N/A |



Vermont Transit Corridor

Safety

Project Construction Hours: N/A;
Recordable Injury Rate: N/A
N/A - Construction not started.

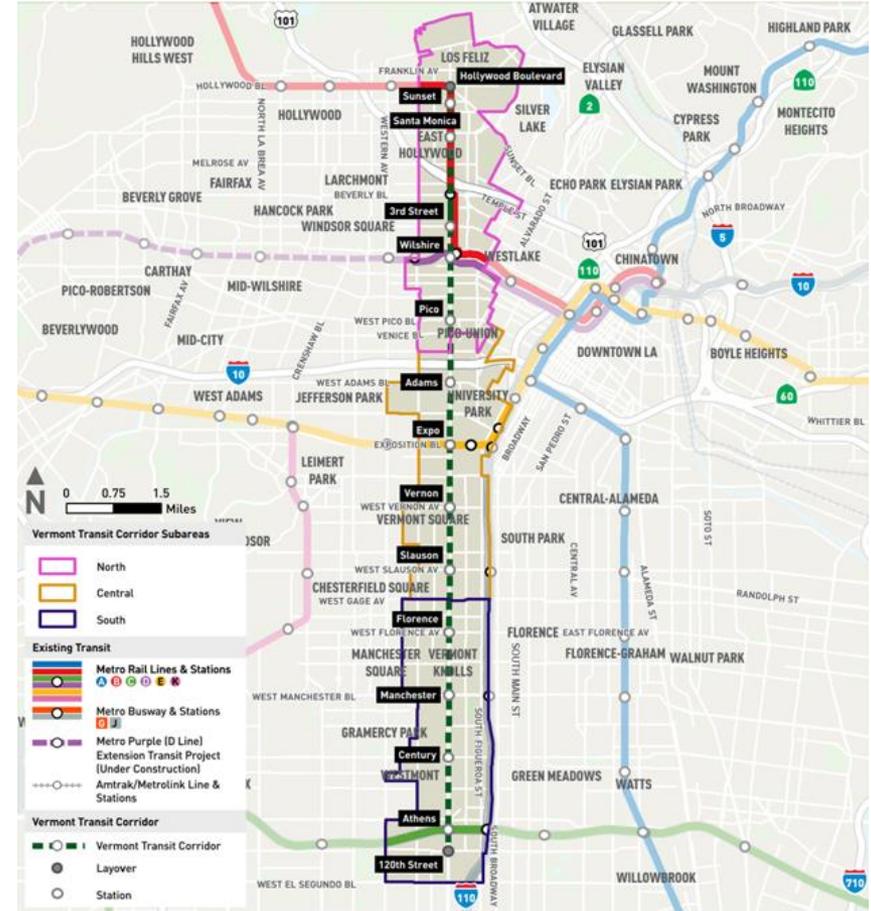
Updates

Overall Project Progress is 17% complete.
Environmental Progress is 100% complete.

- NEPA clearance received
- Construction Management Task Order (TO) executed
- Final Design TO executed
- Construction Manager/General Contractor contract award and pre-construction budget approval on February 2026 agenda
- 30% Design complete

Equity

87% of the project is within or adjacent to Equity Focus Communities.



Vermont - Project Map



Link Union Station (LINK US)

| BUDGET | | | | |
|--------|---|-------------------------|-------------------|---|
| | | Approved Budget To Date | Previous Forecast | Current Forecast |
| | Pre-Construction | \$297.82M | N/A | \$297.82M |
| | Project | N/A | N/A | \$1,500M - \$1,800M |
| | Variance from Approved Pre-Construction Budget: | | N/A | \$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 | N/A | Summer 2031 |
| | Variance from Original: | | N/A | N/A |
| | Variance from Revised Schedule: | | N/A | N/A |



Link Union Station (LINK US)

Safety

Project Construction Hours: N/A;

Recordable Injury Rate: N/A

Reporting will start after 80,000 hours.

Updates

Design Progress is 75% complete.

- In Oct 2025, the Metro Board approved a motion for Malabar Yard Mitigations and Continued Collaboration with the City of Vernon, BNSF, community and certified the Supplemental EIR.
- The Final EIS was presented to HSR Board on Nov. 20, 2025 and is awaiting signature by their CEO.
- The Metro Board also approved the Construction Management Support Services CMSS contract in Oct 2025
- The first Early Works Package (EWP) will be taken to the California Transportation Commission (CTC) and CalSTA to authorize State Transportation Improvement Program (STIP) and Transit and Intercity Rail Capital Program (TIRCP) funding Jan. 2026.
- The Life Storage building has been paved, and punch-list items are being addressed.
- The project is seeking additional grants with CTC and the FRA. For the CTC, staff are seeking TCEP, SCCP, and additional ITIP grants. For the FRA, staff are seeking a Federal-State Partnership (FSP) Intercity Passenger Rail grant due Jan. 2026.

Equity

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



Life Storage demolition and paving completed November 2025



Life Storage demolition and paving completed November 2025

