



*One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room*

**Agenda - Final**

**Wednesday, October 15, 2025**

**1:00 PM**

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**Construction Committee**

*Ara J. Najarian, Chair  
James Butts, Vice Chair  
Jacquelyn Dupont-Walker  
Fernando Dutra  
Imelda Padilla  
Gloria Roberts, non-voting member  
  
Stephanie Wiggins, Chief Executive Officer*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

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.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- 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
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process, labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



**323.466.3876**

x2 *Español (Spanish)*

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Meeting begins at 1:00 PM Pacific Time on October 15, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter  
English Access Code: 5647249#  
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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.***

**Instrucciones para comentarios publicos en vivo:**

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

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 15 de Octubre de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo  
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***Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

**Written Public Comment Instruction:**

Written public comments must be received by 5PM the day before the meeting.  
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."  
Email: BoardClerk@metro.net  
Post Office Mail:  
Board Administration  
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Los Angeles, CA 90012



**CALL TO ORDER****ROLL CALL**

APPROVE Consent Calendar Items: 14, 15, and 16.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

**CONSENT CALENDAR**

- 14. SUBJECT: CALTRANS QUARTERLY UPDATE** [2025-0809](#)

**RECOMMENDATION**

RECEIVE the quarterly oral report on the status of the Caltrans construction projects.

**Attachments:** [Presentation](#)

- 15. SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT** [2025-0796](#)

**RECOMMENDATION**

RECEIVE AND FILE this Status Report on Program Management Quarterly Changes.

**Attachments:** [Attachment A - Quarterly Change Orders Log for 06012025 - 08312025](#)  
[Attachment B - OIG Spot Checks CEO Delegated Authority \[Thru Aug 2025\]](#)  
[Presentation](#)

- 16. SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION CHANGE ORDER SPOT CHECKS** [2025-0849](#)

**RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period June 1, 2025, to August 31, 2025.

**Attachments:** [Attachment A - Change Order Details for Spot Checks](#)  
[Attachment B - OIG Recommendations and Responses Tracking Sheet](#)  
[Presentation](#)

**NON-CONSENT**

17. **SUBJECT: I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT)**

[2025-0803](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of \$757,540,216 by \$707,926,765 for a total Life-of-Project Budget of \$1,465,466,981 (Attachment A); and
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP.

**Attachments:**[Attachment A - Funding and Expenditure](#)[Attachment B - Procurement Summary](#)[Attachment C - Contract Modification Change Order Log](#)[Attachment D - Segments 2&3 Equity Assessment Prioritized List of Projects](#)[Attachment E - Segments 2&3 Equity Assessment Executive Summary](#)[Attachment F - DEOD Summary](#)[Presentation](#)

18. **SUBJECT: LINK UNION STATION PROJECT CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS)**

[2025-0808](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of \$13,796,413 for the two (2) year base term, and \$49,634,124 for the four, one-year option terms, for a total combined not-to-exceed amount of \$63,430,537, subject to the resolution of all properly submitted protest(s), if any.

**Attachments:**[Attachment A - Procurement Summary](#)[Attachment B - DEOD Summary](#)

**19. SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1**[2025-0864](#)**RECOMMENDATION**

AMEND the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by \$154,000,000 from \$3,353,879,593 to \$3,507,879,593 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

**Attachments:**[Attachment A - Funding Expenditure Plan](#)[Attachment B - Measure R and Measure M Unified Cost Management Policy](#)[Attachment C - Projected Breakdown of Cost Allocation for \\$154 Million](#)**20. SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS**[2025-0806](#)**RECOMMENDATION**

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

**Attachments:**[Attachment A - Program Status Report](#)**SUBJECT: GENERAL PUBLIC COMMENT**[2025-0873](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION**

**Adjournment**



## Board Report

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**File #:** 2025-0809, **File Type:** Oral Report / Presentation

**Agenda Number:** 14.

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### CONSTRUCTION COMMITTEE OCTOBER 15, 2025

**SUBJECT: CALTRANS QUARTERLY UPDATE**

**ACTION: RECEIVE ORAL REPORT**

#### **RECOMMENDATION**

RECEIVE the quarterly oral report on the status of the Caltrans construction projects.

#### **ISSUE**

Partner agencies, such as Caltrans and the San Gabriel Valley Council of Governments (SGVCOG) serve as the lead agencies for several highway projects currently under construction in Los Angeles County. These projects, funded in part by Measure M, include, but are not limited to, safety, mobility, and operational improvements on freeways and state highways.

This quarterly report provides an update on two active Measure M-funded projects currently under construction.

- SR-71 South Segment Project (SR-71 South): Caltrans is the lead agency delivering this project. SR-71 South has been under construction for almost four years. Substantial project completion (or lanes opened to traffic) is expected by October 31, 2025.
- SR-57/60 Interchange Improvements Project: While Caltrans is a key partner, the construction phase is being led by the SGVCOG, with Metro serving as the funding agency. The SR 57/60 has been under construction for more than two years; it is identified as a 28x28 project; and substantial project completion is expected by July 2028 before the start of the 2028 Olympics. The project is 38% complete and approximately one year behind schedule, primarily due to Southern California Edison delays. Value engineering proposals to revise bridge construction staging and soil settlement periods are under Caltrans and the Engineer of Record review to mitigate schedule impacts.

#### **EQUITY PLATFORM**

##### **SR-71 South Segment Project**

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Disadvantaged Business Enterprise (DBE)/ Small Business Enterprise (SBE) Commitments

Projects administered by Caltrans have federal aid and DBE commitment goals based on the contract bid amount for federal aid projects. SR-71 South did not have federal participation, so a DBE goal was not required, however, the Contractor achieved 0.45% in DBE participation.

Project-Based Equity Considerations

The SR-71 South Segment (Phase 1) Project is adjacent to Equity Focused Communities (EFCs) in Pomona. Communities in Pomona that raised safety concerns will benefit from the proposed improvements that address existing operational deficiencies and unsafe conditions; and provide mobility options. For example, Caltrans received recommendations to convert the corridor to a freeway to reduce the number of motorists that use nearby residential streets to bypass the congestion caused by the signalized intersections along the SR-71 corridor. In response to this concern, Pomona passed a resolution on January 7, 2013, to adopt Alternative No. 3, the at-grade design with no local street crossings between Mission Boulevard and Rio Rancho Road as the Locally Preferred Alternative (LPA) for SR-71 South. Subsequently, Caltrans selected Alternative No.3 as the LPA which is currently under construction.

According to Caltrans, SR-71 experiences collision rates that are higher than the state's average traffic collision rates, 1.48 collisions per million vehicle miles, as compared to 1.14 collisions per million vehicle miles countywide reported for a 3-year period. The fatal injury rate also exceeds the expected rate by 19%. Collisions are reported to occur throughout the day, with the majority (70%) of the collisions occurring during daylight hours. Also, the Caltrans collision summary data tables suggest the existing at-grade intersections appear to be the primary cause of the collisions; and 71% of the collisions reported are rear-end and sideswipe incidents that occur during congested conditions. Upgrading the SR-71 expressway to a full access-controlled facility will improve mobility and enhance safety. SR-71 South is scheduled to be opened to traffic by October 31, 2025.

Other comments received during the public hearing process for the SR-71 corridor improvements included the desire to beautify the project area; and concerns and questions about the number of collisions, funding and the schedule for the proposed improvements, the selection process for the Locally Preferred Alternative, existing traffic on Ninth Street, soundproofing, access to the Philips Ranch area, property acquisitions, frontage road access, construction detours, and keeping Philips Drive open.

SR-71 South does not displace any residents or businesses.

Community Engagement

It is general practice for Caltrans, in coordination with the local jurisdictions, to determine community engagement processes specific to each type of transportation improvement. This coordination is aligned with the Caltrans Race & Equity Action Plan to address systemic racial inequities that exist within the transportation sector.

Throughout the construction phase for SR-71 South (and other Caltrans construction projects) outreach efforts consist of sending press releases to cities, communities, elected officials, and multiple media outlets (talk radio, cable news) and social media platforms (X/Twitter, Instagram) that

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cover Los Angeles and Ventura Counties. Specific notices regarding construction work and/or tours were made available in multiple languages (English, Spanish, Chinese, etc.) based on the impacted communities. In addition, Caltrans uses fixed and portable changeable message signs to report lane, ramp and/or local road closures; and QuikMap, a digital application, to provide real-time traffic information (including road closures) for motorists traversing to and through project areas impacted by construction activities. Caltrans also provides updates that are posted on Caltrans and Metro websites about active construction sites. Any unintended equity impacts that may arise are responded to on a case-by-case basis by the appropriate project partners.

### **SR 57/60 Interchange Improvements Project**

#### **Disadvantaged Business Enterprise (DBE)/ Small Business Enterprise (SBE)**

The Project is administered by SGVCOG and has identified a 24% Disadvantaged Business Enterprise (DBE) goal.

#### **Project-Based Equity Considerations**

The SR 57/60 Interchange Improvements Project area is not located within or directly adjacent to EFCs. However, EFCs are located within 10 miles to the east, northeast, and west of the Project locations. Implementation of the Project will also not result in the displacement of or other negative impacts on disadvantaged or low-income communities.

The SR-57 and SR-60 freeways are critical transportation and goods movement corridors within the San Gabriel Valley in Los Angeles County. The current lane configuration and loss of lanes through the interchange, combined with high truck and vehicle volumes, causes weaving and merging patterns that create safety risks and a regional traffic chokepoint, causing severe congestion and frequent collisions. This confluence segment of SR-57 and SR-60 has been identified by the American Transportation Research Institute's 2024 ranking as the seventh-worst bottleneck in the United States and among the worst bottlenecks in California, with a truck-related collision rate 50 percent higher than the state average for comparable facilities.

#### **Community Engagement**

The SGVCOG, through its Capital Projects and Construction Committee, provides support services for the SR 57/60 Interchange Improvements Project based on its experience in delivering infrastructure projects within the subregion. This experience includes work previously carried out by the Alameda Corridor-East (ACE) Construction Authority, which has implemented multiple grade separation projects in the San Gabriel Valley since 1998, including many in proximity to the SR 57/60 project location. SGVCOG also coordinates with communities in the project area to conduct outreach related to major construction activities, including detours and road closures, to keep residents, businesses, and stakeholders informed. In addition, SGVCOG provides construction updates through its agency website to support public access to current project information. Any unintended equity impacts that may arise are addressed on a case-by-case basis by the appropriate project partners.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the

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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.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. Although some individual 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. Further, these individual projects aim to ensure 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.

### **SR-71 South Segment Project**

SR-71 South will likely increase VMT in Los Angeles County as it involves constructing one additional mixed flow lane for approximately 3.1 miles in each direction that encourages driving alone. One additional High Occupancy Vehicle (HOV) lane (that extends north to the I-10 freeway) will also be constructed to close the gap in the HOV system; provide mobility options; and promote increased carpool, vanpool, and bus transit usage along the SR-71 corridor.

This safety and mobility improvements project along SR-71 is identified in the voter Measure M Expenditure Plan and was cleared environmentally decades ago, prior to the California Environmental Quality Act VMT analyses requirement.

### **SR 57/60 Interchange Improvements Project**

SR 57/60 Interchange Improvements Project is likely to increase VMT in Los Angeles County, as it includes the construction of a new travel lane, new eastbound on- and off-ramps, and the reconstruction of the Grand Avenue Bridge to reduce merging conflicts. While these improvements may encourage solo driving, they are designed to enhance safety, improve mobility, and reduce delays for both passenger and freight vehicles at one of the most significant truck bottlenecks in California and the United States.

The SR 57/60 Project is currently under construction. SGVCOG is leading the construction phase, with Metro as the funding agency and Caltrans providing oversight.

Prepared by:

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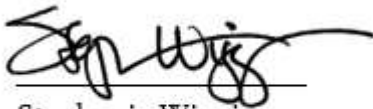
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Stephanie Wiggins  
Chief Executive Officer



# Caltrans Quarterly Update





**October 2025**

**Construction Committee**

Los Angeles County Metropolitan Transportation Authority



# Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	Disadvantage Business Enterprise Goal	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
State Route 71 South Segment	N/A					Contract progress: 78% complete. Working with Contractor for agreement to settle claims and reach substantial completion milestone by 10/31/2025.



**Metro**

**October 2025 Construction Committee**

Los Angeles County Metropolitan Transportation Authority



On target





Possible problem  
(5-10% variance)





Significant Impact  
(over 10% variance)



# State Route 71 South Segment

BUDGET				
	FA	Approved LOP*	Previous Period	Current Forecast
	\$124.1M	\$124.1M	\$124.1M	\$124.1M
	Variance from Approved Life Of Project (LOP):		\$0 (0%)	\$0 (0%) 
	Variance from Revised Budget:		\$0	

SCHEDULE				
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Fall 2025*
	Variance from Original Working Days (WD):		0 WD (0%)	248 WD (26%)* 
	Variance from Revised Schedule:		N/A	

\*Pending from time extension approval based on claim resolution.

# State Route 71 (SR-71) South Segment

- Project is currently in Stage 3.1.
- Paving Southbound 71 mainline lanes.
- SB Rio Rancho off-ramp realigned and currently paving. Scheduled to open on 9/6/25.
- Median barrier currently being constructed.
- Soundwall block installation is complete. Only staining of the walls to complete.
- Continuing drainage construction on shoulders.
- Electrical work is underway.
- Claim resolution is currently on-going to ensure substantial completion by October 31, 2025.







Stage 3, SB-71 paving.



Realigned SB Rio Rancho off-ramp, LCB paving.

# Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	Disadvantage Business Enterprise Goal	Variance Approved Life of Project	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
State Route (SR) 57/60 Interchange Improvements	N/A					<p><b>Contract progress: 38 % complete.</b></p> <p>Current Delay: The project is approximately 236 working days (1 calendar year) behind schedule.</p> <ul style="list-style-type: none"> <li>This includes a 9-month schedule delay attributable to a late notification to Southern California Edison (SCE) by the contractor.</li> <li>An additional 4-month delay stems from SCE's response time due to resource constraints related to the Eaton Fire. <ul style="list-style-type: none"> <li>Working on value engineering with Caltrans seeking approval on revised staging for concurrent bridge construction, potentially mitigating 9 months of delay.</li> <li>Working on value engineering with Engineer of Record (EOR) to evaluate soil settlement periods at Grand Avenue, potentially mitigating 6 months of delay. Test piles have been driven, and data is currently being analyzed by the Construction Manager and the EOR.</li> </ul> </li> </ul>



**Metro**

**October 2025 Construction Committee**

Los Angeles County Metropolitan Transportation Authority



On target





Possible problem  
(5-10% variance)



Significant Impact  
(over 10% variance)



# State Route 57/60 Interchange Improvements

BUDGET				
	Construction Funding Agreement	Approved Construction Funding Agreement	Previous Period (as of July 2025)	Current Forecast
	\$275.6M	\$275.6M	\$101.8M	\$275.6M
	Variance from Approved Construction Funding Agreement:		\$0 (0%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 

SCHEDULE				
	Original	Approved Baseline	Previous Period	Current Forecast
	July 2028	July 2028	July 2029	February 2029
	Variance from Original Working Days (WD):		236 WD	133 WD 



# State Route (SR)-57/60 Interchange

## Improvements

- Construction Progress: 40% complete as of August 2025
- Continued foundation and superstructure work for EB-SR60 Bypass Bridge
- Continued retaining wall construction at various locations
- Continued storm drain relocations at various locations
- Continued Civil Work for Golden Springs Drive Undercrossing Roadway
- Continued foundation work for Retaining Wall #110 (Grand Avenue EB SR-60 On-ramp)
- Removed 1st portion of existing Grand Avenue Bridge
- New SR-60 On and Off Ramps opened to traffic



Construction of columns for EB SR-60 Bypass Bridge



New SR-60 On and Off Ramps opened to traffic



## Board Report

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**File #:** 2025-0796, **File Type:** Informational Report

**Agenda Number:** 15.

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### CONSTRUCTION COMMITTEE OCTOBER 15, 2025

**SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE this Status Report on Program Management Quarterly Changes.

#### **ISSUE**

This quarterly report is a summary of contract changes greater than \$500,000 for Metro projects that used the Board delegated authority to the CEO.

#### **BACKGROUND**

In January 2017, the Board approved a one-year pilot to delegate to the CEO authority to execute project agreements up to the Life-of-Project (LOP) budget for the Crenshaw/LAX, Regional Connector, and Purple Line Extension Section 1 & 2 projects. The purpose of the pilot was to save time and minimize disruption due to the typical contract change administration approval process.

The pilot program was effective, generated cost savings, and avoided costly construction delays. At its January 2018 meeting, the Board approved the continuation and expansion of the delegation of authority within the LOP budget on all Transit and Regional Rail Capital Projects. Staff was directed to provide quarterly reports to the Board on change orders and modifications that are above \$500,000 (Attachment A). Board delegated authority to the CEO is very beneficial to expedite contract changes and avoid costly construction delays. Since inception of the program up to 3,336 concurrent workdays or concurrent 12.9 years, aggregated across the program, have been saved (Attachment B).

#### **DISCUSSION**

The change activities for the reporting period between June 1, 2025 - August 31, 2025 are included in Attachment A.

#### **EQUITY PLATFORM**



The table below summarizes the percentage of each project within or adjacent to Equity Focus Communities.

Project	Percent in Equity Focus Communities
Regional Connector	3 of 3 stations (100%) are within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
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 SBE and DBE participation are also 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 SBE and DBE participation are also 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 SBE and DBE participation are regularly shared with surrounding communities.
Division 20	100% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Airport Metro Connector	100% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Eastside Access Improvements Project	58% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
I-5 North County Enhancements	This project is not located within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE 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 SBE and DBE participation are regularly shared with surrounding communities.
EB SR-91 Atlantic Avenue to Cherry Avenue	This project is not located within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities. Project is currently in suspension.
North Hollywood to Pasadena	60% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
East San Fernando Valley Transit Corridor	100% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Southeast Gateway Line	65% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Link Union Station	100% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE 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.

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 three highway projects above 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.

Project	Increase or Decrease VMT
Regional Connector	This item has helped to decrease VMT.
Westside Purple Line Ext 1	This item will likely decrease VMT.
Westside Purple Line Ext 2	This item will likely decrease VMT.
Westside Purple Line Ext 3	This item will likely decrease VMT.
Division 20	This item will likely decrease VMT.
Airport Metro Connector	This item will likely decrease VMT.
Eastside Access Improvements Project	This item has helped to decrease VMT.
I-5 North County Enhancements	This item will likely increase VMT.
I-105 Express Lanes	This item will likely increase VMT.
EB SR-91 Atlantic Avenue to Cherry Avenue	This item will likely increase VMT.
North Hollywood to Pasadena	This item will likely decrease VMT.
East San Fernando Valley Transit Corridor	This item will likely decrease VMT.
Southeast Gateway Line	This item will likely decrease VMT.
Link Union Station	This item will likely decrease VMT.

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

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal # 5 to provide responsive, accountable, and trustworthy governance within the Metro organization by keeping the Board informed of the Projects' change orders and modifications via submitting the Change Order log on a quarterly basis.

## **NEXT STEPS**

The next Program Management Quarterly Change Report will cover the period of September 1, 2025 through November 30, 2025, and will be presented to the January 2026 Construction Committee.

## **ATTACHMENTS**

Attachment A - Quarterly Change Orders Log for Reporting Period of June 1, 2025 - August 31, 2025

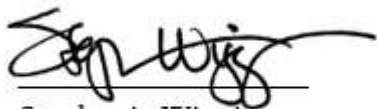
Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays  
Avoided (Through August 2025)

Prepared by:

- **Regional Connector** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Westside Purple Line Ext 1** - James Cohen, Senior Executive Officer, Projects Engineering, (323) 900-2114
- **Westside Purple Line Ext 2** - Zephaniah Varley, Senior Executive Officer, Projects Engineering, (424) 551-4449
- **Westside Purple Line Ext 3** - Kimberly Ong, Senior Executive Officer, Projects Engineering, (424) 551-4501
- **Division 20 Portal** - Albert Soliz, Deputy Executive Officer, Project Management, (213) 922-4002
- **Airport Metro Connector** - Rafie Zamani, Senior Executive Officer, Projects Engineering, (213) 418-3140
- **Eastside Access** - Rafie Zamani, Senior Executive Officer, Projects Engineering, (213) 418-3140
- **I-5 North Country Enhancements** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **I-105 Express Lanes** - James Wei, Executive Officer, Program Management, (213) 922-7258
- **EB SR-91 Atlantic Avenue to Cherry Avenue** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **North Hollywood to Pasadena BRT** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **East San Fernando Valley Transit Corridor** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Southeast Gateway Line** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Link Union Station** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **Report** - Daniel Estrada, Senior Executive Officer, Program Management (Interim), (213) 418-3076

Reviewed by:

Tim 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

REGIONAL CONNECTOR

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)						
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety						
A. DESIGN BUILD CONTRACT - CONTRACT NO. C0980 - REGIONAL CONNECTOR CONSTRUCTORS						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					
B. PROFESSIONAL SERVICES CONTRACTS						
E0119-MOD-0040	<b>FY26 Funding for Design Support During Construction:</b> Provide funding for staff augmentation through FY26 for Design Services During Construction activities for the Regional Connector <u>Transit Corridor Project.</u>	5	06/25/25	7/10/2025	\$619,246.00	\$619,233
MC070-MOD-00031	<b>FY26 Funding for Construction Management Support Services:</b> Provide additional funding for staff augmentation to Metro for construction oversight and closeout support through June 30, <u>2026.</u>	5	06/12/25	7/11/2025	\$819,333.00	\$819,333
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C0980 - REGIONAL CONNECTOR CONSTRUCTORS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

# WESTSIDE PURPLE LINE SECTION 1

## I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)

Change Types:

1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

### A. DESIGN BUILD CONTRACT - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
CO-90	New COBH Design Standards: The MOA between Metro and the City of Beverly Hills (COBH) requires Metro to implement the most recent streetscape standards up to 6 months before the start of construction. After extensive negotiations between Metro Engineering and COBH, the design revisions were approved. This change will pay for the CONSTRUCTION required to implement the new COBH streetscape standards into WPLE-1's project scope.	5	7/21/2025	7/21/2025	N/A	\$749,000.00

### B. PROFESSIONAL SERVICES CONTRACTS

MC071-MOD-00009	Continue Construction Management Support Services (CMSS) to June 30, 2026	5	06/25/25	6/27/2025	N/A	\$2,722,179.00
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### C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CO-84.2	<u>Phase 2 A650 Speed Code Modifications</u> : Due to the delay in availability of upgraded A650 vehicles and new HR4000 vehicles from Operations for testing, the Project must temporarily remove speed codes at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations. This change is needed to update train control software so it can support A650 vehicles during pre-revenue service and later revenue operations.	5	Between \$1M and \$5M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		



## WESTSIDE PURPLE LINE SECTION 2

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)

Change Types:

1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety

#### A. DESIGN BUILD CONTRACT - CONTRACT NO. C1120 - Tutor Perini / O&G, A Joint Venture

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00255	Construction cost related to the station overhead platform exhaust (OPE) at CCS and BDS as full resolution of Claim 47 (CO-71) : This change compensates the contractor for additional construction costs related to the station Overhead Platform Exhaust (OPE) at Century City Station (CCS) and Beverly Drive Station (BDS) accordance with the Dispute Review Board Recommendations dated September 27, 2024 as full resolution of Claim 47, RFC-118.	5	5/13/2025	7/16/2025	\$8,491,900	\$7,861,404
CO-00094.3	Additional Spare Conduits for LADWP Permanent Power Duct Bank on Century Park East : This Change directs the Contractor to design, furnish, and install additional spare and upsized conduits including an additional vault as part of LADWP's permanent power duct bank, and design and construct site restoration to support LADWP's switchgear.	2	N/A	8/13/2025	\$0	\$704,000
CO-00102	Drop Ceilings added within Station Back-of-House (BOH) Corridors at BDS and CCS : This Change directs the Contractor to revise the design of ceiling finish and install metal drop ceilings at the BDS and CCS Back-of-House (BOH) Corridors.	5	N/A	8/19/2025	\$1,517,293	\$806,400

#### B. PROFESSIONAL SERVICES CONTRACTS

MOD-00005	Continuation of Engineering Support Services During Construction for WPLE Section 2 Project: This CWO is in support of the Board approved contract for Program Control Support Services (PCSS). The services are required to supplement the existing Program Management department and to provide technical expertise in resolving complex issues.	5	N/A	8/18/2025	\$748,968	\$605,987
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#### C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1120 - Tutor Perini / O&G, A Joint Venture

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN-00238.2	<u>Wayside Operating Signage - Design, Fabrication, and Installation</u> : This Change Notice compensates the Contractor for the wayside operating signage work transferred to the C1120 Contractor.	5	Between \$500K and less than \$1M
CN-00304	<u>MOA New Streetscape Standards in COBH - Construction</u> : The Change Notice compensates the Contractor for the additional construction effort required due to the difference between the Contract Documents and the new City of Beverly Hills (COBH) Streetscape Design Standards which were adopted in order to comply with the requirements of the Memorandum of Agreement (MOA) between Metro and the City of Beverly Hills.	2	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS

	None		
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
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# WESTSIDE PURPLE LINE SECTION 3

## I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)

Change Types:

1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety

### A. DESIGN BUILD CONTRACT - CONTRACT NO. C1151 (FKTP)

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C1151-MOD-00035.1	Additional Instrumentation Abandonment Depths - The new regulations have increased the instrument abandonment depths from the depths provided in the Contract for MPBXs and Inclinometers.	4	7/2/2025	7/23/2025	\$1,156,311	\$1,147,493

### A. DESIGN BUILD CONTRACT - CONTRACT NO. C1152 (TPOG)

C1152-MOD-00148	Tail Tracks – Hi-Rail Vehicle Storage - DESIGN ONLY - The addition of a hi-rail vehicle storage area in the tail track at the west end of the D Line will significantly reduce transit service delays by reducing hi-rail trips back to the B & D Line Yard (Division 20), which is 17 miles away from the tail track area. The storage area will also allow hi-rail vehicles to be turned around to drive back to the yard normally. This will eliminate having to operate hi-rail vehicles abnormally, in reverse for the entire duration back to the yard. In addition, it provides for storage for failed hi-rail vehicles and reduces revenue service disruptions when hi-rail vehicles need to be deployed to the west end of the Metro D Line.	5	05/20/25	8/1/2025	\$10,979,572	\$6,692,007
C1152-MOD-00145	Reach 6 and Reach 7 – Additional Conduits in Tunnels for Underground Wireless Telecommunications - Additional conduits in the tunnel walkway and cross passages for underground wireless telecommunication. By having the C1152 contractor install these additional conduits while installing base work conduits, this will save time for the follow-on contract that will install underground wireless communications, with the objective to provide wireless service in the tunnels and stations by the Revenue Service Date of WPLE3.	5	03/27/25	6/24/2025	\$1,908,262	\$1,700,807

### A. CONSTRUCTION CONTRACT - C1212 (Swinerton)

C1212-MOD-00007	Package 2 Delay Impact - After Contract Award, the VA requested Metro Package 2 parking lot construction work to be completed in 2 phases, allowing sufficient parking by VA staff during construction. The 2 phased plan resulted in a delay of 141 Calendar Days to the construction of Metro replacement VA parking.	2	07/03/25	8/5/2025	\$3,525,000	\$3,525,000
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### B. PROFESSIONAL SERVICES CONTRACTS

PS46817-TO-008-MOD-00005	WPLE3 - Materials Verification Testing & Inspection Services - FY26 Support - Continuation of Ninyo & Moore's services to perform materials verification testing, inspection, and audit services to independently verify and validate the work done by contractors performing work on the WPLE3 Project.	5	07/08/25	8/4/2025	\$500,285	\$500,285
PS89856000-CWO-003-MOD-00009	Program Control Support Services (PCSS) for WPLE3 Project- FY26 - Continuation of KTJV's Program Controls Support Services to supplement the existing Program Management department and to provide technical expertise in resolving complex issues.	5	07/09/25	7/18/2025	\$1,947,764	\$1,582,807
C1204-MOD-00004	VA Shuttle & Valet Services - Option Exercise and Surge Level of Effort - Exercise Contract Option 4 for an additional 6 months to continue VA shuttle and valet services beyond their base period. This will ensure fulfillment of Metro's Memorandum of Understanding with the VA Hospital and to ensure a seamless transition of parking availability of VA Hospital patrons, who are predominantly disabled veterans and military retirees.	5	05/30/25	7/11/2025	\$1,180,408	\$1,180,408
E0128-TO-024-MOD-00008	PLE 3 Systems Engineering Support Services – Additional Level of Effort FY26 - Continuation of Secotrans' Systems Engineering support services for the WPLE 3 Project.	5	06/05/25	6/9/2025	\$3,822,256	\$3,822,256

### C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MC073-MOO-00026	Extension of Construction Management Support Services Through Fiscal Year 27 - Continuation of Construction Management Support Services to supplement Metro Construction Management in managing C1151, C1152, C1204, and C1212 Contracts through June 2027.	5	7/3/2025	8/8/2025	\$40,009,383	\$40,519,834
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)****A) DESIGN BUILD CONTRACT - CONTRACT NO. C1151 (FKTP)**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

**A) DESIGN BUILD CONTRACT - CONTRACT NO. C1152 (TPOG)**

C1152-MOD-00152	Revisions to Radio Channel Frequencies - CONSTRUCTION - The 2 additional radio channel frequencies for Los Angeles County Fire Department and the VA are required since the Westwood/VA Hospital Station is located on the VA campus adjacent to the unincorporated areas of LA County. These radio channel frequencies were not available to Metro when the Request for Proposal (RFP) and associated amendments for C1152 were issued for procurement.	5	Between \$500K and less than \$1M
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**A) CONSTRUCTION CONTRACT - C1212 (Swinerton)**

	None		
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**B) PROFESSIONAL SERVICES CONTRACTS**

PS54007-TO-008-MOD-00006	Metro Quality Management Consultant (QMC) Services for WPLE 3 Project - FY2026 Support - Continuation of PQM, Inc.'s Quality Management services to supplement Metro's Quality Management Department through 06/30/26.	5	Between \$500K and less than \$1M
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
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DIVISION 20 PORTAL WIDENING TURNBACK

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)						
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety						
A. DESIGN BUILD CONTRACT - CONTRACT NO. 1184 (C3M POWER SYSTEMS, LLC)						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00018	Compensation for Delay Related Costs through Sep 2024; This change resolves all issues concerning extended overhead costs and time delays through September 30, 2024. The equitable adjustment to contract price includes all subcontractors and suppliers for the interruption of schedules and all impacts under the contract.	5	12/31/2024	8/18/2025	\$3,020,160	\$844,814
B. PROFESSIONAL SERVICES CONTRACTS						
AE66758000-MOD-00023	(T.Y. Lin) Continued Division 20 Portal Widening Turnback Project Engineering Design Services - Design Support During Construction: The Consultant shall continue to furnish professional engineering design services through FY25/26. The C1136 contact is currently in construction and encountering a number of issues related to the Contract Drawings and Specifications that require the Consultants design support during construction services on this contract. This additional support allows these design-related issues to be addressed and the construction to proceed forward.	5	04/11/25	7/1/2025	\$13,274,389	\$8,700,000
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. 1184 (C3M POWER SYSTEMS, LLC)			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

## AIRPORT METRO CONNECTOR

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)

Change Types:

1 - Betterment    2 - Third Party    3 - Differing Site Conditions    4 - Regulatory Requirements    5 - Scope    6 - Value Engineering    7 - Safety

#### A. DESIGN BID BUILD CONTRACT - CONTRACT NO. C1197 - Tutor

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
Tutor - C1197 Mod 57 CO 17 CN 76	<p>Acid Etch Terrazzo Finish</p> <p>Final negotiated price for work started under CO 17 and CO 17.1</p> <p>Contractor shall provide all labor, equipment, and material necessary to acid etch the terrazzo floor per Metro direction to ensure the finish surface has enough roughness to prevent slips from occurring. In addition, the scope of work shall also include sealing of the directional pavers within the Terrazzo.</p>	5	6/10/2025	6/16/2025	\$1,129,095	\$1,118,635
Tutor - C1197 Mod 59 CN 35	<p>Bulletin 48 - Revised Rack and Layouts</p> <p>The Contractor shall provide the necessary labor, equipment, and materials to perform work in accordance with the Contract Documents and Bulletin 48. The scope of work for this change encompasses various tasks including relocating and removing communication equipment cabinets; reconfiguring room equipment to align with modifications in electrical and other MEP system design; changing room layouts and mechanical infrastructure to accommodate the revised telecommunication racks; adjusting loudspeaker, microphones, and fiber connections for the Public Address system; and all other associated appurtenances.</p>	5	7/2/2025	7/9/2025	\$1,805,091	\$1,778,897
Tutor - C1197 Mod 60 CN 26	<p>Bulletin 11 - MEP</p> <p>The Contractor shall provide all labor, materials, and equipment to perform work in accordance with Bulletin 11, including but not limited to the following scope:</p> <ul style="list-style-type: none"> <li>- Adjust strobe speakers, heat and smoke detectors (SD) and occupancy sensors (OS) as required.</li> <li>- Adjust electrical items as required.</li> <li>- Descope roof and overflow drain at various gridlines.</li> <li>- Descope storm drain from roof at various gridlines.</li> <li>- Added conduit plan for elevators.</li> <li>- Added power for two escalators.</li> <li>- Added ground testing wells.</li> <li>- Added feeder tags for elevators.</li> <li>- Revised enclosure type per RFI 043.</li> <li>- Updates per RFI(s) 054, 464 and 670.</li> <li>- Updated spec section 48 14 00 per RFI 051.</li> </ul>	5	7/2/2025	7/7/2025	\$1,375,111	\$1,167,449
Tutor - C1197 Mod 61 CN 84	<p>Bulletin 93 - NB Track Shift and #8 T.O. Speed Reduction</p> <p>This Modification cancels and supersedes previously issued PSA 615.2 in its entirety. The Contractor shall furnish all necessary labor, equipment, and materials to complete the work in accordance with the Contract Documents and Bulletin 93. The Contractor shall perform all necessary Track and Train Control Modifications, including Wayside and LRV testing and commissioning, to accommodate the installation of 60' spirals for the 1,360' radius and 40' spirals for the 900' radius on Track 4 south of AMC Station, as per Bulletin 93, and the reduction of maximum design speed from 15 MPH to 10 MPH when entering and exiting the Pocket Track from/to Track #4 through the #8 Turnout. The Track Scope of Work (SOW) includes procuring, installing, and testing HH rail and spirals in accordance with Bulletin 93. The Train Control SOW requires the contractor to design, procure, install, test, and commission (LFAT &amp; SIT1) key elements, including block and control line headway analysis, control line design, Microlok application logic design, wayside test and commissioning, LRV software modifications (if applicable), LRV test and commissioning (if applicable), verification and validation, RAMS analysis, and test results submission.</p> <p>The Contractor shall provide accelerated pricing per the following milestone schedule:</p> <ul style="list-style-type: none"> <li>• Block and control line headway analysis completed – NTP + 3 weeks.</li> <li>• Control Line and Microlok Application Logic Design finalized – NTP + 6 weeks.</li> <li>• Completion of Wayside &amp; LRV (if applicable) LFAT/SIT Testing – NTP + 10 weeks.</li> <li>• Submission of Test Reports and LRV Safety Case (if applicable) – NTP + 12 weeks.</li> <li>• Design &amp; Construction Coordination</li> </ul>	5	7/3/2025	7/7/2025	\$1,023,700	\$1,011,991
Tutor - C1197 Mod 62 CO 19 CN 78	<p>Bulletin 22 - Bus Totem Design</p> <p>Contract Modification No. 00062 cancels and supersedes Change Order No. 00019 in its entirety. The Contractor shall provide the necessary labor, equipment, and materials to perform the work in accordance with the Contract Documents and Bulletin 22. The scope of work includes, but is not limited to, modifying the Bus Bay Totems to integrate Papercast E-paper displays, add four control buttons, a speaker, an ambient noise sensor, and an audio jack. Structural adjustments include the addition of a 4-inch concrete curb for protection, a reduction in overall height by 9 inches, and the integration of filtered fans. Additionally, bird control systems shall be installed at the tops of the Bus Bay Totems.</p>	5	7/29/2025	7/31/2025	\$1,299,615	\$1,154,894
Tutor - C1197 CO 24 (Mod TBD) CN 85	<p>AMC Spare Parts</p> <p>Furnishing, packaging, shipping, delivering and unloading spare parts, replacement materials, keys special tools, and test equipment.</p>	5	7/28/2025	8/22/2025	CSP Not Yet Submitted	\$3,000,000

Tutor - C1197 CO 25 (Mod TBD) CN 86	Elevator and Escalator Void Spaces  Contractor shall provide all labor, equipment, and material necessary to address the identified voids and alignment issues at elevator and escalator locations noted in RFI responses 1053, 2053, 2625, 2679, 2194, and 1069. Work includes, but is not limited to, installation of sheet metal closures at the elevator door header to cover exposed shaft ledges, installation of sheet metal closures between the stud framing and the backside of the elevator jamb to eliminate gaps, close off exposed areas at the hoist way and around elevator support beams using sheet metal panels, modification of stainless steel cladding and associated reveal details at escalator locations to align with the adjacent stair stringers and deck geometry, ensuring a continuous and clean finish.	5	7/29/2025	8/12/2025	CSP Not Yet Submitted	\$1,046,230
Tutor - C1197 Mod 64 CO 22 CN 81	Terrazo Block Outs and Pavers Sealing  Contract Modification No. 00064 cancels and supersedes Change Order No. 00022 in its entirety. The Contractor shall provide all labor, materials, and equipment necessary to install bonded terrazzo pavement panels at all identified penetration areas, as detailed in the response to RFI 2452. The scope of work includes but is not limited to: blocking out the bonded terrazzo areas, installing elastomeric joint filler between bonded and sand cushion terrazzo systems, and furnishing all associated appurtenances required to complete the installation. Additionally, the Contractor shall seal all directional tactile pavers as part of this change.	5	8/22/2025	Not yet issued	\$1,621,852	\$1,378,591
Tutor - C1197 Mod 65 CO 23 CN 82	Rail and Bus Operations Support for Station Opening  Contract Modification No. 00065 cancels and supersedes Change Order No. 00023 in its entirety. Contractor shall provide all labor, material, and equipment necessary to support Rail & Bus Operation needs for pre-revenue as well as revenue service while AMC station is still under construction. Work includes, but is not limited to, furnishing rooms within the Metro Hub for temporary lounge use, additional mobile trailers including portable toilets, temporary fencing, and all other associated appurtenances. In support of Metro's efforts to accommodate operational needs and prepare the station for its upcoming opening, the Contractor shall work extended hours and additional shifts, as directed by Metro, to meet the required schedule.	5	8/22/2025	8/26/2025	\$496,891	\$496,891

<b>B. PROFESSIONAL SERVICES CONTRACTS</b>						
	None					
<b>C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS</b>						
	None					



II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BID BUILD CONTRACT - CONTRACT NO. C1197 - Tutor			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

EASTSIDE ACCESS IMPROVEMENTS PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)							
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety							
A. DESIGN BUILD CONTRACT - CONTRACT NO. C0980-860228 (Regional Connector) 7 Eastside Access Improvement Project - Contractor Regional Connector Constructors							
MOD/CHANGE #	DESCRIPTION (If the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
C0980-860228 (Mod 294)	Fiber and Interconnect Crossing at Alameda St and Commercial St	5	7/9/2025	8/6/2025	\$750,323	\$527,700	
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C0980-860228 (Regional Connector) 7 Eastside Access Improvement Project - Contractor Regional Connector Constructors			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

I-5 NORTH COUNTY ENHANCEMENTS PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)						
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety						
A. DESIGN BID BUILD CONTRACT - CONTRACT NO. C70396C1205 - OHL USA, INC.						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD 55	Tamper Resistant Pull Box Covers & Boxes	5	2/11/2025	8/14/2025	\$5,580,676	\$2,497,689
MOD 45	Quantity Increase: 840656 - PAINT TRAFFIC STRIPE (2-COAT)	5	11/14/2024	7/17/2025	\$500,000	\$500,000
B. PROFESSIONAL SERVICES CONTRACTS						
	None					
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BID BUILD CONTRACT - CONTRACT NO. C70396C1205 - OHL USA, INC.			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

I-105 EXPRESSLANES

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)						
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety						
A. CMGC CONTRACT - CONTRACT NO. PS84667000						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					
B. PROFESSIONAL SERVICES CONTRACTS						
	None					
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) CMGC CONTRACT - CONTRACT NO. PS84667000			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
TBD	I-105 EL Package 1 OHSS (Overhead Sign structure)	5	More than \$15M
00006	CMGC Phae 1 Time/Scope Extension	5	Between \$1M and \$5M
00005	TPSS (Traction Power Substation) # 5 duct bank relocation- Power and Communication line	2	Between \$1M and \$5M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

EB SR-91 ATLANTIC AVENUE TO CHERRY AVENUE

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)						
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety						
A. DESIGN BUILD CONTRACT - CONTRACT NO. C1228 - EB 91 Atlantic to Cherry - Flatiron West, Inc.						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					
B. PROFESSIONAL SERVICES CONTRACTS						
	None					
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					



II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1228 - EB 91 Atlantic to Cherry - Flatiron West, Inc.

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1228 Mod TBD	<p>Suspension costs from April 2025 to July 2025 plus costs from July 24, 2024 - March 31, 2025 that were not part of Mod 3</p> <p>On July 24, 2024, LA Metro directed via correspondence Flatiron West Inc., Contractor, to suspend ALL construction related activities on the East Bound SR 91 improvements until further notification per General Conditions Section 22 as modified by LA Metro Special Provisions. The contractor per the section is required to maintain all site and security measures throughout the period of contract suspension.</p> <p>The contractor has incurred continued costs pursuant to this suspension to which it seeks entitlement and reimbursement through July 31, 2025. The Contractor and LA Metro field staff have participated in a series of document exchange and face to face meetings to arrive at this negotiated suspension cost amount. The Contractor will continue to incur additional costs related to the contract suspension beyond the March 31st date which will result in subsequent modifications, including items reserved by the Contractor but not included in this Contract Modification (MOD) request.</p>	5	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS

None		
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None		
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NORTH HOLLYWOOD TO PASADENA BRT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)							
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety							
A. CM/GC CONTRACT - CONTRACT NO. PS118736000							
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
PS118736000-EWP-MOD-00002	EWP 2: Utility Potholing	5	3/12/2025	6/27/2025	\$6,112,059	\$4,830,958	
B. PROFESSIONAL SERVICES CONTRACTS							
AE112357000-MOD-00002	Transit Signal Priority (TSP)	5	04/30/25	7/28/2025	\$729,865	\$729,865	
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) CM/GC CONTRACT - CONTRACT NO. PS118736000			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

EAST SAN FERNANDO VALLEY

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)

Change Types:  
1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety

PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS							
MOD/CHANGE #	DESCRIPTION  (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
PS89616000-EWP-MOD00008 (SAN FERNANDO TRANSIT CONSTRUCTORS)	<b>Early Works Package (EWP) MOD08 – CIDH PILES AT VAN NUYS-G LINE STATION.</b> This EWP is to install all of the piles for the Van Nuys/G Line station prior to the falsework of the G-Line bridge.	5 - Scope	5/29/2025	6/17/2025	\$5,500,000	\$5,500,000	
PS89616000-EWP07-MOD-00007 (SAN FERNANDO TRANSIT CONSTRUCTORS)	<b>Modify Early Works Package (EWP) 07 – UA 5 Water, Demolition, and Select long lead procurement.</b> The scope of work is to perform Utility Adjustment 5 to construct approximately 440 lineal feet of water line, the demolition of 15 sites at the Maintenance and Storage Facilitate (MSF) and TPSS 1, off-site tree planting of 500 trees, procurement of Segment C water pipe materials, procurement of DWP-Power switchgear for the traction power substations, and survey control and monument preservation.	5 - Scope	5/29/2025	8/20/2025	\$50,017,841	\$50,017,841	
PROFESSIONAL SERVICES CONTRACTS							
	None						
CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
PS89616000-EWPO6-CN-00015 (SAN FERNANDO TRANSIT CONSTRUCTORS)	<b>Modify Early Works Package (EWP) 06 – Procure Segment C Waterline material per the Standard Specifications for Public Works Construction 2015 edition and the Brown Book, as last reviewed, and unload/handle.</b> Contractor shall furnish, unload, store, and handle approximately 20,697 lineal feet of welded steel pipe of various sizes and fitting as per Contractor's design provided by its Engineer of Record, AECOM, and AHJ Specifications of Authorities Having Jurisdiction (AHJs).	5 - Scope	Between \$1M and \$5M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

SOUTHEAST GATEWAY LINE

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)

Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety						
A. ADVANCED WORKS CM/GC CONTRACT - CONTRACT NO. PS119518000						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					
B. PROFESSIONAL SERVICES CONTRACTS						
E0128-TO-029-MOD-00003	Southeast Gateway Line Systems Engineering Support – Advanced PE and C Line Infill Station <u>Final Design</u> . The scope of work will consist of development of Preliminary Engineering (PE) (Phase 1) design documents. Bid Support scope (Phase 2) will be determined at a later date, once the delivery method has been chosen. The contract will consist of those tasks that comprise the work required for Phase 1 and Final Design services for the C Line Infill Station <u>project</u> .	5	06/24/25	6/25/2025	\$5,840,981.00	\$5,840,981.00
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO.

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		

B) PROFESSIONAL SERVICES CONTRACTS

PS89856000-CWO-020-MOD-00004	PCSS – PMIS, DBE Compliance, Project Delivery Advisor for Southeast Gateway Line Project; This CWO is in support of the Board approved contract for Program Control Support Services (PCSS). The services are required to supplement the existing Program Management department and to provide technical expertise in resolving complex issues. The Southeast Gateway Line Project requires Program Control Support Services in the areas of PMIS, DBE Compliance, and Project Delivery Advisor.	5	Between \$500K and less than \$1M
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
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LINK UNION STATION

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2025 - August 31, 2025)						
Change Types: 1 - Betterment   2 - Third Party   3 - Differing Site Conditions   4 - Regulatory Requirements   5 - Scope   6 - Value Engineering   7 - Safety						
A. DESIGN BUILD CONTRACT - CONTRACT NO.						
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					
B. PROFESSIONAL SERVICES CONTRACTS						
EN66937000-032 MOD 3	Kleinfelder EN66937000-032 MOD 3 Link US Environmental Compliance Support - Environmental and geotechnical site investigations are needed to inform acquisition, design, costs, and constructability, through 2026.	5	06/02/25	7/15/2025	\$542,207	\$542,207
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					



II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2025 - August 31, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO.			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
REQ59715	HDR PS2415-3172 MOD 21 - (1) Advance Link US design from 65% to AFC; (2) advance Malabar Yard design from 10% to AFC; and (3) community outreach with Vernon and CHSRA, through June 30, 2027.	5	More than \$10M
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

Attachment B - OIG Spot Check CEO Delegated Authority Delays Avoided (through August 2025)

Project Name	Total Work Days Saved	Years Saved
Crenshaw/LAX	336	1.3
Regional Connector	463	1.8
Purple Line Section 1	903	3.5
Purple Line Section 2	632	2.4
Purple Line Section 3	506	2.0
Division 20	200	0.8
Airport Metro Connector	205	0.8
Rail to Rail	66	0.3
I-5 N. County Enhancements	25	0.1
Total Savings	3336	12.9

# Program Management Quarterly Change Report Summary

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Tim Lindholm

Chief Program Management Officer

# Program Management Quarterly Change Report

- This report summarizes quarterly changes valued at greater than \$500,000 for projects managed by Program Management.
- The current Quarterly Change Orders Log is reporting a period from June 1, 2025, through August 31, 2025.
- Changes included in this report are within the approved LOP budget for each project.
- The next Change Order Log will cover the period of September 1, 2025 through November 30, 2025, and will be presented to the January 2026 Construction Committee.

## Quarterly Changes (Jun 1, 2025 – Aug 31, 2025)

Project	# of Approved Changes	Contractor Proposed Amount	Total Approved Amount	Within LOP	# of Pending Changes	Range	Within LOP
Regional Connector	2	\$ 1,438,579	\$ 1,438,566	√	-	-	-
Westside Purple Line Extension Section 1*	2	N/A	\$ 3,471,179	√	1	Between \$1M and \$5M	√
Westside Purple Line Extension Section 2	4	\$ 10,758,161	\$ 9,977,791	√	2	Between \$500K and less than \$1M, Between \$1M and \$5M	√
Westside Purple Line Extension Section 3	9	\$ 65,029,241	\$ 60,670,897	√	2	Between \$500K and less than \$1M	√
Division 20 Portal Widening Turnback	2	\$ 16,294,549	\$ 9,544,814	√	-	-	-
Airport Metro Connector*	9	\$ 8,751,355	\$ 12,153,578	√	-	-	-
Eastside Access Improvements Project	1	\$ 750,323	\$ 527,700	√	-	-	-
I-5 North County Enhancements Project	2	\$ 6,080,676	\$ 2,997,689	√	-	-	-
I-105 Express Lanes	-	-	-	-	3	Between \$5M and \$10M, More than \$15M	√
EB SR-91 Atlantic Avenue to Cherry Avenue	-	-	-	-	1	Between \$1M and \$5M	√
North Hollywood to Pasadena	2	\$ 6,841,924	\$ 5,560,823	√	-	-	-
East San Fernando Valley	2	\$ 55,517,841	\$ 55,517,841	√	1	Between \$1M and \$5M	√
Southeast Gateway Line	1	\$ 5,840,981	\$ 5,840,981	√	1	Between \$500K and less than \$1M	√
Link Union Station	1	\$ 542,207	\$ 542,207	√	1	More than \$10M	√

\*The difference between proposed and approved amounts is due to Metro issuance of multiple unilateral change orders with contractor proposals not yet received during reporting period.

Project Name	Total Work Days Saved	Years Saved
<b>Crenshaw/LAX</b>	336	1.3
<b>Regional Connector</b>	463	1.8
<b>Purple Line Section 1</b>	903	3.5
<b>Purple Line Section 2</b>	632	2.4
<b>Purple Line Section 3</b>	506	2.0
<b>Division 20</b>	200	0.8
<b>Airport Metro Connector</b>	205	0.8
<b>Rail to Rail</b>	66	0.3
<b>I-5 N. County Enhancements</b>	25	0.1
<b>Total Savings</b>	<b>3336</b>	<b>12.9</b>

OIG Spot Check  
CEO Delegated  
Authority Time  
Saved (Through  
August 2025)



## Board Report

**File #:** 2025-0849, **File Type:** Informational Report

**Agenda Number:** 16.

### CONSTRUCTION COMMITTEE OCTOBER 15, 2025

**SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION CHANGE ORDER SPOT CHECKS**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period June 1, 2025, to August 31, 2025.

#### **ISSUE**

On January 25, 2018, the Metro Board directed the Office of the Inspector General (“OIG”) to conduct random spot checks on change orders for the construction projects listed in the quarterly program management report to ensure that the CEO Delegation of Authority to approve Construction Change Orders Policy is performing in the manner desired by the Board of Directors.

#### **BACKGROUND**

The OIG’s Construction Change Order Spot Check Program (“Spot Checks”) focuses on approved change orders and modifications that exceed \$500,000. The four change orders in this report were selected from the Program Management Quarterly Major Project Status for the period of June 1, 2025, to August 31, 2025. The OIG gathers the data, reviews all the change orders over \$500,000, and selects change orders from the major projects. The information for the Spot Checks was collected from the Program Management Information System (PMIS), which is the department’s database system. Also, virtual meetings and telephonic interviews were conducted with Metro Program Management, Project Control, and Procurement staff from each involved project office.

For each Spot Check, we summarized:

- Description of the change order,
- Change order detail,
- Scope of Work,
- Budget,
- Schedule (Time to execute the change order),
- Safety, and
- Recommendations (lessons learned are identified starting with this report).

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Metro's Program Control department has provided informal responses to this report before its issuance, and they are asked to provide written responses to the recommendations in this OIG Spot Checks Report within 30 days after this Report is issued. Included with this report is a spreadsheet with the status of responses concerning previous OIG Spot Check Report recommendations (Attachment B).

## **DISCUSSION**

### **Spot Checks Performed in this Quarter**

#### **Spot Check #1 - The Purple Line Extension Section 3 Tunnel Project**

This OIG Spot Check report pertains to the Purple Line Extension Section 3 Tunnel Project (Contract C1151 MOD 00035.1), Additional abandonment depths for the partial removal of Geotechnical Instrumentation beneath the surface.

#### **Change Order Detail**

See Attachment A Spot Check #1 table.

#### **Summary #1**

**Scope of Work** - This change order of \$1,147,493 is for MOD 00035.1. This modification compensates the Contractor for unexpected labor and material costs related to the partial removal of various geotechnical instrumentation that was installed beneath the surface of the Purple Line Extension Section 3 Tunnel Project. These instruments were installed at 75 locations along the tunnel alignment, at depths of up to 120 feet, for the purposes of monitoring earth movement and groundwater during construction activities.

Under the executed 2017 contract, partial removal of these instruments was specified to a depth of 8 feet below the surface. This type of work generally required shallow excavations of 2 to 3 feet and was planned to be done manually with shovels, followed by a bentonite/cement mixture to seal the boreholes.

In 2021, the State of California and the Los Angeles County Department of Public Health updated their standards for decommissioning these types of monitoring wells. The revised guidance increased the required abandonment depth to 20 feet below the subsurface to prevent vertical contaminant migration and protect groundwater.

Under the current Memorandum of Agreement (MOA) with the City of Los Angeles, METRO is required to comply with any State regulatory changes adopted after the six months of the MOA execution. Therefore, the updated 2021 abandonment standards applied. Meeting these updated requirements significantly expanded the scope and complexity of the abandonment effort, now requiring additional labor, more materials, and specialized excavation equipment at all 75 locations.



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**Budget** - This change order for MOD 00035.1 was negotiated to the amount of \$1,147,493 to account for the additional 12 feet of depth required for abandonment and partial removal of the geotechnical instrumentation. The Contractor's Cost and Scheduled Proposal (CSP) was \$1,156,311.10, and the Independent Cost Estimate (ICE) was \$1,267,057. The ICE is \$110,745.90 (8.74%) over the CSP, and the negotiated amount is \$119,564 (9.44%) less than the ICE. The project staff stated that funds for this change order are within the Life-of-Project budget.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on July 2, 2025, and the staff completed all signature approvals within five workdays. Under the prior Board approval method for change orders, assuming presentation at a September Board meeting date, it would have taken a total of fifty-five workdays to complete the transaction.

**Safety** - The Purple Line Extension Section 3 Project has 2,054,927 Project hours through July 2025, with a Total Recordable Injury Rate (TRIR) of 2.34 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .58 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendations/Lessons Learned** - No recommendations by the OIG.

### **Spot Check #2 - The Purple Line Extension Section 3 Transit Project**

This OIG Spot Check report pertains to the Purple Line Extension Section 3 Transit Project (Contract C1204 MOD 00004), Extension of the valet and shuttle services contract at the Veterans Affairs (VA) Hospital campus.

### **Change Order Detail**

See Attachment A Spot Check #2 table.

### **Summary #2**

**Scope of Work** - This change order of \$1,180,408 is for MOD 00004. This modification is related to the Purple Line Extension 3 (PLE3) Transit Project (C1204) and Metro's Memorandum of Understanding (MOU) with the Veterans Affairs (VA) Hospital. This contract extension fulfills Metro's agreement with the VA Hospital to ensure a smooth transition for patients, visitors, and staff whose access has been affected by the PLE3 construction on the VA Hospital campus.

The modification addresses the reduced on-site parking at the VA Hospital campus by continuing transportation services for hospital patients from July 1, 2025, through December 31, 2025. It provides valet service for 250 vehicles daily, and two shuttles that make multiple stops across the 400-acre VA Hospital campus, connecting the remote parking lot to the hospital entrance. These services are essential to maintaining access, minimizing disruption, and upholding Metro's commitment to the VA Hospital during construction activities.

**Budget** - This change order for MOD 00004 had an agreed-upon amount of \$1,180,408. The Contractor's Cost and Schedule Proposal (CSP) was \$1,180,408, and the Independent Cost Estimate (ICE) was \$1,279,000. The ICE is \$98,592 (7.71%) over the CSP and the agreed-upon amount. The project staff stated that the Contractor's proposal was reasonable and that funds for this change order are within the Life-of-Project budget.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on May 30, 2025, and the staff completed all signature approvals within three workdays. Under the prior Board approval method for change orders, assuming presentation at a July Board meeting date, it would have taken a total of thirty-one workdays to complete the transaction.

**Safety** - The Purple Line Extension 3 Project has 65,784 Project hours through July 2025, with a Total Recordable Injury Rate of 3.04 (the Bureau of Labor Statistics National Average is 2.4) and a Days Away, Restricted or Transferred (DART) rate of 3.04 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendation/Lessons Learned** - No recommendations by the OIG.

### **Spot Check #3 - The Purple Line Extension Section 2 Transit Project**

This OIG Spot Check report pertains to the Purple Line Extension Section 2 Transit Project (Contract C1120 MOD 00255), Full resolution of the Contractor's claim of construction-related costs for the Overhead Plenum Exhaust Systems at the Century City Station (CCS), and the Beverly Drive Station (BDS).

### **Change Order Detail**

See Attachment A Spot Check #3 table

### **Summary #3**

**Scope of Work** - This change order of \$7,861,404 is for MOD 00255. This modification pertains to the Purple Line Extension Section 2 Project (C1120) to resolve the Contractor's claim for construction-related costs (labor, equipment, and materials) that were necessitated by the revision of the Overhead Plenum Exhaust (OPE) systems at the Century City Station (CCS) and the Beverly Drive Station (BDS). This change order was settled following the recommendations made by the Dispute Review Board (DRB) on September 27, 2024, which include the following scopes of work:

1. Emergency Ventilation System Upgrades
2. Back-of-House Cast-in-Place (CIP) Concrete
3. Concourse Structural Steel Plenum and Fireproofing
4. Elimination of Smoke Chimneys

5. Architectural and Framing Modifications
6. Fire-Rated Separations, Expansion Control, and Acoustic Modifications
7. Access Modifications

**Budget** - This change order for MOD 00255 was negotiated to \$7,861,404. The Contractor's Cost and Scheduled Proposal (CSP) was \$8,491,900, and the Independent Cost Estimate (ICE) was \$8,012,770. The ICE is \$479,130 (5.64%) less than the CSP, and the negotiated amount is \$151,366 (1.89%) less than the ICE. The staff stated that funds for this change order are within the recently amended Life-of-Project budget.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The Contractor and Metro agreed on the Scope of Work on September 27, 2024. The modification was awarded on June 23, 2025, and it took the staff fifteen workdays to complete all signature approvals. Under the prior Board approval method for change orders, assuming presentation at the September Board meeting date, it would have taken a total of sixty workdays to complete the transaction.

**Safety** - The Purple Line Extension 2 Project has 5,691,744 Project hours through July 2025, with a Total Recordable Injury Rate of 2.25 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .42 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendations/Lessons Learned** - Ambiguity in the project definition drawings caused misalignment between the design intent and construction execution. The drawings for the OPE system lacked essential details, leaving the Contractor to interpret conditions that were not fully defined. This gap resulted in delays, disputes, and costly adjustments.

(Consider) continuing the Program Management practice of early contractor involvement and use design review meetings with the contractors to help identify these gaps, differing interpretations, or omissions, to effectively align the design intent with Metro expectations and field implementations.

#### **Spot Check #4 - The LAX/Metro Transit Connector Project**

This OIG Spot Check report pertains to the LAX/Metro Transit Center Station Project (Contract C1197 MOD 00057), Improving the slip resistance on the Terrazzo finish.

#### **Change Order Detail**

See Attachment A Spot Check #4 table.

#### **Summary #4**

**Scope of Work** - This change order of \$1,118,635 is for MOD 00057. It pertains to the LAX/Metro Transit Center Station Project. It was issued to address latent ambiguity in the original contract's

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technical specifications related to slip-resistance requirements for terrazzo walking surfaces.

During project delivery, and after the terrazzo flooring was installed, Metro and the contractor identified that the contract did not clearly define the measurable performance criteria for slip resistance. Following a formal contract review, management determined that the specifications lacked sufficient detail to enforce compliance, with no potential for cost recovery.

To address this gap, the scope of work for this modification includes all necessary labor, equipment, and materials to achieve the required slip resistance on the terrazzo flooring throughout the station. These improvements are crucial in preventing slips and falls in public, high-traffic environments.

**Budget** - This change order MOD 00057 was negotiated to \$1,118,635. The Contractor's Cost and Scheduled Proposal (CSP) was \$1,129,095, and the Independent Cost Estimate (ICE) was \$1,058,968. The ICE is \$70,127 (6.21%) less than the CSP, and the negotiated amount is \$59,667 (5.64%) over the ICE. The staff stated that funds for this change order are within the Life-of-Project budget.

**Schedule** - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on June 10, 2025, and the staff completed all signature approvals within two workdays. Under the prior Board approval method for change orders, assuming presentation at the September Board meeting date, it would have taken a total of sixty-eight workdays to complete the transaction.

**Safety** - The LAX/Metro Transit Connector Project has 1,577,260 Project hours through July 2025, with a Total Recordable Injury Rate (TRIR) of 1.27 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .0 (the Bureau of Labor Statistics National Average is 1.5).

**Recommendations/Lessons Learned** - There was ambiguity in the technical specifications and the pre-acceptance portion of the contract. Slip resistance standards (e.g., R11, R12) were not clearly defined expectations, and performance testing requirements (such as friction testing) were not incorporated into the pre-acceptance process.

(Consider) incorporating full-size mock-ups for finishes with performance criteria (e.g., safety, slip resistance, durability) before installation begins. Currently, mock-ups are typically reviewed for aesthetics but may not include other criteria. Provide more detailed language regarding technical specifications and the pre-acceptance phase of the contract.

## **FINANCIAL IMPACT**

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

### **Impact to the Budget**

For all of the construction change orders reviewed, Metro stated the funds are within the approved budget and will utilize the contingency funds to cover the cost from the Life-of-Project budget.

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- Spot Check #1) \$1,147,493 Purple Line Extension Section 3 Transit Project
  - Spot Check #2) \$1,180,408 Purple Line Extension Section 3 Transit Project
  - Spot Check #3) \$7,861,404 Purple Line Extension Section 2 Transit Project
  - Spot Check #4) \$1,118,635 LAX/Metro Transit Connector Project

## **EQUITY PLATFORM**

In the opinion of the OIG, we considered whether these change orders presented any equity-related issues on their face. The OIG did not receive any data concerning community impacts. The OIG observed no obvious disparate impacts created by these change orders on small businesses or low-income persons or by the performance of the work in a manner that impacted a disadvantaged community beyond what is typical and usual when conducting any construction.

## **VEHICLE MILES TRAVELED OUTCOME**

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro Program Management, Safety in construction, and effective financial management. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Office of Inspector General reviews large change orders over a calendar quarter and makes recommendations as appropriate to support Metro's Strategic Plan Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization and CEO goals to exercise fiscal discipline to ensure financial stability. The OIG mission includes reviewing expenditures for fraud, waste, and abuse in Metro programs, operations, and resources. For each selected change order reviewed, the OIG evaluates whether there are red flags of fraud, waste, or abuse taking place. We report the details of the significant change orders and make recommendations consistent with the OIG's Construction Best Practices report dated February 29, 2016, and supplemental report in 2023, more particularly focusing on safety, lessons learned, improving efficiencies, and prudent spending.

## **NEXT STEPS**

The OIG shall provide, every quarter, an ongoing spreadsheet of recommendations to Program Management and Program Controls. Program Management and Program Controls agree to respond to the recommendations of the OIG within 30 days. The OIG continues to meet periodically to discuss reports, recommendations, and the status of implementation of the recommendations with Project Management and receive updates. The list of OIG recommendations and Metro management responses is an attachment to this OIG report (Attachment B).

## **ATTACHMENTS**

Attachment A - Change Order Details for Spot Checks in this report

Attachment B - OIG Recommendations and Responses Tracking Sheet

Prepared by: Stuart Bermudez, Construction Specialist Investigator, (213) 244-7324

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

  
Karen Gorman  
Inspector General

### **Spot Check #1 – The Purple Line Extension Section 3 Tunnel Project – Contract C1151**

#### **Change Order Details**

<u>Description of Modification or Change Order – MOD 00035.1</u> Additional Abandonment Depths of Geotechnical Instrumentation	
<u>Change Order Dates:</u>	
Scope of Work approved	May 26, 2025
Awarded to the Contractor	June 2, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	5 workdays
Estimate using former Board approval process Agenda for the September 17, 2025 Board Meeting	55 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$1,267,057
Contractor's Stated Proposal (CSP)	\$1,156,311.10
Negotiated amount	\$1,147,493
Percentage of negotiated amount <i>under</i> ICE	9.44%
Amount less than the Contractor's Stated Proposal (CSP)	\$8,818.10

### **Spot Check #2 – The Purple Line Extension Section 3 Transit Project - Contract C1204**

#### **Change Order Details**

<u>Description of Modification or Change Order – MOD 00004</u> Shuttle and Valet Services at the Veteran Affairs Hospital Campus	
<u>Change Order Dates:</u>	
Scope of Work approved	May 28, 2025
Awarded to the Contractor	May 30, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	3 workdays
Estimate using former Board approval process Agenda for the July 16, 2025 Board Meeting	31 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$1,279,000
Contractor Stated Proposal (CSP)	\$1,180,408
Negotiated amount	\$1,180,408
Percentage of negotiated amount <i>under</i> (ICE)	7.71%
Amount less than the Contractor's Stated Proposal (CSP)	\$0

### **Spot Check #3 – The Purple Line Extension Section 2 Transit Project - Contract C1120**

#### **Change Order Details**

<u>Description of Modification or Change Order – MOD 00255</u> Full Resolution of the Contractor's Claim of Construction-related Costs for the Overhead Plenum Exhaust Systems at the Century City Station (CCS) and Beverly Drive Station (BDS).	
<u>Change Order Dates:</u>	
Scope of Work approved	June 6, 2025
Awarded to the Contractor	June 10, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	15 workdays
Estimate using former Board approval process Agenda for the September 17, 2025 Board Meeting	60 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$8,012,770
Contractor Stated Proposal (CSP)	\$8,491,900
Negotiated amount	\$7,861,404
Percentage of negotiated amount <i>under</i> (ICE)	1.89%
Amount less than the Contractor's Stated Proposal (CSP)	\$630,496

### **Spot Check #4 – The LAX/Metro Transit Center Project - Contract C1197**

#### **Change Order Details**

<u>Description of Modification or Change Order – MOD 00057</u> Acid Etching on the Terrazzo Finish	
<u>Change Order Dates:</u>	
Scope of Work approved	June 08, 2025
Awarded to the Contractor	June 10, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	2 workdays
Estimate using former Board approval process Agenda for the September 17, 2025 Board Meeting	68 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$1,058,968
Contractor Stated Proposal (CSP)	\$1,129,095
Negotiated amount	\$1,118,635
Percentage of negotiated amount <i>over</i> (ICE)	5.64%
Amount less than the Contractor's Stated Proposal (CSP)	\$10,460



## ATTACHMENT B (OCTOBER 2025)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<b>Spot Check #3 - Purple Line Extension Section 2 Transit Project</b> This OIG Spot Check report pertains to the Purple Line Extension Section 2 (Contract C1120 MOD 00255), Full resolution of the Contractor's claim of construction-related costs for the Overhead Plenum Exhaust Systems at the Century City Station (CCS), and the Beverly Drive Station (BDS).	<p>Recommendations/Lessons Learned – Ambiguity in the project definition drawings caused misalignment between the design intent and construction execution. The drawings for the OPE system lacked essential details, leaving the Contractor to interpret conditions that were not fully defined. This gap resulted in delays, disputes, and costly adjustments.</p> <p>(Consider) continuing the Program Management practice of early contractor involvement and use design review meetings with the contractors to help identify these gaps, differing interpretations, or omissions, to effectively align the design intent with Metro expectations and field implementations.</p>	Project Management agreed with the recommendation.	August 25, 2025
<b>Spot Check #4 – LAX/Metro Transit Connector Project.</b> This OIG Spot Check report pertains to the LAX/METRO Transit Connector Project (Contract C1197 MOD 0057), Improving the slip resistance on the Terrazzo finish.	<p>Recommendations/Lessons Learned – There was ambiguity in the technical specifications and the pre-acceptance portion of the contract. Slip resistance standards (e.g., R11, R12) were not clearly defined expectations, and performance testing requirements (such as friction testing) were not incorporated into the pre-acceptance process.</p> <p>(Consider) incorporating full-size mock-ups for finishes with performance criteria (e.g., safety, slip resistance, durability) before installation begins. Currently, mock-ups are typically reviewed for aesthetics but may not include other criteria. Provide more detailed language regarding technical specifications and the pre-acceptance phase of the contract.</p>	Project Management agreed with the recommendation.	September 8, 2025

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

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**ATTACHMENT B (JULY 2025)**

<b>OIG REPORT, SPOT CHECK, # MOD #</b>	<b>RECOMMENDATIONS</b>	<b>MANAGEMENT'S RESPONSES</b>	<b>COMPLETION DATE</b>
<b>Spot Check #1 – Rail to Rail Active Transport Corridor Project</b> This OIG Spot Check report pertains to the Rail to Rail Active Transport Corridor Project (Contract C1166 MOD 00136), Differing Site Conditions.	It is recommended that the Metro designer conduct comprehensive subsurface investigations within the <b>project boundary</b> , which could include the public right-of-way (city property) and the Metro right-of-way (Metro property) during the design phase. Furthermore, the potholing checklist should be revised to document all subsurface material encountered, not only at the utility locations.	Project Management agreed with the recommendation.	June 6, 2025
<b>Spot Check #3 - Purple Line Extension Section 2 Transit Project</b> This OIG Spot Check report pertains to the Purple Line Extension Section 2 (Contract C1120 MOD 00247.1), Memorandum of Agreement (MOA) impacts at the Wilshire/Rodeo Station for Street-Level Restorations.	Securing a Memorandum of Agreement ahead of time, where possible, and ensure that Metro incorporates the MOA conditions into the contract terms with the Contractor.	Project Management agreed with the recommendation.	June 5, 2025

ATTACHMENT B (APRIL 2025)			
OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<b>#1 The Rail to Rail Active Transport Corridor Project.</b> This OIG Spot Check report concerns the Rail to Rail Active Transport Corridor Project (Contract C1166, MOD 00113) Bollard Procurement.	<p>The OIG requested an explanation of why Metro accepted the contractor's proposal of \$831,894.21, which was 33% higher than the Independent Cost Estimate, and what caused such a significant difference between the two amounts.</p> <p>The OIG supports the recommendation of SSLE and Metro's ongoing efforts to incorporate safety considerations into public right-of-way management. This approach enhances accessibility and ensures that public spaces are safer and more navigable for all, including pedestrians and cyclists.</p>	<p>The Project Team accepted the Contractor's proposal due to several factors. To meet the substantial completion date and the scheduled opening in April, the Project incurred additional costs to expedite the procurement process. Consequently, the Contractor included an expediting fee to ensure timely delivery.</p> <p>Additionally, the Contractor's proposal accounted for costs not included in the Independent Cost Estimate but essential for the Project, such as storage, touch-up painting, handling/transportation, and anti-graffiti coating.</p>	March 7, 2025
<b>#2 The Purple Line Extension Section 2 Transit Project.</b> This OIG Spot Check report concerns the Purple Line Extension 2 (Contract C1120, MOD 00230.1). Additional project staffing and compliance activities for changes issued during the base design phase	<p><b><u>Question to the Purple Line Extension 2 Program Management.</u></b>            The OIG requested an explanation of what caused the need for additional project staffing that the Contractor did not consider and plan during the bidding process.</p> <p>No Recommendations for this spot check on the basis of management's response.</p>	<p>The project underwent significant design changes that exceeded what could have been reasonably anticipated, requiring an increase in project staffing. Examples include reorienting and expanding a station entrance by 90 degrees, a major redesign of the storm drainage system, the impact of a global pandemic, and a change to the final tunnel lining material.</p>	March 13, 2024
<b>#3 The Purple Line Extension Section 1 Transit Project.</b> This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045, MOD 00235) The Wilshire/La Cienega Plaza Station Standby Generator, Design and Construction.	<p><b>OIG Recommendations/Lessons Learned</b> – The OIG recommends incorporating larger equipment specifications early in the procurement process, which allows for more accurate budgeting and planning. This proactive approach helps establish a consistent set price and reduces the likelihood of unforeseen expenses.</p>	<p>The project underwent significant changes, and I see some risk in doing that on design-build contracts because Metro would be buying something that may have complications with the design-builder's final design.</p>	April 15, 2025
<b>#4 The I-5 North County Enhancement Project.</b> This OIG Spot Check report concerns the I-5 North County Enhancement Project (Contract C70396C1205, MOD 00050) Differing Site Conditions.	<p><b>OIG Recommendations/Lessons Learned</b> – The project management software "Headlight," which is being used on this project to review the daily reports for the period of the modification. There was no record of the modification on Metro's Project Management Information System (PMIS) from the Project team for 19 months. There was no comment by the Resident Engineer about the site conditions concern in the Daily Reports in Headlight. Management indicates that this is because it is in the Risk Register until the change order is complete. The OIG does not currently have access to the database. We request access to that in the future to enable us to better evaluate these types of matters.</p>	<p>Management responded: Management indicated that the information was being tracked on a risk register and was pending merit from the contractor.</p>	April 12, 2025

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

	<p><b>Recommendation 1:</b> The OIG recommends that the Project team review the Capital Project requirements referred to in the Configuration Management Policies and Procedures in CF01-CF04, CF07, and CF10. Metro's Program Management Information System (PMIS) must be the primary source for document control, such that a major pending change order has a placeholder noted in PMIS.</p> <p><b>Recommendation 2:</b> For best practices of project controls and fostering transparency, modifications should be entered in a timely manner. The validity of the submitted information is uncertain, and I recommend that the Project team audit the supporting documents for the modification. The documentation input on (PIMS) submitted by the Project team does not align with the dates of the contractor's or inspectors' reporting in "Headlight," indicating a possible communication disparity between the use of both programs, unless the information is contained in the Risk Registry.</p> <p><b>Recommendation 3:</b> The OIG recommends considering negotiating and closing out Contractor claims through early intervention. This theory proactively addresses claims, and helps prevent cost overruns, foster transparency and cooperation between the Contractor and Project management, and reduces schedule delays, and financial uncertainty; even though some believe it may introduce conflict that could strain the working relationship during the project, the benefits of early engagement often outweigh the risk.</p>		
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## ATTACHMENT B (FEBRUARY 2025)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p><b>#1 Airport Metro Connector (AMC) Project.</b> This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00045) LRT Excessive Deflection.</p>	<p>The OIG requested a response from the Project Management team to a series of questions to justify Metro's reasoning for approving the cost.</p> <p>To streamline future adjustments, it is recommended to implement engineering controls and monitoring systems to detect anomalies early in the project lifecycle. Additionally, Metro's quality assurance protocols could benefit from enhancements that balance safety, quality, time, and budget considerations. For instance, ensuring adequate time for structural completion before commencing finishing works could prevent similar change orders in the future.</p>	<p>Response and justification from Management:</p> <ul style="list-style-type: none"> <li>a) The variation between the ROM, ICE, and final Change Amount resulted from additional RFI details and evolving market and project conditions that increased costs. After contractor negotiations, the increase was deemed justifiable. A cost-benefit analysis weighed deflection corrections against schedule impacts, leading to the most efficient solution. Two in-person negotiation rounds ensured the contractor's proposal was accurate and aligned with field performance.</li> <li>b) Recovery costs were deemed unfeasible for AMC due to complex project conditions, including delegated designs, challenging field scenarios, tight schedules, logistical constraints, and structural steel integration. Lacking evidence of significant design or workmanship issues by the Engineer of Record (EOR) or Contractor, no basis exists to invoke warranties or pursue recovery.</li> </ul>	<p>November 13, 2024</p>
<p><b>#2 WS Purple Line Ext. 2 Project.</b> This OIG Spot Check report concerns the WS Purple Line Extension 2 (Contract C1120, MOD 00227) Storm Drain /Unforeseen Conditions.</p>	<p>I have requested a response from the Project Management team to a series of questions to justify Metro's reasoning.</p> <p>The prime contractor and infrastructure designer did not account for the sewer lateral in their plans because there was no indication in reference documents provided by the Los Angeles Bureau of Engineering (LABOE). The contractor utilized utility location methods (i.e., potholing and GPR) which were unsuccessful. I reviewed the contractor processes and as-build utility records with the Los Angeles Bureau of Engineering (LABOE), which revealed no records of the private sewer lateral and supports the justification of the change order.</p>	<p>The cost for the modification encompassed temporary remediation and repair of the sewer lateral, which was an unforeseen condition not reflected in the city-provided as-built drawings. These unexpected circumstances necessitated immediate corrective action to maintain project continuity and further impact residents.</p> <p>The OIG accepts Management's justification of the modification.</p>	<p>November 7, 2024</p>

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

<b>#4 Airport Metro Connector (AMC) Project.</b> This OIG Spot Check report concerns the Airport Metro Connector 96 <sup>th</sup> St Transit Station (Contract C1197, MOD 00049) Improvements of the north-end perimeter site fencing.	The OIG requested Management’s justification to the modification and reasoning that necessitated the improvements to north-end perimeter site fencing.	The change includes costs associated with the design, materials, and construction that were necessitated by the increased number of bus chargers and modifications implemented by the LADWP.	October 24, 2024
<b>ATTACHMENT B (JANUARY 2024)</b>			
<b>OIG REPORT, SPOT CHECK, # MOD #</b>	<b>RECOMMENDATIONS</b>	<b>MANAGEMENT’S RESPONSES</b>	<b>COMPLETION DATE</b>
<b>#1 Division 20 Portal Widening Turnback Project.</b> This OIG Spot Check report concerns the Division 20 Portal Widening Turnback Project (Contract C1136, MOD 0109) Lighting Various Civil and Electrical Changes.	The OIG recommends continuing forward with cost recovery from the Designer of Record.	Management concurs with the OIG recommendation and intends to pursue cost recovery for errors and omissions (E&O) from the Design Firm of Record.	November 23, 2023
<b>#2 Airport Metro Connector (AMC) Project.</b> This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00027) Low Voltage Cabling.	The OIG recommends that the project office contacts the Airport monorail construction support team and recommend the they install the Low Smoke Zero Halogen (LSZH) type fiber optic cable also.	The Project will coordinate with LAWA to install Corning's NFPA 130 compliant optical cable type which also meets Low Smoke Zero Halogen (LSZH) classification to be consist with the optical cables on AMC project.	November 17, 2025
<b>#3 The Purple Line Extension Section 1 Transit Project.</b> This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045, CO 0045) SCE and LAWDP Change to Electrical Rooms and Equipment, Construction and Design with minor changes.	<p>The OIG recommends staff work closely with SCE and LADWP to confirm their approvals for the requested work and to update any MRDC standard or specification to ensure that Metro corrects any out of date standards in relations to SCE or LADWP.</p> <p>It is recommended that Management discuss with the Diversity and Economic Development Department if the standard change order language might be revised to indicate a particular SBE/DBE goal for the change order “unless the contractor has already met the SBE/DBE goal for the contract as a whole”.</p>	<p><b>#3 (Top Half):</b> The Project will continue to work closely with DWP/SCE. Metro engineering (Gateway) can look into updating the MRDC with some of the more significant changes that DWP/SCE requested but It should be noted that many of the changes that LADWP and SCE request are not in the ESR Manual or any other type of standard but came about due to safety concerns as they progressed through the work in the field.</p> <p><b>#3 (Bottom Half):</b> The Project Manager and DEOD clarified the Contract requirements for achieving the DBE goal for Changed Work in the above attached letter.</p>	November 30, 2025

## ATTACHMENT B (OCTOBER 2023)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<b>#1 Division 20 Portal Widening Turnback Project.</b> This OIG Spot Check report concerns the Division 20 Portal Widening Turnback Project (Contract C1136, MOD 0092) Rebar for Contact Rail Encasement.	The OIG recommends an updated ICE reflecting the complete work that should have been requested to aid in the negotiations with the contractor for final settlement. Lessons Learned is to evaluate duct banks in trenches for compliance with applicable city standards and loading requirements for static and dynamic loading demands when installing these. Future design plans should include this as a requirement to check.	The ICE did not have all the details of the scope of work in correlation with Engineering and contractor means and methods.	December 27, 2024

## ATTACHMENT B (JANUARY 2022)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<b>#4 WS Purple Line Extension 3 Project.</b> This OIG Spot Check concerns the Purple Line Extension EXT.3 (Contract C1152 MOD-0007) Replacement Parking at VA Hospital Lot 42, during Station. Construction.	The OIG recommends that the Contractor be instructed to timely submit cost proposals, enter negotiations, and sign agreements before work is performed so Metro can process the work order close in time to work being performed, not only to pay the contractor but to help ensure the subcontractors are paid timely.	Project Management agreed with the recommendation.	December 27, 2024

# Office of Inspector General Construction Change Order Spot Check Report

Presented By:

**Karen Gorman**

Inspector General

October 2025  
Construction Committee  
Los Angeles County Metropolitan Transportation Authority





## Spot Checks 1 & 2

### 1 – The Purple Line Extension Section 3 Tunnel Project

Additional abandonment depths for the partial removal of Geotechnical instrumentation beneath the surface

*Recommendation:*

None

*Award: \$1,147,493*

### 2 – The Purple Line Extension Section 3 Transit Project

Extension of the valet and shuttle services contract at the Veteran Affairs (VA) Hospital campus

*Recommendation:*

None

*Award: \$1,147,493*

## Spot Checks 3 & 4

### 3 – The Purple Line Extension Section 2 Transit Project

Full resolution of the Contractor's claim of construction-related cost for the Overhead Plenum Exhaust (OPE) systems at the Century City and Beverly Drive Station

***Recommendation:***

***Award: \$7,861,404***

Continue the Program Management practice of early contractor involvement and use the design review meetings with contractors to help identify gaps and prevent the misalignment between design intent and construction execution.

### 4 – The LAX/Metro Transit Connector Project

Improving the slip resistance on the Terrazzo finish

***Recommendation:***

***Award: \$1,118,635***

Incorporate full-size mockups for finishes with performance criteria (e.g., safety, slip resistance, durability) before installation begins. Provide more detailed language regarding technical specifications in the contract language.

## Spot Check Schedule Comparison

Project	Title of Change Order	Time Saved Executed Date to Board Mtg.	New Delegated Process Final SOW to Executed Date	Formal Board Approval Process
The Purple Line Extension Section 3 Transit Project	Additional Abandonment Depths for Geotech Instrument Removal	50	5	55
The Purple Line Extension Section 3 Transit Project	Extension of Valet and Shuttle Service at VA Hospital Campus	28	3	31
The Purple Line Extension Section 2 Transit Project	Full Resolution of Contractors Claim for OPE Construction Related Costs	45	15	60
The LAX/Metro Transit Center Station Project	Improving the Slip Resistance on the Terrazzo Finish	66	2	68

October 2025  
Construction Committee  
Los Angeles County Metropolitan Transportation Authority





## Board Report

**File #:** 2025-0803, **File Type:** Informational Report

**Agenda Number:** 17.

### CONSTRUCTION COMMITTEE OCTOBER 15, 2025

**SUBJECT: I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION  
MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION  
CONTRACT (PHASE 2 SUPPLEMENT)**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of \$757,540,216 by \$707,926,765 for a total Life-of-Project Budget of \$1,465,466,981 (Attachment A); and
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP.

#### **ISSUE**

The I-105 ExpressLanes Project (Project) is being delivered using the Construction Manager/General Contractor (CM/GC) method. This approach has allowed Metro staff to collaborate closely with the Contractor and Caltrans, incorporating contractor input during design to identify and implement several value engineering opportunities. The funding of the Identified Work Package 1 (IWP1) for Segment 1 construction was approved by the Board in October 2024, with construction commencing in February 2025.

As design progressed for the remainder of the project, the general contractor submitted a proposal for the construction of Segments 2 and 3, collectively referred to as the Phase 2 Supplement. Metro staff have successfully concluded negotiations with the Contractor for Segments 2 and 3. Staff are now seeking Board approval to amend the LOP budget to cover the additional funding for the Phase 2 Supplement, thus establishing an LOP for the entire I-105 ExpressLanes project.

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Awarding the Phase 2 Supplement is critical to meeting the Project's state grant funding requirements, securing toll-backed financing, and avoiding construction delays. Timely approval will help ensure Segments 2 and 3 are completed and opened by Fall 2029.

## **BACKGROUND**

In 2016, the I-105 ExpressLanes Project was allocated \$175 million as part of the approved expenditure plan in the Measure M ordinance. Since 2017, Caltrans District 7 and Metro have collaborated on the Project Approval/Environmental Document (PA/ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project, which will improve operations along the I-105 corridor, enhance trip reliability, and actively manage traffic flow from I-405 in Los Angeles to Studebaker Road in Norwalk. The Project is structured into three segments, each involving specific design review and permitting packages. Segment 1 is between I-405 and Central Avenue (seven miles), Segment 2 is between Central Avenue and I-710 (four miles), and Segment 3 is between I-710 and Studebaker Road (five miles).

The CM/GC method, authorized by the federal "Moving Ahead for Progress in the 21st Century" (MAP-21) Act, allows for phased construction through multiple work packages. As a result, Metro is advancing the project phasing following Federal Highway Administration (FHWA) CM/GC procedures.

Metro, FHWA, and Caltrans' collaboration ensures that all project phases meet federal standards, contributing to the project's overall success and compliance. The phased IWP approach is critical for the timely completion of the I-105 ExpressLanes project, addressing key activities early to mitigate risk and accelerate the timeline.

The Environmental Impact Report/Environmental Assessment (EIR/EA) was completed in May 2021, establishing the environmental framework for the Project. Subsequently, in March 2024, a NEPA/CEQA Revalidation was approved, incorporating additional measures related to biological resources, air quality, cultural resources, and hazardous waste. There are no right-of-way acquisitions in Segment 1 of the Project.

Final design efforts commenced in June 2021. In June 2022, the Board approved a \$119,391,538 preconstruction budget for the Project. Several key contracts required to advance the project have been awarded, including a CM/GC contract with Flatiron Myers Joint Venture (FMJV), a Program Management Support Services (PMSS) contract with HNTB, and the Roadside Toll Collection System (RTCS) contract with Conduent State and Local Solutions, Inc. Following the plan discussed in the aforementioned Board action, Metro staff completed the work to finalize the design for Segment 1 and negotiated the construction cost to advance IWP 1 for construction.

An equity assessment for Segment 1 was initiated in September 2023 and completed in September 2024 to identify and prioritize potential projects that enhance mobility and equity in the corridor and could be funded with future net toll revenue.

In October 2024, the board approved establishing funding for the Segment 1 construction (IWP1) and I-105 ExpressLanes project 475004 by increasing the existing Preconstruction Budget of

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\$119,391,538 by \$638,148,678 to a Life-of-Project budget of \$757,540,216 for IWP1, allowing construction of Segment 1 to commence.

## **DISCUSSION**

The Project is a collaborative effort between Metro and Caltrans, governed by cooperative agreements for design and construction phases. Metro is tasked with awarding and administering all contracts related to the Project, while Caltrans provides design approval and construction permits. Funding sources include Metro Local Measure M funding, State Solutions for Congested Corridors (SCCP) grant funding, and Toll Revenue Backed Loans, including TIFIA financing. The CM/GC process was selected to enable early contractor involvement, providing critical construction expertise that informs design decisions.

On October 31, 2024, the Life-of-Project (LOP) budget for Segment 1 (Identified Works Package 1) was approved by the Board. This approved budget allowed the start of construction for Segment 1 from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. As of August 2025, the design of Segments 2 and 3 had progressed to 95% completion. Metro staff and the CM/GC Contractor utilized these plans to estimate the cost of the construction. The final negotiated price is \$635,000,000.

The current request seeks approval to amend the LOP Budget for the entire Project, including Segment 1, 2 and 3, which covers construction costs, contingencies, and necessary support. The amended LOP budget is within the range of the previously estimated value as reported to the Board in the FY26 Annual Program Evaluation. The Procurement Summary is included as Attachment B, and the contract modification log is included as Attachment C.

Segment 2 requires a partial right-of-way acquisition of a permitted but currently undeveloped commercial parcel in the City of Lynwood. Metro is negotiating with the property owner on this acquisition.

Concurrently with the Project, an equity assessment was conducted that resulted in a prioritized list of potential projects that could enhance mobility and equity within the corridor utilizing potential future net toll revenue grant funding.

Potential projects were identified through a comprehensive analysis of corridor conditions, existing studies and plans, field visits, and input from Metro departments, local jurisdictions, and Community Based Organizations (CBOs). These projects must be within a three-mile radius of Segment 2/3 of the I-105 ExpressLanes, in alignment with the I-10/I-110 ExpressLanes' Net Toll Revenue Grant guidelines. The assessment also included data collection on socioeconomic and environmental conditions.

The projects were categorized into three main areas: active transportation, transit/system improvements, and roadway improvements. Based on a methodology developed for this project, projects were prioritized as high, medium, or low. This methodology evaluated projects across four categories: connecting people and places, creating community value, conserving resources, and prioritizing Metro's Equity Focus Communities (EFCs).

The equity assessment, project list, and prioritization methodology were developed with extensive input and participation from community members and twenty-one CBOs. CBO participation included ten monthly roundtable meetings, mobility audit, and a field visit to the Norwalk C Line station. Broader community input was gathered through four pop-up events and four public meetings held in September 2025. The pop-up events were held at Bellflower Streetfest, Holifield Park in Norwalk, and CicLAvia at the Florence-Firestone and Watts hubs. Four public meetings presented the equity assessment and solicited feedback on the project list and were held at Verbum Dei High School, Bateman Hall in Lynwood, Rich Rehearsal Hall in Norwalk, and a virtual meeting. Additionally, a survey was conducted to understand travel behavior in the corridor which received 975 responses. The public meetings and surveys were conducted in English and Spanish.

There were 51 projects identified in total. Of these, 27 were prioritized as high, 21 as medium, and three as low, as shown in the table below. High-priority projects were characterized by area-wide or corridor-level impact, proximity to Metro rail stations, location within EFC populations, and a focus on sustainable mobility options. Many of the projects listed are plans/programs, which include many projects that are not listed individually. The complete list of projects is included in Attachment D, and the Executive Summary is included in Attachment E.

<b>Priority</b>	<b><u>Active</u> <u>Transportation</u></b>	<b><u>Roadway</u></b>	<b><u>Transit</u></b>	<b><u>Total</u></b>
<b><u>High</u></b>	<b><u>12</u></b>	<b><u>6</u></b>	<b><u>9</u></b>	<b><u>27</u></b>
<b><u>Medium</u></b>	<b><u>8</u></b>	<b><u>5</u></b>	<b><u>8</u></b>	<b><u>21</u></b>
<b><u>Low</u></b>	<b><u>0</u></b>	<b><u>1</u></b>	<b><u>2</u></b>	<b><u>3</u></b>
<b><u>Total</u></b>	<b><u>20</u></b>	<b><u>12</u></b>	<b><u>19</u></b>	<b><u>51</u></b>

As part of construction of the ExpressLanes project, lighting enhancements are being explored at freeway under-crossings that are being widened for the Project and in areas adjacent to the Norwalk C Line station. These enhancements will improve safety and connectivity, particularly for active transportation.

### **Public Outreach**

Metro Construction Relations implemented a comprehensive outreach program to notify the public in advance of construction starting on Segment 1. The program will continue and will be implemented during the construction period of Segment 2 and Segment 3. The multi-channel outreach program will utilize, among other tools, social media, earned and paid media, electronic newsletters, briefings, and community meetings. Metro will work closely with partner agencies, including local cities, to notify the public. The outreach program will continue through all phases of the project. Project contact tools, information line, and e-mail are available to address inquiries about the outreach program. Metro's dedicated Construction Relations team will monitor these tools and coordinate accordingly.

Furthermore, the project's website, <https://www.metro.net/projects/i105-expresslanes/>, will contain information on the status of the project, closure information, including relevant fact sheets, detour maps, presentations and additional resources. Information regarding project related closures will be

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made available through social media outlets, including WAZE and Google maps. The information will be updated with detour information when closures begin.

### **DETERMINATION OF SAFETY IMPACT**

The Project is being planned and designed according to Caltrans Standard Specifications and Caltrans Standard Plans. Approval of the Phase 2 Supplement for Segment 2 and 3 will not have an adverse impact on safety.

### **FINANCIAL IMPACT**

The project has secured \$325 million in funding, with \$175 million from Measure M and a \$150 million grant from the State's Solutions for Congested Corridors Program. As noted earlier, the previously approved Segment 1 LOP budget is \$757,540,213. The requested LOP budget including Segments 2 and 3 is proposed to be \$1,465,466,981, using primarily toll-backed financing. The project's toll revenue is projected to exceed \$6.6 billion over the 40-year debt repayment period

#### **Impact to Budget**

The source of funds for the recommendation is a TIFIA and capital markets loan secured by future net toll revenues, which are not eligible for bus and rail operations.

The sources of funds for the construction budget are as listed in Attachment A.

### **EQUITY PLATFORM**

Along the I-105 corridor, 92% of census tracts within a three-mile radius are EFCs. That includes 75% of census tracts within Segment 1 and 65% of census tracts within Segment 2 and 3.

Staff completed equity assessments for Segment 1, 2 and 3 that identified potential projects that could be funded with future net toll revenue to benefit communities within a three-mile radius of the corridor. When completed, the project will provide significant mobility improvements particularly I the ExpressLanes, safety enhancements, and noise mitigation through new/taller soundwalls.

While FMJV made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction and a 19% DBE commitment on the Phase 2- Construction, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 27 Metro certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

The Project Labor Agreement/Construction Careers Policy (PLA/CCP) is also applicable on the Phase 2-Construction portion of this contract.



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## **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.

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.

This Board item is expected to increase VMT in LA County, as it includes an investment that may produce additional vehicle trips as a result of increasing the roadway capacity on currently congested portions of I-105. Although this item 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.

This project is exempt from CEQA VMT mitigation requirements.

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

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to travel less by increasing regional highway capacity and offering travelers on the corridor a new, faster, more reliable, and more convenient travel mode alternative.
- Goal 2: Deliver outstanding trip experiences for all transportation system users by improving trip times and travel speeds for ExpressLanes and general-purpose lanes.
- Goal 4: Transforming LA County through regional collaboration and national leadership by strengthening Metro's relationships with Caltrans, the Federal Highway Administration, Los Angeles County, local cities/jurisdictions, and other agencies.

## **ALTERNATIVES CONSIDERED**

One alternative is for the Board not to approve the recommended actions for the I-105 ExpressLanes CM/GC Project. However, staff does not recommend this alternative for several critical reasons.

First, failing to establish the LOP and Phase 2 Supplement for Segments 2 and 3 would significantly delay the Project's timeline. Such delays would jeopardize the \$150,000,000 in funding awarded under the SCCP, which is crucial for the Project's financial viability.

Second, choosing not to proceed with the CM/GC contract would forfeit the key benefits of early contractor involvement. This involvement is essential for managing costs and ensuring the timely implementation of toll collection infrastructure. Without it, the Project may experience delays in generating anticipated toll revenue and achieving the expected operational improvements.

### **NEXT STEPS**

Upon approval by the Board, staff will complete executing the Phase 2 Supplement of the contract modification and proceed with CM/GC construction for Segment 2 and 3 upon the approval of the design and certification of the Right-of-Way which is anticipated to be in Summer of 2026.

### **ATTACHMENTS**

Attachment A - Funding and Expenditure Plan

Attachment B - Procurement Summary

Attachment C - Contract Modification/Change Order Log

Attachment D - I-105 ExpressLanes Segments 2 and 3 Equity Assessment Prioritized List of Projects

Attachment E - I-105 ExpressLanes Segments 2 and 3 Equity Assessment Executive Summary

Attachment F - DEOD Summary

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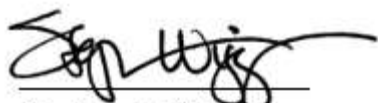
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**ATTACHMENT "A"**  
**EXPENDITURE and FUNDING PLAN**  
**I-105 Express Lanes Project (#475004) Cash Flow and Sources of Funds**

Uses of Funds		LOP Forecast By Fiscal Year								
Work Package	Current Approved Budget	Prior Fiscal Years	FY26	FY27	FY28	FY29	FY30	Total LOP Forecast	Additional Funding Needed	
PAED	\$ 6,423,025	\$ 5,761,421	\$ 330,802	\$ 330,802	\$ -	\$ -	\$ -	\$ 6,423,025	\$ -	
PS&E	\$ 103,230,989	\$ 67,605,070	\$ 28,558,397	\$ 3,367,521		\$ -	\$ -	\$ 99,530,988	\$ (3,700,001)	
ROW	\$ 18,660,000	\$ 558,118	\$ 13,344,151	\$ 3,381,429	\$ 2,770,714	\$ 2,160,000	\$ -	\$ 22,214,412	\$ 3,554,412	
Utilities	\$ 4,401,843	\$ 230,690	\$ 3,093,143	\$ 4,889,484	\$ 1,215,000	\$ 690,000	\$ -	\$ 10,118,317	\$ 5,716,474	
Agency Labor Cost	\$ 20,095,781	\$ 7,166,386	\$ 5,133,241	\$ 5,598,158	\$ 5,712,613	\$ 5,718,125	\$ 473,052	\$ 29,801,575	\$ 9,705,794	
Construction Capital	\$ 409,526,961	\$ 100,297,263	\$ 234,412,323	\$ 378,793,736	\$ 248,419,526	\$ 105,004,613	\$ -	\$ 1,066,927,461	\$ 657,400,500	
Support Services	\$ 91,060,466	\$ 27,727,871	\$ 25,197,082	\$ 32,208,100	\$ 27,145,639	\$ 22,650,616	\$ 1,248,466	\$ 136,177,774	\$ 45,117,308	
Contingency	\$ 104,141,151	\$ -	\$ 13,065,864	\$ 40,804,961	\$ 20,917,587	\$ 16,702,032	\$ 2,782,984	\$ 94,273,429	\$ (9,867,722)	
Total	\$ 757,540,216	\$ 209,346,819	\$ 323,135,004	\$ 469,374,191	\$ 306,181,080	\$ 152,925,386	\$ 4,504,502	\$ 1,465,466,981	\$ 707,926,765	

Source of Funds									
<b>Toll-backed Debt Obligations</b>	\$ 442,715,876	\$ -	\$ 222,972,532	\$ 464,039,141	\$ 306,181,080	\$ 152,925,386	\$ 4,504,502	\$ 1,150,622,641	\$ 707,906,765
<b>Local Revenue</b>	\$ 164,824,340	\$ 109,049,556	\$ 50,459,734	\$ 5,335,050	\$ -	\$ -	\$ -	\$ 164,844,340	\$ 20,000
<b>State Revenue Subtotal</b>	\$ 150,000,000	\$ 100,297,263	\$ 49,702,737	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000	\$ -
<b>TOTAL SOURCES</b>	<b>\$ 757,540,216</b>	<b>\$ 209,346,819</b>	<b>\$ 323,135,004</b>	<b>\$ 469,374,191</b>	<b>\$ 306,181,080</b>	<b>\$ 152,925,386</b>	<b>\$ 4,504,502</b>	<b>\$ 1,465,466,981</b>	<b>\$ 707,926,765</b>

## PROCUREMENT SUMMARY

**I-105 EXPRESSLANES CONSTRUCTION MANAGER-GENERAL  
CONTRACTOR/PS84667000**

1.	<b>Contract Number:</b> PS84667000			
2.	<b>Contractor:</b> Flatiron-Myers, a Joint Venture			
3.	<b>Mod. Work Description:</b> Phase 2 Supplement			
4.	<b>Contract Work Description:</b> Contractor Segment 2 and 3 Construction Contract			
5.	<b>The following data is current as of:</b> September 19, 2025			
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>	
	<b>Contract Awarded:</b>		<b>Contract Award Amount:</b>	\$7,997,461
	8/25/2022			
	<b>Notice to Proceed (NTP):</b>		<b>Total of Modifications Approved:</b>	\$389,126,962
	11/10/2022			
	<b>Original Complete Date:</b>		<b>Pending Modifications (including this action):</b>	\$635,000,000
	5/10/2025			
	<b>Current Est. Complete Date:</b>		<b>Current Contract Value (with this action):</b>	\$1,032,124,423
	12/31/2025			
7.	<b>Contract Administrator:</b> Victor Zepeda		<b>Telephone Number:</b> 213.922.1458	
8.	<b>Project Manager:</b> James Wei		<b>Telephone Number:</b> 213.922.7528	

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 6 that implements Segments 2 and 3 (Phase 2 Supplement) construction that implements the conversion of the I-105 Freeway (FWY) High Occupancy Vehicle (HOV) lanes to ExpressLanes. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On August 25, 2022, the Board approved an alternative delivery contract, Construction Management/General Construction (CM/GC), Contract No. PS84667000 (File #2022-0442) with Flatiron-Meyers, a Joint Venture. The initial contract award for pre-construction services (CM phase) was \$7,997,461 for a period of performance of 30 months. The GC phase of this contract is the conversion of the HOV lanes to ExpressLanes was initiated on October 31, 2024, with the Board Approval of Segment 1 (Identified Work Package 1) in the amount of \$389,126,962 (File #2024-0857).

(Refer to Attachment C – Contract Modification/Change Order Log)

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon two independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$698,439,216	\$575,441,665	\$635,000,000

**ATTACHMENT C****CONTRACT MODIFICATION/CHANGE ORDER LOG****I-105 EXPRESSLANES CONSTRUCTION MANAGER-GENERAL  
CONTRACTOR/PS84667000**

<b>Mod. no.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
<b>1</b>	<b>Replace Exhibit 13 (Schedule of Values)</b>	<b>Approved</b>	<b>5/31/23</b>	<b>\$0.00</b>
<b>2</b>	<b>Add Article 0 to Terms and Conditions to allow for e-sign.</b>	<b>Approved</b>	<b>3/8/24</b>	<b>\$0.00</b>
<b>3</b>	<b>Early Works Package 1</b>	<b>Approved</b>	<b>10/31/24</b>	<b>\$389,126,962</b>
<b>4</b>	<b>Clarifications, including to reflect changes in law and statutory citations.</b>	<b>Approved</b>	<b>6/4/2025</b>	<b>\$0.00</b>
<b>5</b>	<b>Approved for Construction (Mod 3 true-up)</b>	<b>Pending</b>	<b>Pending</b>	<b>\$tbd</b>
<b>6</b>	<b>Phase 2 Supplement</b>	<b>Pending</b>	<b>10/23/25</b>	<b>\$635,000,000</b>
	<b>Modification Total:</b>			<b>\$389,126,962</b>
	<b>Original Contract:</b>			<b>\$7,997,461</b>
	<b>Total:</b>			<b>\$1,032,124,423</b>

## I-105 ExpressLanes Segments 2 &amp; 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
1	Corridor Cities Active Transportation Improvements	Pedestrian and bike infrastructure improvements to improve connectivity, comfort, and safety in cities along I-105, including those identified in existing active transportation plans: Bellflower-Paramount Active Transportation Plan, Santa Fe Springs Active Transportation Plan, Artesia Active Transportation Plan.	Active Transportation	Complete Streets	Multi-Jurisdictional	Technical Team	High
3	Gateway Cities Complete Streets	Establish Complete Street Corridors on Florence Ave, Atlantic Ave, and Lakewood-Rosemead, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Active Transportation	Complete Streets	Multi-Jurisdictional	Gateway Cities COG	High
6	Metro A Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of A Line Stations in the I-105 corridor and enhance transfer/station experience. Fill in gaps in bike and pedestrian networks to improve access.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Existing Plan	High
7	Metro ATSP Regional Bikeways	Upgrade Class II and Class III bike facilities designated as ATSP Regional Bikeways to improve safety, comfort, and accessibility for cyclists.	Active Transportation	Bikeway	Multi-Jurisdictional	Existing Plan	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
8	Metro ATSP/LADOT Pedestrian District Improvements	Install pedestrian improvements in areas designated as Metro ATSP and LADOT Mobility Plan Pedestrian Districts. Upgrade crosswalks and curb ramps; add LPIs, traffic signals, RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Existing Plan	High
10	Metro C Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of C Line Stations in the I-105 corridor and enhance transfer/station experience. Fill in gaps in bike and pedestrian networks to improve access.	Active Transportation	First/Last Mile	Multi-Jurisdictional	CBO; Technical Team	High
12	Multimodal Mobility Hubs at Metro A, C, and J Line Stations	Improve multimodal connectivity and transportation options at Metro A, C, and J Line Stations.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Technical Team	High
13	Long Beach-East LA Corridor Complete Street and Multimodal Improvements	Pedestrian, bike, and bus improvements within the LB-ELA Corridor area. Recommended elements include lighting upgrades, ADA curb ramps, sidewalk improvements, bus stop improvements, high visibility crosswalks, improved signage, Pedestrian Activated Traffic Control Devices, Rapid Flashing Beacons, and Leading Pedestrian Intervals (LPIs) at traffic signals.	Active Transportation	Complete Streets	Multi-Jurisdictional	Existing Plan	High
16	Safe Routes to Schools	Add high vis crosswalks, pedestrian refuge islands, trees, curb extensions, LPIs near schools to improve safety.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	CBO; Technical Team	High



I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
17	Southeast Gateway Line FLM Improvements	Implement active transportation infrastructure improvements at stations along the Southeast Gateway Line, a regionally significant project, in the I-105 corridor.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Existing Plan	High
18	Universal Basic Mobility	Expand the pilot program (south of Florence Ave) focusing on Metro EFCs; passes for Lyft, Metro Micro, etc.	Active Transportation	Other	Multi-Jurisdictional	Existing Plan	High
19	Urban Greening, Public Space, and Beautification Projects	Increase access to green space and implement measures to reduce the urban heat island effect in census tracts with high heat vulnerability according to the California Heat Assessment Tool. Potential projects include provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	CBO; Technical Team	High
2	Freeway On-/Off-Ramp Pedestrian Improvements	Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with ped push buttons, and signage to improve pedestrian visibility at freeway exits and entrances within the assessment area.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
4	I-605 Corridor Complete Street and Multimodal Improvements	Pedestrian, bike, and bus improvements on Rosecrans Ave, Foster Road, Hoxie Ave, Imperial Hwy, Downey Norwalk Road, Firestone Blvd, Ceceila St, Studebaker Ave, and Florence Ave. Recommended elements include lighting upgrades, ADA curb ramps, sidewalk improvements, bus stop improvements, high visibility crosswalks, improved signage, Pedestrian Activated Traffic Control Devices, Rapid Flashing Beacons, and Leading Pedestrian Intervals (LPIs) at traffic signals; San Gabriel River Pedestrian/Equestrian Trail along the north side of the creek.	Active Transportation	Complete Streets	Multi-Jurisdictional	Existing Plan	Medium
11	Micromobility/Metro Micro Expansion	Implement e-bike and e-cargo bike rental program as an alternative to bike share and expand Metro Micro.	Active Transportation	VMT Reduction	Multi-Jurisdictional	CBO	Medium
14	Pedestrian/Equestrian Trails Along Flood Channels	Pedestrian/equestrian trail along flood channels such as the LA River, Rio Hondo, San Gabriel River, and Compton Creek.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
15	Safe Routes for Seniors	Implement safety and pedestrian access improvements near senior housing.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
20	Los Angeles County Bicycle Master Plan Projects	Bicycle infrastructure improvements in unincorporated communities.	Active Transportation	Bikeway	Multi-Jurisdictional	Existing Plan	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
5	LA County Dept of Public Health Pedestrian Improvement Plan Projects	Pedestrian infrastructure improvements in the unincorporated communities of Willowbrook/West Rancho Dominguez, Florence-Firestone, Westmont/West Athens, and East Rancho Dominguez. Recommended elements include ADA curb ramps, lighting upgrades, sidewalk improvements, high visibility crosswalks, shade trees, and traffic calming measures.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	LA County DPH	Medium
9	Metro Bikeshare Expansions	Install bikeshare docks near C and A line stations and areas with protected facilities and dedicated lanes.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ROADWAY

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
26	Intersection Safety Improvements	Implement measures to decrease collision rates at high accident intersections. Treatments include traffic signals, bulb outs, pedestrian refuge islands, LPIs, high visibility crosswalks, landscaping, and pavement markings.	Roadway/ITS	Safety	Multi-Jurisdictional	CBO	High
28	Multi-jurisdictional Signal Synchronization	Multi-jurisdictional Signal Synchronization	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	Technical Team	High
29	Network Communications Upgrades for ATSAC	Upgrade communications to the intersections within the City of Los Angeles for enhanced connections to ATSAC.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	LADOT	High
31	Regional Integration of Intelligent Transportation (RIITS) Program	Upgrade RIITS communication connection to local agencies adjacent to the I-105 corridor, implement a regional video distribution system for video sharing amongst the local agencies within the I-105 corridor, and upgrade ATSAC SPAT and Enhanced IEN XML Interfaces to support TMDD standards.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	Technical Team	High
22	Freeway Underpass Improvements	Reconnect neighborhoods separated by I-105, I-110, I-710, and I-605 with underpass improvements such as lighting, public art, and landscaping	Roadway/ITS	Pedestrian Improvements	Multi-Jurisdictional	CBO	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ROADWAY

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
51	Long Beach-East LA Corridor Roadway Improvements	Improvements to improve traffic flow, safety, efficiency, and overall effectiveness of arterials roads. Strategies include complete streets treatments, traffic calming measures, signal coordination, transportation systems management (TSM), intelligent transportation systems (ITS), and general roadway upgrades.	Roadway/ITS	Arterial Corridor Improvements	Multi-Jurisdictional	Existing Plan	High
21	Freeway Pedestrian Bridges	New pedestrian bridges crossing the I-105, I-110, I-710, and I-605 freeways	Roadway/ITS	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
23	I-105 Corridor Signal Performance Measures	Implement signal performance measures at intersections adjacent to the I-105 corridor	Roadway/ITS	TSM/ITS/Operational Improvements	Multi-Jurisdictional	Technical Team	Medium
24	LA County Fiber Optics and CCTV	Improve communications on roads within LA County DPW jurisdiction	Roadway/ITS	TSM/ITS/Operational Improvements	Unincorporated LA County	LA County DPW	Medium
25	LA County Traffic Signal Synchronization Program	Improve traffic flow on roads within LA County DPW jurisdiction and upgrade to MUTCD standards	Roadway/ITS	TSM/ITS/Operational Improvements	Unincorporated LA County	LA County DPW	Medium
30	County-owned Advanced Controller Upgrade	Upgrade approximately 22 controllers in unincorporated LA County	Roadway/ITS	TSM/ITS/Operational Improvements	Unincorporated LA County	LA County DPW	Medium
27	Minimization of Cut-through Traffic in Neighborhoods	Traffic calming measures to minimize cut-through traffic at select locations. Treatments include speed humps, diverters, roundabouts, chicanes, medians, and forced turn islands.	Roadway/ITS	Safety	Multi-Jurisdictional	Technical Team	Low

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
34	BRT Corridors	Funding for BRT on corridors within the project area including Atlantic, Broadway, Lakewood, and Vermont	Transit	BRT	Multi-Jurisdictional	Existing Plan	High
35	Bus Priority Corridors	Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Century Blvd, Firestone/Manchester Blvd	Transit	Bus Infrastructure	Multi-Jurisdictional	Existing Plan	High
36	Bus Stop Shelters/Amenities	Install bus shelters and other amenities at existing bus stops without shelters within the project area, prioritizing Equity Focus Communities	Transit	Bus Infrastructure	Multi-Jurisdictional	CBO; Technical Team	High
38	C Line Station Improvements	Add signage, sound enclosures, and lighting at Metro C Line stations and make improvements to increase rail frequency. Also includes various state of good repair projects at existing C Line stations within the project area including station facilities and grounds not including guideway improvements.	Transit	State of Good Repair	Multi-Jurisdictional	Existing Plan	High
41	LB-ELA Corridor Transit Priority Projects	Transit projects identified in the LB-ELA CMIP. Includes Metro A Line Quad Safety Gates at all A Line Crossings and Bus Corridor Program - 8 transit corridors for bus priority treatments to improve the transit speed and reliability of those corridors. Potential corridors within Segments 2 and 3 include Atlantic, Florence, Long Beach Blvd, and Firestone.	Transit	Bus Service	Multi-Jurisdictional	Existing Plan	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
45	Metro Bus and Rail Safety and Security Improvements	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, increased lighting, improved lines of sight, improved incident response, and additional Transit Ambassadors, security officers, and/or plainclothes staff	Transit	Safety	Multi-Jurisdictional	CBO	High
46	Metro Bus Electrification	Electrification of Metro buses	Transit	Zero-Emissions	Multi-Jurisdictional	Existing Plan	High
48	Southeast Gateway Line Transit Corridor	Funding for Southeast Gateway Line	Transit	Rail	Multi-Jurisdictional	Existing Plan	High
49	Zero-Emission Bus Infrastructure and Charging	Install electric bus fast-charging stations for Metro, Long Beach Transit, Norwalk Transit, and other bus operators in the assessment	Transit	Zero-Emissions	Multi-Jurisdictional	Technical Team	High
37	C Line Extension to Norwalk/Santa Fe Springs Metrolink Station	Extends the C Line 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	Transit	Rail	Multi-Jurisdictional	Existing Plan	Medium
39	Transit Management Operations Center Enhancements	Project improvements at Metro transit management operations centers. Includes beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths.	Transit	Other	Multi-Jurisdictional	Existing Plan	Medium
43	Metro Bus Service Frequency Improvements	Increase bus frequency on Rosecrans Ave for line 125, on Willowbrook for line 202, on Wilmington for line 205, and on California Ave and State St for line 251.	Transit	Bus Service	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
44	Local and Municipal Bus Service Frequency Improvements	Increase bus frequency for high priority bus routes provided by local and municipal transit agencies.	Transit	Bus Service	Multi-Jurisdictional	Technical Team	Medium
47	Metrolink Norwalk/Santa Fe Springs Station Improvements	Improve station amenities to better serve Metrolink riders	Transit	Other	Norwalk	Existing Plan	Medium
50	Norwalk Transit Center Improvements	Improvements to expand bus capacity at the Norwalk Transit Center as identified in the Norwalk RNI Study. Includes new bus layover/recovery spaces, EV bus charging, improved bus circulation, restroom for operators, customer amenities, signage, wayfinding, pedestrian/cyclist circulation, pick-up/drop-off areas, upgraded ADA parking, FLM access, and lighting at bus platforms.	Transit	Other	Norwalk	Existing Plan	Medium
32	Access Services Cutaway Paratransit Vehicle Electrification	Replace cutaway paratransit buses with zero-emissions vehicles	Transit	Zero-Emissions	Multi-Jurisdictional	Existing Plan	Medium
33	Access Services Minivan and Van Paratransit Vehicle Replacement	Replace minivan and vans with conventional powertrains to improve vehicle and service reliability	Transit	Senior & Disabled Transportation Services	Multi-Jurisdictional	Existing Plan	Medium
40	EV Charging Stations at C Line Stations	Repair existing EV charging stations and install 100 new Level-2 EV charging stations across C Line park-and-ride facilities within the project area	Transit	Zero-Emissions	Multi-Jurisdictional	Technical Team	Low
42	Quad Safety Gates at Railroad Crossings	Install Quad Safety Gates at priority railroad crossings based on collision data for safety and increased speed/safety zones	Transit	Rail	Multi-Jurisdictional	Existing Plan	Low



# I-105 ExpressLanes Equity Assessment Final Report - Executive Summary

**TASK 6 – FINAL REPORT | SEPTEMBER 2025**



**Metro**

# Executive Summary

## Introduction

Metro is planning to ease traffic on Interstate (I)-105 by converting the existing high-occupancy vehicle (HOV) lane into an ExpressLane and constructing a second ExpressLane, resulting in two ExpressLanes in each direction. The goal of the I-105 ExpressLanes Project is to improve traffic flow, trip reliability, and travel times on I-105. The project will be implemented in three segments between I-405 and Studebaker Road. Once operational, the net toll revenue generated by the I-105 ExpressLanes will be reinvested into projects that improve mobility within a 3-mile radius of the ExpressLanes to benefit communities in the freeway corridor. To guide the equitable investment of future net toll revenue, Metro is leveraging the foundational work from Segment 1 of the I-105 ExpressLanes to identify projects that will improve mobility, accessibility, connectivity, and equity for communities in the Segments 2 and 3 area and for all I-105 ExpressLanes users.

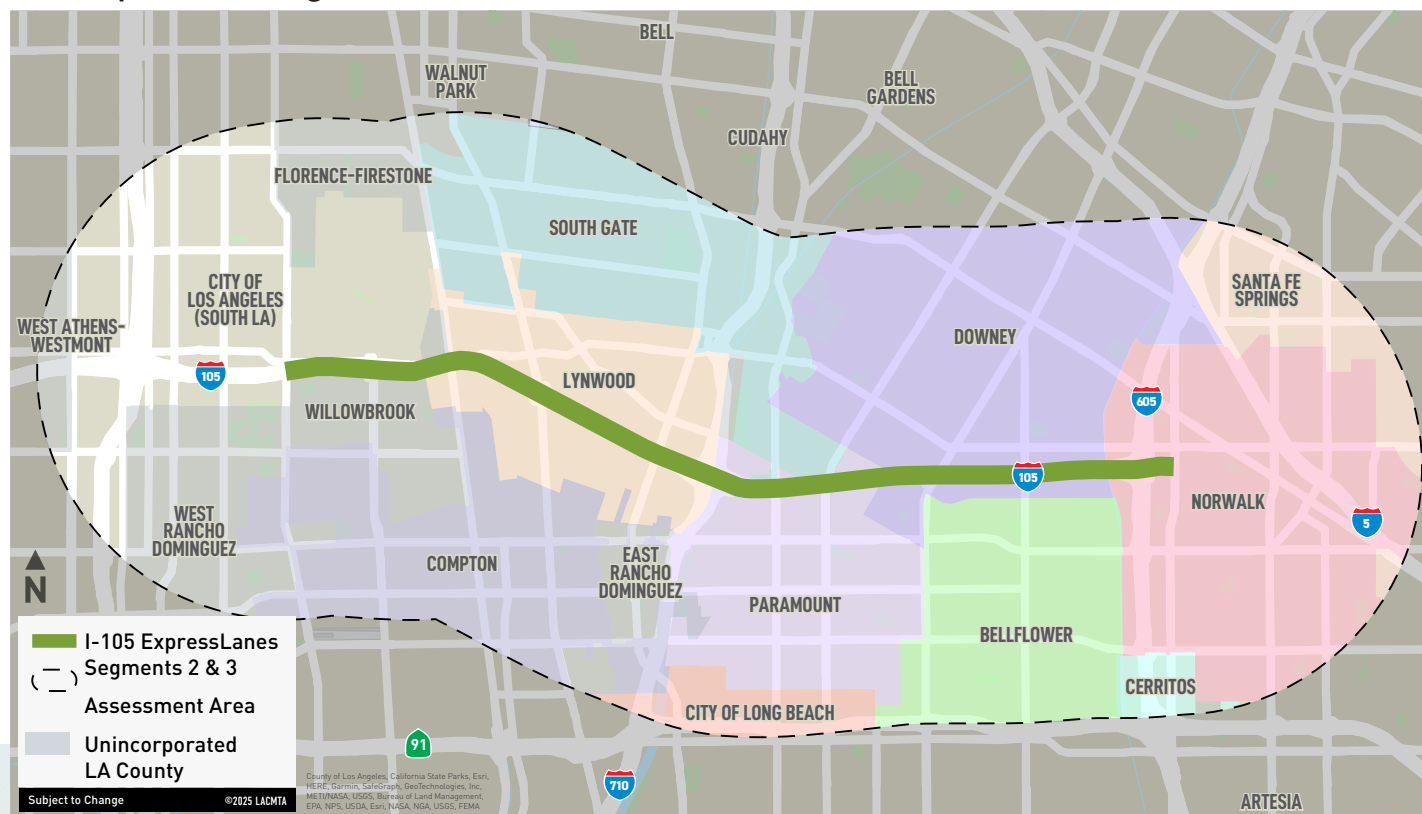
This I-105 ExpressLanes Segments 2 and 3 Equity Assessment (Assessment) identifies and prioritizes equity and mobility improvements in Segments 2 and 3 in the area three miles around I-105 between Central Avenue and Studebaker Road (the Assessment Area) as shown in Figure ES-1. As part of the process to identify potential mobility improvement projects, Metro facilitated a community participation process for obtaining feedback, incorporated input from stakeholders and CBO partners, and evaluated equity, demographics, transportation data, existing conditions, and previous studies/plans.





Figure ES-1

## I-105 ExpressLanes Segments 2 and 3 Assessment Area



# Equity

To improve access and opportunity for all, infrastructure, programs, and service investments must be focused toward those with the greatest mobility needs. This I-105 ExpressLanes Segments 2 and 3 Equity Assessment provides valuable information that can guide the use of net toll revenue from the future ExpressLanes as a catalyst to positively affect the I-105 corridor communities, with particular focus on Equity Focus Communities.

Metro has been at the forefront of leading equitable transportation planning with the development and/or Board adoption of the following:

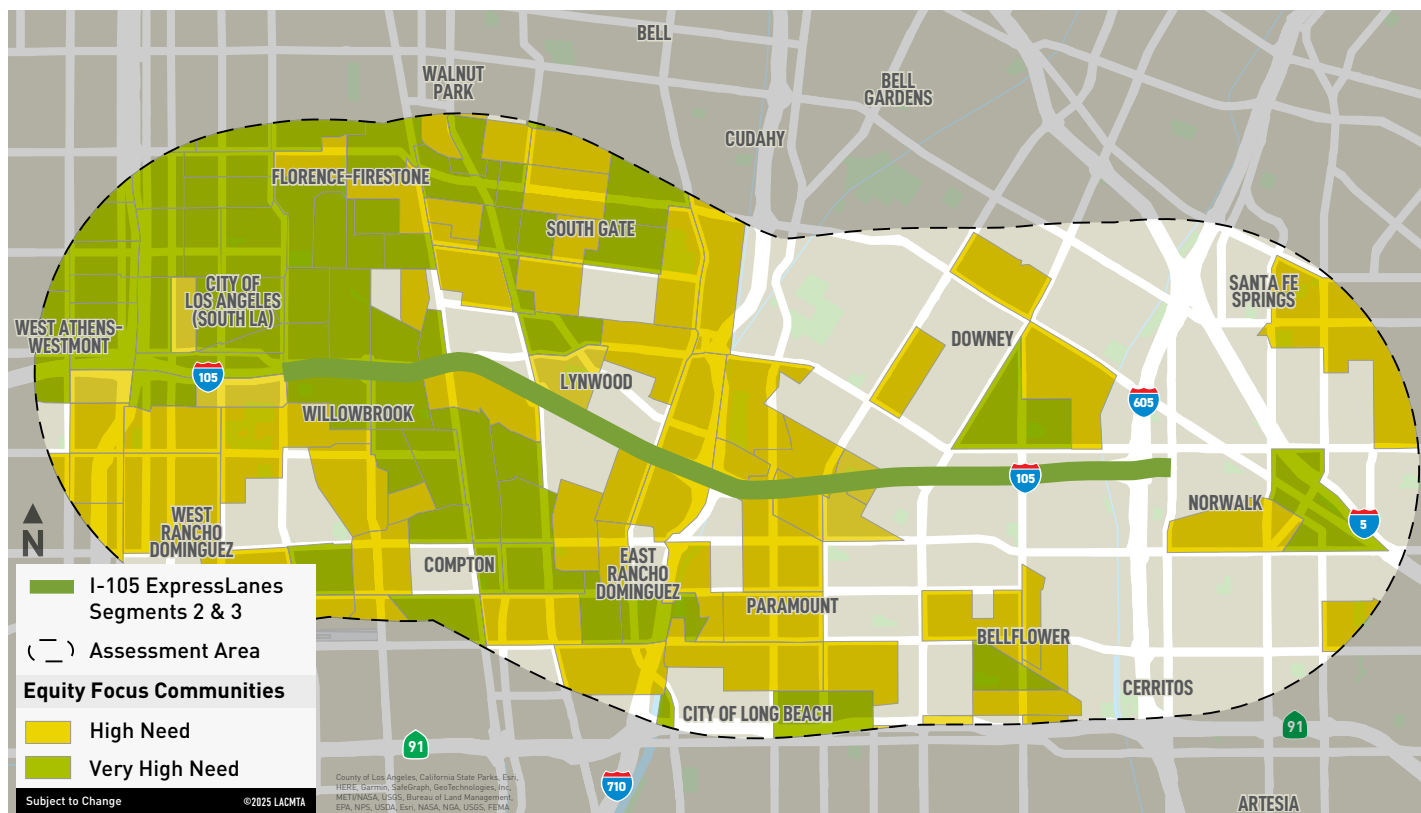
- > **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

- > **Equity Focus Communities (EFCs):** An analysis that maps where transportation needs are greatest by assessing low-income households, populations of people of color, and households with no access to a car. Figure ES-2 shows the EFCs within the Assessment Area.

Several of Metro's equity tools have been incorporated into the equity assessment through the goals and evaluation criteria for projects that could be funded with future net toll revenue. These projects are a part of Metro's efforts to achieve a multidimensional, multimodal strategy for improving mobility and equity while fostering social equity, economic vitality, environmental sustainability, improved public health, and access to opportunities.

Figure ES-2

## Equity Focus Communities



## Existing Conditions

To better understand the Assessment Area and its population, an existing conditions assessment focused on demographics, socioeconomics, as well as environmental and transportation data was conducted. The analysis identified transportation patterns and disparities in EFCs within the Assessment Area.

The findings reveal communities that are primarily economically disadvantaged, composed of people of color, and have unemployment rates higher than the county average. Households within the Assessment Area have high living costs, with nearly half being housing burdened (spending 30% or more of their household income on housing). With roughly 13% of the population lacking a household vehicle, safe first/last mile connections are crucial, especially considering the disproportionate concentration of high-injury network corridors in the area. High-injury network corridors consist of roadway segments that account for a disproportionate share of fatal and serious injuries in the region (shown on Figure ES-3). The findings were critical for developing the vision statement, project list, evaluation criteria, and recommendations.

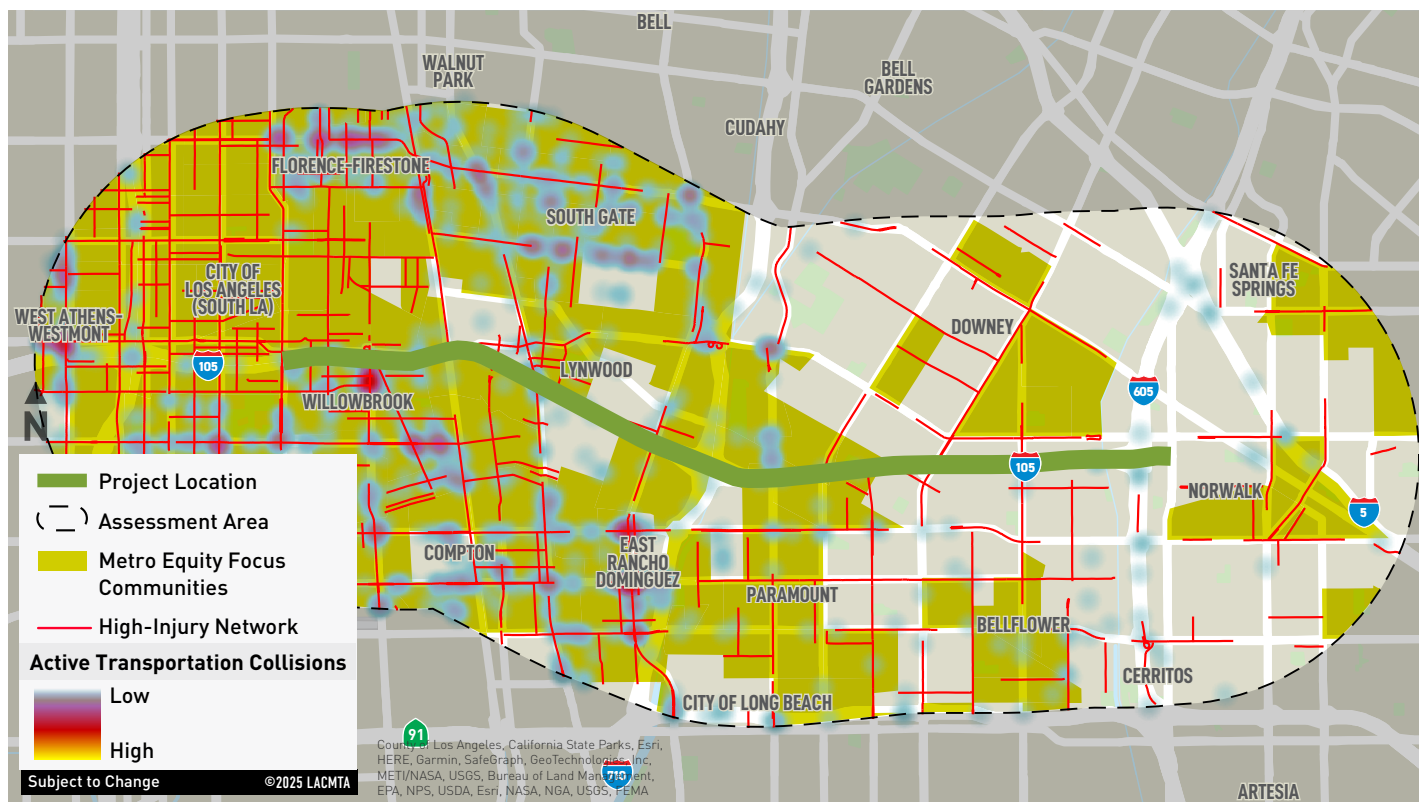
Using an equity lens to assess existing conditions, the project team calculated disparity ratios to identify inequities between two populations—specifically, the EFC population within the Assessment Area and the broader Los Angeles County population. The analysis below highlights some of the most significant disparities observed between the EFC and the rest of Los Angeles County. A disparity ratio score of 1.5 and above is considered high.

### EXISTING CONDITIONS DATA REVEAL HIGH DISPARITY RATIOS

<b>2.0</b>	<b>CALENVIROSCREEN</b>
<b>2.1</b>	<b>HIGH INJURY NETWORK</b>
<b>2.2</b>	<b>AREAS OF PERSISTENT POVERTY</b>

Figure ES-3

### High Injury Network and Collisions Heat Map



Source: Southern California Association of Governments and University of California, Berkeley



# Community Engagement

Community-driven conversations are essential, but engagement efforts must ensure that community members feel heard and respected. A successful outcome for this Assessment required a commitment to authentic listening and learning, as well as meaningful community outreach and engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the processes, community input has been integral, receiving project information and providing feedback through various avenues such as attending public meetings, providing comments, contributing to surveys, and engaging in community meetings and events via partnerships with various local community-based, faith-based, and community development-based organizations.

Metro engaged 21 community-based organizations (CBOs) that represent the communities in the Assessment Area to participate in monthly roundtable meetings. In these meetings, our CBO partners provided input on the Assessment’s goals, evaluation criteria, and projects. Our partners also shared project information with other community stakeholders through their resources. The CBO

roundtable partners also participated in walk, bike, and transit audits. Concurrently, Metro participated in multiple pop-up events that engaged nearly 270 people and conducted a travel survey that engaged just over 1,000 people within the Assessment Area.



# Methodology for Identifying and Evaluating Projects

Using an equity lens and input from CBOs, Metro undertook a comprehensive and robust process to identify and evaluate these potential projects. This Equity Assessment consisted of a multistep technical process that identified the list of projects, goals, project identification criteria, and scoring to recommend the most valuable and equitable projects for future net toll revenue funding.

Projects were identified by reviewing existing studies, such as the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). In addition, projects were identified through field visits and a mobility audit. Finally, the project team sought input from local jurisdictions on their projects and plans. The projects were then scored using four goals and 14 evaluation criteria metrics, presented in Table 1.

Each project was evaluated against the criteria listed in Table ES-1 and assigned a score ranging from 1 to 5, with 5 representing the best outcome or highest benefits. In cases where quantitative data was not available for a particular evaluation criterion, the scores are a qualitative assessment based on the project team's professional judgement.

In addition, each of the five goals were weighted based on Metro and CBO input. This process resulted in the following weights – Connect People and Places, 30%; Prioritize Equity, 26%; Create Community Value, 24%; and Conserve Resources, 20%.

Projects were scored as high, medium, and low and grouped into three categories consistent with the existing I-10/I-110 Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program funding opportunities— active transportation, transit, and roadway improvements.

**Table ES-1. Goals and Evaluation Criteria**

GOAL	EVALUATION CRITERIA
1. Connect People and Places	1.1 Improve and encourage transit, walking, and biking/rolling 1.2 Improve transportation access and connectivity 1.3 Reduce congestion by increasing people throughput 1.4 Make all modes of travel safer
2. Create Community Value	2.1 Provide access for economic opportunities 2.2 Align with community input, including local plans and policies 2.3 Enhance the quality of life (e.g., safety and security, no displacement) 2.4 Adopt innovative technology, practice, or strategy
3. Conserve Resources	3.1 Foster local and regional environmental quality 3.2 Reduce GHG emissions 3.3 Leverage matching funds
4. Prioritize Equity Focus Communities	4.1 Minimize disruption during construction 4.2 Provide long-term benefits to EFCs

# Prioritized Project List and Recommended Actions

The evaluation and prioritization process resulted in prioritized project lists recommended for potential consideration when the net toll revenue funding from the I-105 ExpressLanes becomes available. Of the 51 projects identified, approximately 53% of the projects are prioritized as high, 41% are medium, and 6% are low. The characteristics of high-scoring projects include Assessment Area-wide or corridor projects, projects within high EFC populations, projects near Metro rail/bus rapid transit stations to promote multimodal transportation, and projects focused on sustainable mobility options. Figure ES-4 provides a breakdown of the numbers and percentages of each tier by mode. Since many of the projects on the list are in city or county right-of-way and net toll grants are awarded on a competitive basis, Metro can only grant funding if the local jurisdictions apply to Metro for funding. The detailed project list can be found in Appendix B.

The priority lists of potential active transportation, roadway, and transit projects serve as a living plan and represent current priorities. Priorities and projects may evolve once

the I-105 ExpressLanes are operational and generating Net Toll Revenue. Projects submitted for the future Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program will ultimately be up to local agencies.

In addition to the project list, it is recommended that Metro undertake the following actions to support this Equity Assessment as the I-105 ExpressLanes project is implemented:

- > Incorporate lighting improvements at undercrossings that will be widened as part of Segments 2 and 3;
- > Modify Metro's existing I-10/I-110 Net Toll Revenue Reinvestment Grant Guidelines to award points to projects recommended as high or medium in Equity Assessments
- > Advance the project development of prioritized projects
- > Monitor and report on key equity metrics of projects funded through the Net Toll Revenue program
- > Continue to engage the community and CBOs along I-105

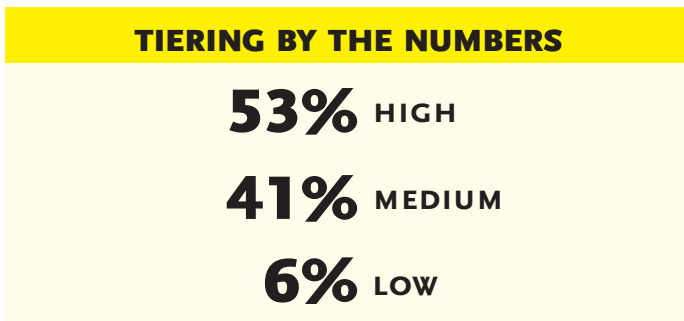
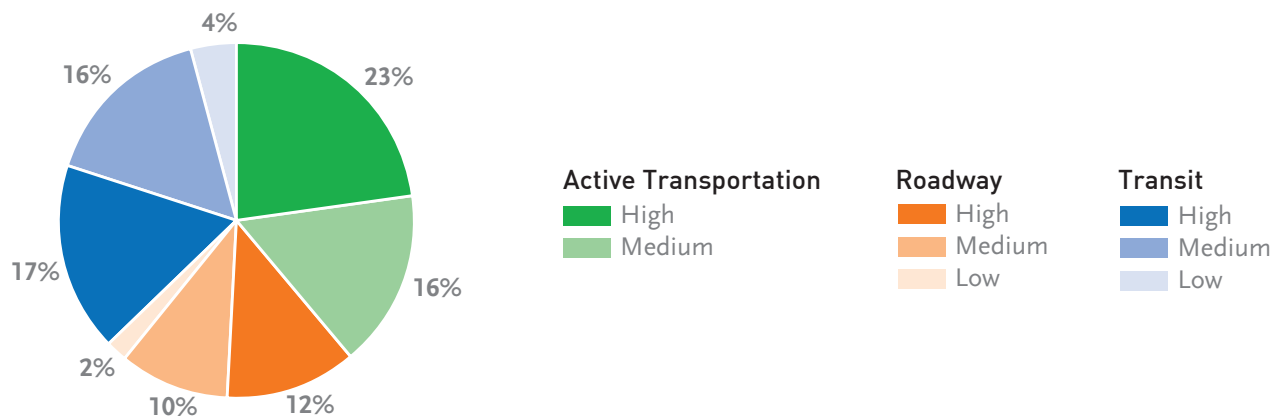
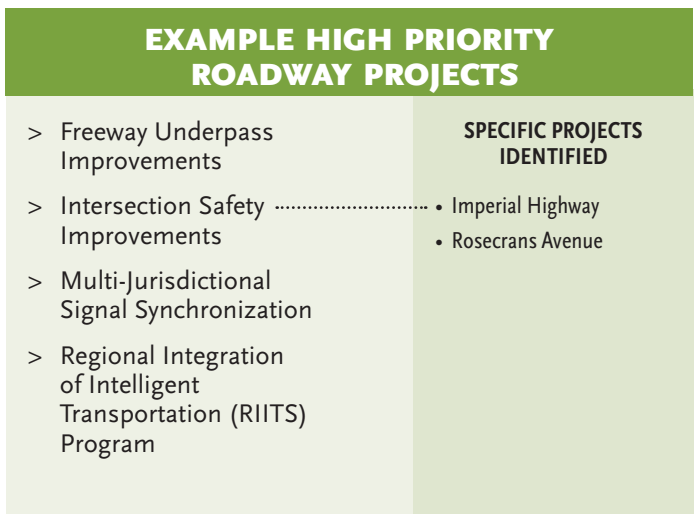
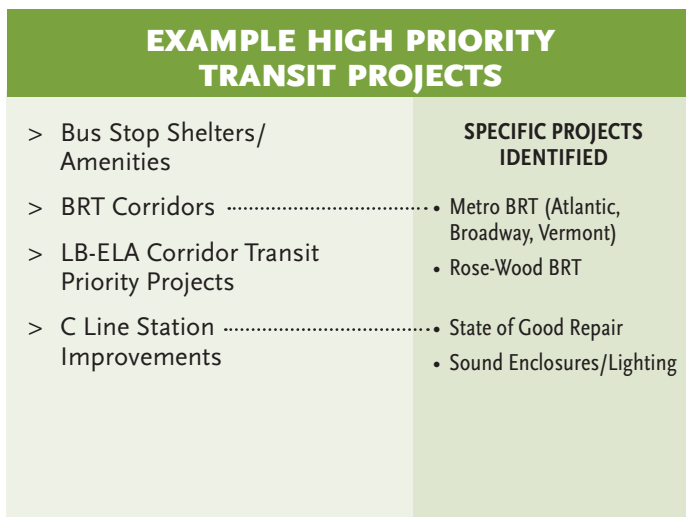
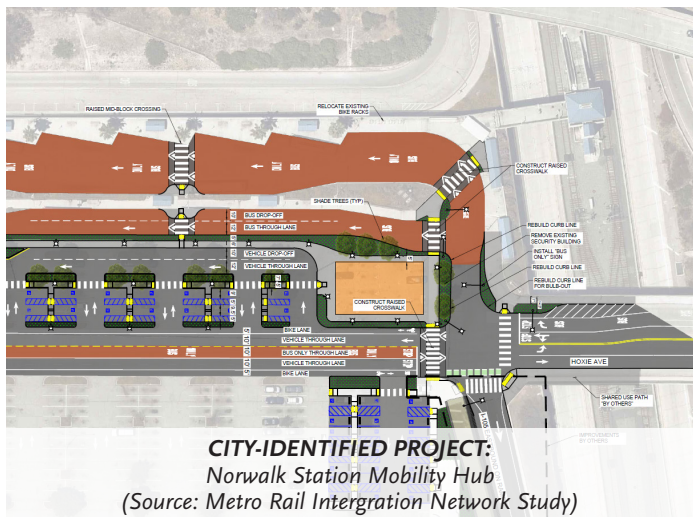


Figure ES-4

## Breakdown of Projects by Mode and Tier







## DEOD SUMMARY

### I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT)/PS84667000

#### **A. Small Business Participation**

Flatiron-Myers JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 – Pre-Construction Services and a 19% DBE goal on the Phase 2 – Construction. However, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. While the DBE commitments are not a factor in this recommended action, there are 27 Metro certified small businesses participating in this contract.

#### **B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

#### **C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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).

#### **D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is applicable on Phase 2- Construction portion of this contract to include all Early Work Packages that have contract value more than 2.5 million and above.

The PLA/CCP requires that the Prime Contractor commit to meet the applicable Targeted Hiring Requirements.

Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**E. 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.

# 105 ExpressLanes



## RECOMMENDATION:

- A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of \$757,540,216 by \$707,926,765 for a total Life-of-Project Budget of \$1,465,466,981
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP



# 105 ExpressLanes



## Project Design and Construction Board Actions:

- On August 25, 2022, a Preconstruction Budget of \$119,391,538 was approved for finalizing the design for Segment 1 and to make significant progress on the design of Segment 2 and 3, leveraging the partnership between the designer and the Construction Manager/General Contractor (CM/GC)
- On October 31, 2024, a LOP budget of \$757,540,216 was approved to start Segment 1 construction between Sepulveda Blvd. to Central Avenue.

# 105 ExpressLanes



Source of Funds	Seg 1 LOP Budget	Seg 2 & 3 - Phase 2 Supplement	Total LOP Budget
Toll Backed Debt Obligations	\$ 442,715,876	\$ 707,906,765	\$ 1,150,622,641
Local Rev - Measure M	\$ 164,824,340	\$ 20,000	\$ 164,844,340
State Revenue	\$ 150,000,000	\$ 0	\$ 150,000,000
<b>Total</b>	<b>\$ 757,540,216</b>	<b>\$ 707,926,765</b>	<b>\$ 1,465,466,981</b>

Above table shows Total LOP Budget for I-105 Express Lanes Project 475004. RTCS Project 275004 LOP is \$44,254,826.  
Total combined LOP Budget for entire project is \$1.509B

# 105 ExpressLanes

## Equity Assessment and Construction Outreach

- Segment 2/3 Equity Assessment
  - Held monthly CBO roundtables and engaged the public through surveys, pop-up events, and four community meetings
  - Identified a prioritized list of 51 projects that could be funded with future net toll revenue.
    - Projects are within three miles of I-105 and organized by mode – active transportation, roadway, and transit
- Construction Outreach
  - Outreach will begin in advance of starting construction and continue throughout construction
  - Outreach methods will include the project website, social media, earned and paid media, electronic newsletters, project hotline, and email for inquiries

# 105 ExpressLanes



## NEXT STEPS

- Execute Phase 2 Supplement of the CM/GC Contract
- Continue to work with Build America Bureau on TIFIA loan; financial close targeted for early 2026
- Acquire permits and start Segment 2 and 3 Construction





## Board Report

**File #:** 2025-0808, **File Type:** Informational Report

**Agenda Number:** 18.

### CONSTRUCTION COMMITTEE OCTOBER 15, 2025

**SUBJECT: LINK UNION STATION PROJECT CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS)**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of \$13,796,413 for the two (2) year base term, and \$49,634,124 for the four, one-year option terms, for a total combined not-to-exceed amount of \$63,430,537, subject to the resolution of all properly submitted protest(s), if any.

#### **ISSUE**

Construction Management Support Services (CMSS) are needed during the delivery of the Link US project to support final design, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction, early work construction, main construction, administration of construction contracts, and contract close out. The CMSS consultant will provide Metro with flexibility to adjust the necessary resources with staff augmentation on an as-needed basis to deliver the Link US Project safely, on time, and within budget.

The two-year base term will occur during the Preconstruction Phase and the Early Work Phase. The first year of the contract will occur during the Preconstruction Phase utilizing the existing Preconstruction Budget. Prior to any Early Work by the CM/GC Contractor and the CMSS consultant, the project team will seek an increase in the Preconstruction Budget which will be informed by the final environmental document as well as the advancement of the design with the benefit of the contractor feedback using the collaborative delivery model. Future work will be funded through the annual budget process. This approach will result in more accurate budgeting for each year, while providing better control over consultant services costs.

#### **BACKGROUND**

The Link US Project will transform how the commuter and intercity rail operates in Southern California with new run-through capability at Los Angeles Union Station (LAUS) by providing one-seat

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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 Link US Project is planned to be implemented in two phases:

1. Phase A - 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.
2. Phase B - Includes 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 Link US Project Phase A will be delivered utilizing the Construction Manager/General Contractor (CM/GC) project delivery approach that was previously approved by the Board on December 5, 2019. After the Board awarded a CM/GC contract to Flatiron Dragados LLC on April 16, 2025, a Notice to Proceed (NTP) to commence Phase 1 Preconstruction Services was issued on July 1, 2025.

### CEQA & NEPA

The Link US Project completed California Environmental Quality Act (CEQA) environmental clearance in July 2019, and a CEQA amendment was approved in October 2021. Furthermore, the Link US Project is in the process of completing the National Environmental Policy Act (NEPA) environmental clearance with an updated forecast Fall 2025, with CHSRA as the NEPA Lead Agency, and is seeking a supplemental CEQA environmental clearance in Fall 2025.

### Preconstruction Budget

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 of the Link US Phase A Project consisting of remaining planning, environmental, preliminary engineering, final design, all third-party work, early demolition work, real estate acquisitions, and all associated soft costs.

## **DISCUSSION**

On November 27, 2024, Metro issued a Request for Proposal (RFP) for a CMSS consultant to support the delivery of the Link US Project. The primary role of the CMSS consultant is to provide highly skilled and qualified individuals to assist and support Metro in the management and administration of Link US construction project under direction of Program Management staff as part of a fully integrated construction project team. CMSS staff have specialized technical and administrative expertise to assist with and support project delivery and implementation and to execute the required project reporting and control procedures established by Metro. In the

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performance of the contract, CMSS staff must adhere to and comply with all Metro policies and procedures, ensuring that the construction of projects is completed with a high level of quality and safety.

The CMSS contract is a cost reimbursable fixed fee contract, so consultant services will be performed using Annual Work Plans (AWP). Each AWP will include negotiated direct labor rates, indirect cost rates, general and administrative expenses, if any, a fixed fee, and negotiated hours for the level of effort to match the work for each phase, and within the board authorized Preconstruction Budget or Life of Project Budget (LOP).

The preconstruction phase services will include assistance with program management, contract management, constructability reviews, pricing, negotiating, risk management, quality management, and early works inspection. The construction phase services, including any Early Work, will include construction management support services and inspection. The overall contract is expected to have a value not-to-exceed \$63,430,537 and a duration of up to six years for all services required to construct the Link US project, including CMGC Preconstruction, Construction, Testing and Commissioning, and Contract Closeout.

Metro will ensure that strict controls are in place prior to approving each AWP to closely monitor the CMSS consultant's budget and AWP schedules. No funds will be obligated until the AWP is confirmed to be within the Board approved funding for the contract.

### **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 (HSR), Caltrans, and City of Los Angeles standards, as well as state and federal requirements. The recommended Board action will have no detrimental safety impact.

### **FINANCIAL IMPACT**

The first year of the CMSS Contract to support the Preconstruction Phase by the CM/GC is fully funded as part of the \$297.818 Million previously approved Preconstruction Budget. Prior to entering the Early Works Phase the project team will seek an increase to the Preconstruction Budget. Prior to entering the Construction Phase, the project team will establish the Life of Project Budget for Board approval. Since this is a multi-year contract, the Chief Program Management Officer and Project Manager will be responsible for budgeting in the future years.

#### **Impact to Budget**

The source of funds for the Preconstruction Budget are summarized below and are not eligible to be used for Metro bus/rail operating or capital budget expenses.

**Committed Funding and Approved Preconstruction Budget**

<b>Funding Source</b>	<b>Amount (\$ in millions)</b>	<b>Preconstruction Budget - Approved in <u>May 2022</u> (\$ in Millions)</b>
State Proposition 1A/High Speed Rail Bonds	\$423.3	-
State Transit Intercity Rail Capital Program (TIRCP)	\$337.6	\$227.42
State Transportation Improvement Program (STIP)	\$60.8	-
Metro Measure R 3%	\$51.7	\$51.67
Other Metro Local funds	\$13.3	-
SCRRA JPA Contribution (Non-Metro)	\$40.0	-
Other HSR Funds	\$18.7	\$18.73
LOSSAN/Amtrak	\$5.0	-
<b>Total</b>	<b>\$950.4</b>	<b>\$297.82</b>

Metro is currently estimating the total cost of the project to be \$1,597 Million with a completion date of September 15, 2031, pending final pricing by the CM/GC Contractor during the Preconstruction Phase.

In Fall 2024, Metro submitted an application to the Federal Railroad Administration (FRA) requesting an award from the Federal-State Partnership (FSP) for Intercity Passenger Rail Grant Program and to the California Transportation Commission (CTC) requesting a grant from the Solutions for Congested Corridors Program (SCCP). The FRA did not announce projects selected for a grant award from the FSP Program. The CTC did not select the project for a grant award from the SCC Program.

Staff will continue to explore federal and state funding opportunities, including from the FSP Program and California's Cap and Invest Program, to address the project's estimated funding gap of about \$650 M. Staff will also work with Caltrans in its initiative to develop a framework for Metro and other County Transportation Commissions in the SCAG region to consider for addressing the project's funding gap, including financing.

**EQUITY PLATFORM**

The Link US 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 externalities from existing and future increases in train operations, and proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

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 Link US Project will also result in reduced train and idling times-

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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 Link US 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. The recommended CMSS firm met or exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment.

While the Consultant made a DBE commitment, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 9 certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local 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.

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 have 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.

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## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Link US 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 also 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.

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 approval to award the contract. This is not recommended since that would lead to project delays and corresponding cost increases. Any delay would postpone platform improvements, affecting major events in and around Los Angeles. It would also disrupt timelines and cost estimates in future grant applications and existing funding agreements with the CHSRA and the California State Transportation Agency for Proposition 1A and Transit and Intercity Rail Capital Program (TIRCP) funds. A delay would also directly delay the submittal of grant applications and decrease the opportunity for the project to be selected for awards due to the larger project cost and funding gap that can be reasonably expected for the grant programs to address.

## **NEXT STEPS**

Upon Board approval, staff will execute Contract No. AE127279MC084 to support the Link US Project preconstruction phase of the project.

The Project anticipates returning to the Board for a Supplemental CEQA Record of Decision in the Fall of 2025. The NEPA Record of Decision will be presented to the California High Speed Rail Authority, the delegated authority from the FRA, for certification in Fall 2025.

After completion of design for an Early Work Package, as well as the successful negotiation with the CM/GC Contractor, staff intends to return to the Board to request an increase to the Preconstruction Budget and execute a Modification to the CM/GC Contract for Early Works Construction in Winter or Spring 2026.

After completion of the remaining design and successful negotiation with the CM/GC Contractor, staff will return to the Board for approval of the Life of Project Budget and award of the remaining Phase 2 Construction Work in Fall 2026.

**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

Alice Hsu, Deputy Executive Officer, Regional Rail, (213) 418-3113

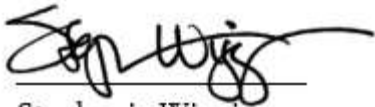
Scott McConnell, Executive Officer, Regional Rail, (213) 922-4980

Michael McKenna, Deputy Chief Program Management Officer,  
(213) 922-4239

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer  
(213) 922-4471

Reviewed by:

Tim 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

## PROCUREMENT SUMMARY

**LINK UNION STATION CONSTRUCTION MANAGEMENT SUPPORT SERVICES  
(CMSS) / AE127279MC084**

1.	<b>Contract Number: AE127279MC084</b>	
2.	<b>Recommended Vendor:</b> T.Y. Lin International, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> November 27, 2024	
	<b>B. Advertised/Publicized</b> November 23, 2024	
	<b>C. Pre-Proposal Conference:</b> December 11, 2024	
	<b>D. Proposals Due:</b> February 7, 2025	
	<b>E. Pre-Qualification Completed:</b> April 16, 2025	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> February 7, 2025	
	<b>G. Protest Period End Date:</b> October 21, 2025	
5.	<b>Solicitations Downloaded:</b> 195	<b>Bids/Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> Kenneth Stewart	<b>Telephone Number:</b> 213-925-9377
7.	<b>Project Manager:</b> Scott McConnell	<b>Telephone Number:</b> 213-922-4980

**A. Procurement Background**

This Board Action is to approve the award of Contract No. AE127279MC084 to provide Construction Management Support Services (CMSS) for the Link Union Station CM/GC- Phase A Project. Board approval of contract award is subject to resolution of any properly submitted protest(s), if any.

The CMSS consultant will support Metro in the construction management and administration of the Link Union Station CM/GC- Phase A Project ensuring that it is completed in compliance with contract requirements and government regulations.

The Request for Proposals (RFP) was issued on November 27, 2024, and is an Architecture and Engineer (A&E), qualifications-based procurement performed in accordance with Metro Acquisition Policy and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a Cost-Plus Fixed Fee (CPFF) for a base term of two (2) years, plus four (4), one-year options.

The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 25%, with 3% designated for Micro Business (MB), a Disabled Veteran Business Enterprise (DVBE) goal of 3% and a Disadvantaged Business Enterprise (DBE) goal of 10%.



A virtual pre-proposal conference was held on December 11, 2024, and was attended by 78 participants from various firms. There were 25 questions received for this RFP and responses were provided prior to the proposal due date. There were 195 downloads recorded for the RFP that were included on the planholders' list.

One (1) Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, was issued on January 14, 2025, to extend the Proposal Due Date to February 7, 2025, revise the estimated Contract value range, update the Critical Dates table, correct a title in the Table of Contents, and revise an RFP numbering on a section heading.

Three (3) proposals were received on February 7, 2025 from the firms listed below in alphabetical order:

1. Anser Advisory Management, LLC
2. Jacobs Project Management Co.
3. T.Y. Lin International, Inc.

## **B. Evaluation of Proposals**

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Alternative Delivery/Construction, Regional Rail, and Countywide Planning and Development 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:

- |  |            |
|--|------------|
| • Experience and Capabilities of Firms on the Team | 33 percent |
| • Experience and Capabilities of the Key Personnel | 28 percent |
| • Project Understanding and Approach               | 39 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weighting, giving the greatest importance to Project Understanding and Approach.

This is an A&E, qualifications-based procurement; therefore, price could not be used as an evaluation factor pursuant to state and federal law.

All three proposals were determined to be responsive and within the competitive range. On August 14 and 15, 2025, the Proposers made oral presentations to the PET. The Proposers' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each Proposer's presentation addressed the requirements of the RFP,

experience with all aspects of the required services, and stressed each Proposer's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each Proposer was asked questions relative to each firm's proposed alternatives and previous experience.

Sealed cost proposals were received from the three (3) proposers at the time of Oral Presentations.

### **Qualifications Summary of Recommended Consultant:**

T.Y. Lin International, Inc. presented a very strong project management team with alternative construction delivery, CM/GC contracting, cost control, and price negotiation experience. They demonstrated particularly strong stakeholder, third party, risk reduction, quality, safety, and contract change/claims support backgrounds. The team has extensive experience and expertise in construction management for complex bridge and transit projects, providing stakeholder coordination, negotiating Guaranteed Maximum Price (GMP) for CM/GC contracts, managing CM/GC quality assurance and control, proactive safety programs and other support services similar to the services that were included in the RFP. They clearly demonstrated a thorough understanding of their role as CMSS resources for Metro.

The team will be managed by a Professional Engineer with 33 years of construction management and inspection experience on similar projects including the Sixth Street Bridge Replacement for the City of Los Angeles, utilizing the CM/GC method and is very familiar with local needs having worked on several Caltrans project locations nearby.

The Proposal Evaluation Team (PET) evaluated the three Proposals and assessed the major strengths, weaknesses and associated risks of each of the proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>T.Y. Lin International Inc.</b>				
Experience and Capabilities of Firms on the Team	83.58	33%	27.58	
Experience and Capabilities of the Key Personnel	85.69	28%	23.99	
Project Understanding and Approach	82.22	39%	32.07	
<b>Total</b>		<b>100.00%</b>	<b>83.64</b>	<b>1</b>
<b>Jacobs Project Management Co.</b>				
Experience and Capabilities of Firms on the Team	81.06	33%	26.75	
Experience and Capabilities of the Key Personnel	82.14	28%	23.00	
Project Understanding and Approach	79.23	39%	30.90	
<b>Total</b>		<b>100.00%</b>	<b>80.65</b>	<b>2</b>
<b>Anser Advisory Management LLC</b>				
Experience and Capabilities of Firms on the Team	72.76	33%	24.01	
Experience and Capabilities of the Key Personnel	74.71	28%	20.92	
Project Understanding and Approach	74.95	39%	29.23	
<b>Total</b>		<b>100.00%</b>	<b>74.16</b>	<b>3</b>

### **C. Cost Analysis**

A cost analysis of all elements of cost, direct labor rates, indirect cost (overhead, etc.) rates and other allowable direct costs was performed in accordance with Metro's Acquisition Policy, including fact finding, and clarifications to determine the costs are fair and reasonable. Metro negotiated indirect cost rates as provisional rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost to perform the Scope of Services. Metro confirmed indirect cost rates based on current audits by a cognizant agency or CPA in accordance with FAR Part 31 to establish provisional indirect cost rates for the first year of the contract. Where indirect cost rates were not supported by a current audit, Metro negotiated provisional indirect rates so as not to delay the award of the contract awaiting audit. Actual indirect rates will be determined after the conclusion of each year of the contract term.

The difference between the Metro ICE and negotiated amount is a reduction in level of effort to reflect work that has already been performed that was originally included in the ICE and realizing cost efficiencies through negotiations.

<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
T.Y. Lin International	\$89,592,738	\$80,617,821	\$63,430,537

### **D. Background on Recommended Contractor**

The recommended firm, T.Y. Lin International, Inc (T.Y. Lin), located in Los Angeles, CA with their headquarters in San Francisco, CA, has been in business for approximately 70 years. Supported projects have included the Sixth Street Viaduct Replacement Project, the Mid-Coast Corridor Transit Improvement Project, the North Atwater Non-Motorized Multimodal Bridge and other infrastructure improvements for municipalities such as the Cities of Irvine, Norwalk, Chula Vista, La Quinta, Jurupa Valley, and Cathedral City.

## DEOD SUMMARY

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS)  
LINK UNION STATION CM/GC- PHASE A PROJECT  
CONTRACT NUMBER AE127279MC084**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (SB) (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise goal, and a separate 10% Disadvantaged Business Enterprise goal for Phase A of this California High-Speed Rail Authority ("CHSRA") funded procurement. As a condition of funding, Metro was required to implement the CHSRA's Small Business Program, which includes SB, MB, DVBE, and DBE firms. Additionally, as part of CHSRA's Small Business Program, Metro accepted SB and MB certification from the State of California, Department of General Services, as well as Metro-certified SBE firms.

T. Y. Lin International exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment. While the Consultant made a DBE commitment, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in this recommended action.

<b>Small Business Goals</b>	<b>25% SB (including 3% MB) 3% DVBE</b>	<b>Small Business Commitment</b>	<b>20.74% SB 5.29% MB 3.03% DVBE</b>
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	<b>SB Subcontractors</b>	<b>% Committed</b>
1.	ArcheoPaleo Resource Management, Inc.	0.55%
2.	Fountainhead Consulting Corporation	5.95%
3.	G3 Quality	1.75%
4.	Kroner Environmental Services, Inc.	2.05%
5.	Sapphos Environmental, Inc.	4.67%
6.	ZT Consulting Group, Inc.	5.77%
	<b>Total SB Commitment</b>	<b>20.74%</b>

	<b>MB Subcontractor</b>	<b>% Committed</b>
1.	STC Traffic, Inc.	5.29%
	<b>Total MB Commitment</b>	<b>5.29%</b>

	<b>DVBE Subcontractor</b>	
1.	AIX Safety, Inc.	3.03%
	<b>Total DVBE Commitment</b>	<b>3.03%</b>

**B. Local Small Business Enterprise (LSBE) Preference:**

LSBE preference is not applicable to this California High-Speed Rail Authority ("CAHSRA") funded procurement.

**C. Engagement Outreach and Mentoring Plan (COMP)**

Proposers were required to submit a Small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. T. Y. Lin International submitted an EOP with its proposal.

**D. Contracting Outreach and Mentoring Plan (COMP)**

The Contracting Outreach and Mentoring Plan (COMP) is applicable and due forty-five (45) days after contract award. The Contractor must submit a detailed COMP evidencing how it will achieve its listed commitments through the utilization of SB/DVBE firms on the project. The Proposer's post-award COMP shall include an assessment its outreach event(s) and shall describe the plan to follow up with SB/DVBE firms and the small business community after Contract award.

The Contractor is required to mentor four (4) SB/DVBE firms for protégé development. The SB/DVBE Instructions and the Contract Compliance Manual (Non-Federal) provide additional guidelines on the COMP and the submittal requirements.

**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**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

#### **H. Manufacturing Careers Policy (MCP)**

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

**Board Report**

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**File #:** 2025-0864, **File Type:** Informational Report**Agenda Number:**

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**CONSTRUCTION COMMITTEE  
OCTOBER 15, 2025****SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AMEND the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by \$154,000,000 from \$3,353,879,593 to \$3,507,879,593 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

**ISSUE**

The Project has reached the final year of its anticipated ten-year duration and has entered the systems integration and testing phase. This Board action requests an increase to the Life-of-Project (LOP) budget which encompasses a settlement agreement with the design/build contractor, Skanska Traylor Shea (STS) that resolves all outstanding contract disputes and updates milestone completion dates. The increase also provides funding for other professional service contracts impacted by schedule extensions. Remaining contingency is limited but expected to be sufficient to support the final closeout of the Project.

**BACKGROUND**

Section 1 of the nine-mile Purple (D Line) Extension Project represents the initial phase of three sections, all part of Metro's Measure R Program. This section, entirely underground, encompasses the construction of approximately 3.92 miles of double-track heavy rail subway and introduces three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. Additionally, it includes the procurement of 34 heavy rail vehicles and the construction of a Maintenance-of-Way and Non-Revenue Vehicle Building at the south end of the existing Division 20 Yard (Location 64).

Wilshire/La Brea and Wilshire/Fairfax fall under the jurisdiction of the City of Los Angeles, while the Wilshire/La Cienega Station is within the jurisdiction of the City of Beverly Hills.

On July 24, 2014, the Board approved the initial LOP budget of \$2,773,879,593. Subsequently, on November 4, 2014, Metro awarded a 107-month design/build contract (C1045) to Skanska Traylor Shea (STS), with Notice to Proceed issued on January 12, 2015. On February 26, 2016, the Board



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authorized an increase to the LOP budget, in the amount of \$5 million, for an alternative design for the site placement of the Division 20 MOW and NRV Building. On August 27, 2020, the Board authorized a \$200 million increase to the LOP budget to address differing site conditions, additional third-party and safety requirements, and scope changes. On May 27, 2021, the Board approved a further \$150 million increase to cover tunneling risks and schedule impacts associated with the Wilshire/San Vicente anomaly. Most recently, on May 16, 2024, the Board authorized a \$225 million increase, raising the LOP to \$3,353,879,593, to fund settlement of multiple contractor claims along with real estate, professional services, and contingency needs. As noted in the May 2024 report, there remained a claim from STS, which was not included in the requested amount. This current action seeks to further amend the LOP to enable execution of a final settlement agreement, which resolves all remaining disputed items.

## **DISCUSSION**

Metro and the design/build contractor, Skanska Traylor Shea (STS), have reached agreement on a settlement that resolves all outstanding contract disputes and locks in the cost to finish the Project. This settlement follows years of complex construction that encountered differing site conditions, unforeseen third-party requirements, and scope adjustments. The agreement establishes revised milestone completion dates that support the advancement through systems integration and testing with reduced risk of further delay and no risk of litigation. As noted in the May 2024 Life-of-Project (LOP) budget increase, Request for Change (RFC-12) remained unresolved at that time. This LOP increase fully resolves RFC-12 as part of the settlement with STS.

The Project team is leveraging lessons learned from the recently completed Crenshaw/LAX and Regional Connector Projects, with experienced staff assigned to guide testing and startup. The settlement and budget amendment also include agreement with STS on updated milestone dates for contract completion, which include the remaining street-level activities.

### **Planned Project Completion**

The Project has begun systems integration testing (SIT), building on lessons from Crenshaw/LAX and the Regional Connector. Metro has staff with prior startup and testing experience assigned to guide the work, and the contractor's team brings direct experience from the Regional Connector.

Initial systems verification (SIT1) testing is nearing completion and full systems integration (SIT2) testing has started and is ongoing. Although much testing remains to be completed, staff anticipate that the project will open for revenue service before the end of Winter 2026. Under the settlement, Substantial Completion is scheduled for January 1, 2026, with City of Beverly Hills street restoration to follow by November 1, 2026.

### **Economic Benefits of the Project**

The economic benefits of the Project have been calculated using the REMI TranSight modeling tool using year of expenditure dollars (YOE\$). The model extends the economic impacts previously calculated by LAEDC beyond the construction phase and into the operations and maintenance phases and accounts for economic activity in addition to construction. This allows benefits such as

travel time savings, emissions reductions, leisure time savings, and safety impacts, in addition to the economic stimulus from the public investment to be incorporated, as well as the impact from permanent operating jobs created after the Project is placed in service. REMI is the leading software solution for evaluating the total economic effects of transportation policy and is used by various other large transportation agencies in the nation as well as the Southern California Association of Governments (SCAG). The total Project investment (including capital, interest, and operations and maintenance expenditures) is estimated to generate about \$5.2 billion in direct, indirect, and induced economic output for the Los Angeles regional economy through FY 2047. These figures consider this segment of the Project in isolation. The potential economic benefits that the Project creates for other components of the transportation network by increasing passenger trips and connectivity are not separately estimated. The Project is also expected to generate 30,600 construction jobs and 34,000 non-construction jobs (Each job is equivalent to a full-time position for a one-year period).

Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) are applicable to the Project's design/build contract (C1045). The Contractor is committed to complying with the PLA/CCP workforce requirements. To date, the Contractor is achieving the 40% Targeted Worker Goal (from economically disadvantaged areas) at 63.93%, the 20% Apprentice Worker Goal at 19.69%, and the 10% Disadvantaged Worker Goal at 11.66%. Female participation is at 4.15%, equivalent to a grade of C, and is anticipated to continually increase as construction progresses.

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not impact established safety standards for Metro's construction projects.

### **FINANCIAL IMPACT**

The adopted FY26 Budget provides the necessary funds under Project 865518 Purple (D Line) Extension Project Section 1 and in Cost Center 8510 (Construction Project Management).

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

#### **Impact to Budget**

The source of funds for the recommended action is local Measure R 35% Transit Capital and Proposition C 25%. Since the increase exceeds the remaining amount of Measure R available to the Project, additional funding from other sources must be added to free up the full amount. Surface-level street construction costs not subject to the 1998 ordinance restrictions were identified to be paid by Proposition C 25% and free up Measure R. These fund sources are not Subregional Equity Program funds and are not eligible for Metro Operations.

#### **Multiyear Impact**

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan, as shown in Attachment A. With respect to the \$154,000,000 increase. Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy)

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analysis and funding strategy required for cost increases to Measure R Projects. A projected breakdown of the cost allocation for the additional funding is included as Attachment C.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, a shorter segment, and has determined these are not feasible. The source of funds to address the LOP budget increase is Measure R 35 Transit Capital and Proposition C 25%. The Measure R ordinance includes \$4,074,000,000 that can be expended on the Project, and the Board has approved transfers of Measure R to the Westside Subway Extension totaling \$415,391,156. Before the proposed LOP budget increase to the Project, the Board approved \$4,456,568,328 of Measure R for the Westside Subway Extension Sections 1, 2, and 3, and for Division 20, leaving a balance of \$32,822,827 that can be programmed on the Project. The remaining funding is from Proposition C 25%, which will reimburse prior, or pay future eligible street-related expenditures of the Project and of Westside Purple Line Extension Section 3. The Proposition C 25% programmed on Westside Purple Line Extension Section 3 will free up Measure R 35%, which will be programmed on the Project.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. In summary, the Policy was developed in recognition that some projects would need additional funding, and the Policy provides a consistent and equitable process to ensure that financial impacts are limited to the local area where the project is located and do not have a region-wide impact.

The Policy defines a cascading list of actions that can be taken. Since the Project is so far along, actions such as value engineering or changes in scope are no longer feasible. Additional funding is the only option.

### **EQUITY PLATFORM**

The Project is located in the Cities of Los Angeles and Beverly Hills. The LOP budget increase supports project completion to directly and positively impact the surrounding communities and the broader region by improving transit connectivity. The Project will provide opportunities such as improved mobility and access to employment, education, health, and other key destinations on the Westside and in other parts of the region.

While the Contractor made a 20.25% Disadvantaged Business Enterprise (DBE) commitment on the Design phase and a 17.00% DBE commitment on the Construction phase, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 93 Metro certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit and further encourage transit ridership once the Project is completed. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with amending the LOP budget. This is not recommended as Metro would not be able to execute the settlement and complete the Project according to the current schedule.

### **NEXT STEPS**

Upon approval by the Board, the LOP budget will be amended accordingly per the recommendation.

### **ATTACHMENTS**

Attachment A - Funding Expenditure Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis

Attachment C - Projected Breakdown of Cost Allocation for \$154 Million

Prepared by:

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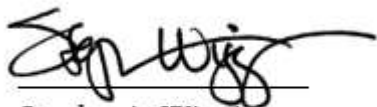
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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins  
Chief Executive Officer

**ATTACHMENT A**  
**PURPLE (D LINE) EXTENSION PROJECT SECTION 1**  
**Funding/Expenditure Plan**  
**(Dollars in Millions)**

Capital Project 865518	Current LOP Budget (May 2024)	Proposed LOP Budget Revision	Prior Expenditures	FY26	FY27	FY28	LOP Budget Forecast	% of Total
<b>Uses of Funds</b>								
Construction	2,359.8	2,504.3	2,276.0	121.7	106.6	-	2,504.3	71.4%
Right-of-Way	210.9	210.9	202.4	6.5	2.0	-	210.9	6.0%
Vehicles	108.3	108.3	47.2	25.0	25.0	11.1	108.3	3.1%
Professional Services	622.4	642.9	598.1	38.0	6.8	-	642.9	18.3%
Project Contingency	13.1	2.1	-	-	2.1	-	2.1	0.1%
<b>Subtotal Project</b>	<b>3,314.5</b>	<b>3,468.5</b>	<b>3,123.7</b>	<b>191.2</b>	<b>142.5</b>	<b>11.1</b>	<b>3,468.5</b>	<b>98.9%</b>
Environmental/Planning	39.4	39.4	39.4	-	-	-	39.4	1.1%
<b>Total Project Cost</b>	<b>3,353.9</b>	<b>3,507.9</b>	<b>3,163.1</b>	<b>191.2</b>	<b>142.5</b>	<b>11.1</b>	<b>3,507.9</b>	<b>100.0%</b>
<b>Sources of Funds</b>								
Section 5309 New Starts	1,250.0	1,250.0	1,081.5	132.2	25.2	11.1	1,250.0	35.6%
Section 5309 New Starts - American Rescue Plan Act of 2021	66.4	66.4	66.4	-	-	-	66.4	1.9%
Congestion Mitigation & Air Quality Program (CMAQ)	12.2	12.2	12.2	-	-	-	12.2	0.3%
Section 5339 Alternatives Analysis	0.5	0.5	0.5	-	-	-	0.5	0.0%
Measure R 35% (TIFIA Loan Proceeds)	749.3	749.3	749.3	-	-	-	749.3	21.4%
Measure R - Transit Capital (35%)	1,109.8	879.8	754.0	60.8	65.0	-	879.8	25.1%
Measure R 35% from Crenshaw*	83.6	415.4	415.4	-	-	-	415.4	11.8%
Proposition C - Transit-Related Streets and Highways (25%)	0.0	52.3	-	-	52.3	-	52.3	1.5%
Local Agency Transit Project Contributions	75.3	75.3	75.3	-	-	-	75.3	2.1%
Repayment of Capital Project Loans (Fund 3562)	0.0	(1.8)	-	(1.8)	-	-	(1.8)	-0.1%
Transportation Development Act (TDA) - Admin	4.1	5.9	5.9	-	-	-	5.9	0.2%
Regional Improvement Program Funds (RIP)	2.6	2.6	2.6	-	-	-	2.6	0.1%
<b>Total Project Funding</b>	<b>3,353.9</b>	<b>3,507.9</b>	<b>3,163.1</b>	<b>191.2</b>	<b>142.5</b>	<b>11.1</b>	<b>3,507.9</b>	<b>100.0%</b>

## **ATTACHMENT B**

### **Westside Purple Line Extension Section 1 Project**

#### **Measure R and Measure M Unified Cost Management Policy Analysis**

##### **Introduction**

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The purpose of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Westside Purple Line Extension Section 1 Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board on May 16, 2024, at \$3,353,879,593. The Project is now subject to the Policy analysis due to a proposed \$154,000,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2027. The Project anticipates the revenue service date to extend through the winter of 2025. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

##### **Measure R and Measure M Unified Cost Management Policy Summary**

The adopted Policy stipulates the following:

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue before taking any action to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

##### **Scope Reductions**

The Project is nearly completed with “Substantial Completion” scheduled for January 1, 2026. There is no opportunity to materially reduce the Project scope to address the cost increase.

##### **New Local Agency Funding Resources**

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure R funding and is allocated a portion of the total \$4,074,000,000 of funding that is identified for the “Westside Subway Extension” in the Measure R sales tax ordinance Expenditure Plan. The Board has also approved transfers of Measure R to Westside Subway Extension totaling \$415,391,156 from the Crenshaw/LAX project. Prior to the proposed LOP increase to the Project, the Board has approved \$4,456,568,328 of Measure R Westside Subway Extension programming for Sections 1, 2, and 3, and for Division 20. Board policy (the May 2011 Fiscal Responsibility Policy for Measure R Transit and Highway Capital Project Contingencies) requires that under certain conditions interest on debt issued to finance a Measure R project is charged back to the project. Metro staff and County Counsel have determined that the conditions have not been met, and the debt interest can be funded from the Measure R contingency fund and not from the Project.

The Project is located in the Central City and Westside subregions and has station locations in the cities of Beverly Hills and Los Angeles. Local funding resources from both subregions and the cities could be considered for the cost increase.

#### *Subregional Programs*

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The subregions could allocate a portion of the funding for the Project, which requires notice to and approval by the subregions. Metro staff has previously recommended that the Measure M Subregional Equity Program (SEP) is used to address cost increases in the respective subregion. Staff recommended the South Bay and Central City Area subregions allocate a portion of the SEP to address a \$90,000,000 cost increase on the Crenshaw/LAX Transit Project, and the San Gabriel Valley subregion allocates \$126,000,000 for Gold Line Foothill 2B. Metro staff has also recommended that the Central City Area and Westside Cities subregions use the SEP to reimburse \$84,571,156 for a Westside Extension Section 1 cost increase, and Central City Area utilize SEP funding to address an \$11,900,000 shortfall on the Eastside Light Rail Access project (Board item #2020-0931). However, motion #2021-0435 from June 2021 states that, henceforth the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

#### *Local Agency Contributions*

The Cities of Los Angeles and Beverly Hills have Project stations and are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance and is a requirement of the Measure M ordinance. However, the cities are generally not responsible for cost increases to the Project, and the 3% contributions are not considered a source of funding for the Project cost increase.

Measure M, Measure R, and Propositions A and C provide “local return” funding to Los Angeles and Beverly Hills. Los Angeles will receive an estimated \$3.6 billion of local



return over the ten years from FY 2026 to FY 2035 while Beverly Hills is expecting \$30 million that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increases to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not support the use of local return. It is presumed these funds would similarly not be available for the cost increase to the Project.

#### *State and Federal Funding (Discretionary)*

The FTA has previously granted the Purple Line Subway Extension Section 1, Section 2, and Section 3 projects \$1.25 billion, \$1.187 billion, and \$1.3 billion, respectively, through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on all three sections by \$218,284,002. In addition, through federal budgetary action, FTA provided an additional \$59,583,554 for Section 1 and has accelerated much of all three sections' New Starts funding compared to the scheduled payments in the Full Funding Grant Agreement.

Metro used the additional New Starts to address \$66,428,844 of a \$150,000,000 cost increase for Section 1 in May 2021, a \$75,000,000 cost increase for Division 20 in February 2022, an \$80,000,000 cost increase for Division 20 in April 2023, and a \$134,000,000 cost increase for Section 2 in July 2023, but no further capacity remains.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not possible, given the Project is expected to achieve Substantial Completion in January 2026.

#### Value Engineering

The Project is nearly completed with Substantial Completion scheduled for January 1, 2026. There is no opportunity for value engineering to address the cost increase.

#### Other Cost Reductions within the Same Transit or Highway Corridor or the Same Sub-region

The city and subregion have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in the section "Subregional Programs."

The city of Los Angeles also receives funding through the Call-For-Projects, the competitive grant program funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe, and this can be a funding source for other uses. Currently, there is no meaningful amount of de-obligated funds available unless the city chooses to terminate an existing project and all other projects are moving through their respective development process.

The subregions receive Measure M funding for other transit capital projects - Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, West Santa Ana Branch, Vermont BRT, and Lincoln Blvd BRT. These projects have not been completed and are actively being developed by Metro in coordination with local agencies. It is too early to determine if they could be delivered with excess or surplus funding that could provide funding for the Project cost increase.

#### Countywide Cost Reductions and/or Other Funds

Regional or countywide funding could be considered if new local agency resources are not allocated to the Project cost increase. These funds are programmed for other uses in Metro's 2025 Short Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding, including operations-eligible funds, are limited due to the restriction on using Proposition A and C for the Project and include General Fund and Lease Revenues. To address the restriction on Proposition A and C for the new subway, Metro has previously implemented multi-project funding swaps where Proposition A and or C was programmed on a project and an equal amount of Measure R was then programmed on the subway project with the cost increase. Countywide funds would be considered if new local agency resources are not utilized for the cost increase.

#### *State and Federal Funding (Formula)*

Metro receives quasi-formula funding through the Congestion Mitigation & Air Quality Program (CMAQ), Regional Improvement Program (RIP), Local Partnership Program (LPP), and Surface Transportation Block Grant Program (STBGP) (Formerly RSTP). The approved funding plan, before the current LOP increase, includes \$12.2 million of CMAQ, but no STBGP, RIP, and LPP are allocated. There is currently no capacity in the RIP or LPP. The RIP has been allocated to projects to be submitted in Metro's 2026 RTIP and the RIP funds are not available until 2030. The current cycle of the LPP was allocated for other purposes during 2025. CMAQ and STBGP program guidelines after the 2021 corrective action now require any new project or new project phase funded with CMAQ and/or STBGP funds to be subject to a formal nomination and competitive project selection process. Metro has already submitted other projects for the 2025 nomination process.

#### **Recommendation**

Metro staff recommends using \$121,177,173 of Proposition C 25% Transit-Related Streets and Highways and \$32,822,827 of Measure R 35% Transit Capital for the proposed \$154,000,000 LOP budget increase. The Proposition C 25% will reimburse prior, or pay future eligible street-related expenditures of the Project and of Westside Purple Line Extension Section 3. The Proposition C 25% programmed on Westside Purple Line Extension Section 3 will free up Measure R 35%, which will be programmed on the Project, dollar-for-dollar. The following table illustrates the funding by project.

### Strategy to Address Westside Purple Line Extension Section 1 LOP Increase

(\$ in millions)	Measure R 35%	Proposition C 25%	Total
<b>Westside Purple Line Extension Section 1</b>	\$101.7	\$52.3	\$154.0
<b>Westside Purple Line Extension Section 3</b>	\$(68.9)	\$68.9	-
<b>Total</b>	<b>\$32.8</b>	<b>\$121.2</b>	<b>\$154.0</b>

## ATTACHMENT C

### PURPLE (D LINE) EXTENSION PROJECT SECTION 1 Projected Breakdown of Cost Allocation for \$154 million

Amount	Description
\$144,500,000	<b>Construction</b> Tunnels, Stations, Trackwork, Systems and Systems Integration Testing (D/B Contract C1045)
\$9,500,000	<b>Professional Services</b> <ul style="list-style-type: none"><li>o EMSS - WSP: Engineering management support services providing design review support and assessment of engineering issues during construction.</li><li>o DSDC - SECOTrans: Systems Engineering management support services providing design review support and assessment of engineering issues during construction.</li><li>o CMSS - WEST: Construction management support services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineers and other construction support.</li><li>o Third Party Coordination - City of Beverly Hills: Provides engineering, construction support and legal services for City Staff and Consultants associated with the D/B Contract C1045.</li></ul>
<b>\$154,000,000</b>	<b>Total Increase</b>



## Board Report

**File #:** 2025-0806, **File Type:** Informational Report

**Agenda Number:** 20.

### CONSTRUCTION COMMITTEE OCTOBER 15, 2025

**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 August 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, LAX/Metro Transit Center (AMC), Gold Line Foothill Ext. Phase 2B, 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, and Southeast Gateway Line). The report highlights construction activities and safety data based on the latest available information through August 2025.

#### **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 discussed in Attachment A.

LAX/Metro Transit Center (AMC)	100% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Gold Line Foothill Ext. Phase 2B	1 of 4 stations (25%) are within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
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 SBE and DBE 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 SBE and DBE 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 SBE and DBE 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 SBE and DBE 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 SBE and DBE 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 SBE and DBE 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 SBE and DBE 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 SBE and DBE 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 SBE and DBE participation are regularly shared with surrounding communities.
Southeast Gateway Line	65% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE 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)
LAX/Metro Transit Center (AMC)	This item will likely decrease VMT
Gold Line Foothill Ext. Phase 2B	This item will likely decrease VMT
Westside Purple Line Ext 1	This item will likely decrease VMT
Division 20 Portal Widening Turnback	This item will likely decrease VMT
Westside Purple Line Ext 2	This item will likely decrease VMT
I-5 North County Enhancements	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

*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
LAX/Metro Transit Center (AMC)	1,678,527	1.19	Below National Average
Gold Line Foothill Ext. Phase 2B	2,539,224	0.39	Below National Average
Westside Purple Line Ext 1	11,022,522	0.8	Below National Average
Division 20 Portal Widening Turnback	1,450,653	1.38	Below National Average
Westside Purple Line Ext 2	5,691,744	2.25	Below National Average
I-5 North County Enhancements	1,149,239	1.57	Below National Average
Westside Purple Line Ext 3 (C1151) footnote 2	2,074,557	2.31	Above National Average
Westside Purple Line Ext 3 (C1152)	2,721,237	1.03	Below National Average
North Hollywood to Pasadena BRT Project	N/A	N/A	N/A - Construction not started
G Line BRT Improvements	176,609	0	Below National Average
I-105 Express Lanes footnote 3	86,469	4.62	Above National Average
East San Fernando Valley Light Rail Transit Project	180,830	2.21	Advanced Utility Adjustment Construction Only
Southeast Gateway Line	N/A	N/A	N/A - Construction not started

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

*Footnote 2 - PLE3 (C1151) Above National Average - When the safety rate falls above the national average, the contractor establishes a routine program to conduct daily inspections of the different tasks within the construction sites to verify compliance with safety protocols. When injuries occur, the contractor investigates the nature of the injury and develops programs to address the nature of the injuries. The contractor also conducts Safety Standdowns whenever serious injuries occur to reinforce the correct safety protocols. The current safety data for this contractor demonstrates improvement in their safety performance due to these proactive measures.*

*Footnote 3 - 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 by October 2025.*

## **NEXT STEPS**

Staff will continue to work towards the completion of all capital projects. The next Program Management project status report will be provided in January 2026.

## **ATTACHMENT**

Attachment A - Project Status Report



Prepared by:

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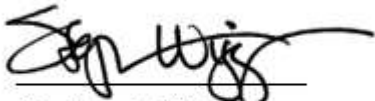
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Stephanie Wiggins  
Chief Executive Officer

# **Program Management**

## **Project Status Report**



































**Tim Lindholm**

Chief Program Management Officer

**Construction Committee**

October 2025

# Project Budget & Schedule Status Summary Chart

	Cost Performance		Schedule Performance		
Project	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
1. LAX/Metro Transit Center (AMC)					Project is 99% complete. Zero variance from Approved LOP. No Revised Budget, therefore no variance from Revised Budget. Equity: 100% of the project is located within or adjacent to Equity Focus Communities.
2. A/Gold Line Foothill Extension Phase 2B				N/A	Project is 99% complete. Project is within Life of Project and Schedule, as Substantial Completion was achieved on January 3, 2025. The line opened for Revenue Operation on September 19, 2025. Equity: 25% of the project is located within or adjacent to Equity-Focus Communities.
3. Westside Purple Line Extension Section 1					Project is 98% complete. The Revenue Service Date is under review by Metro. 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.
4. Division 20 Portal Widening Turnback					Project is 86% complete. Project is proceeding towards completion and closeout within LOP Budget. Construction continues from the West Portal at the Union East Crossover to DX08 in preparation of the YL/AL cutover to include the north storage yard. North Ladder tracks regulated and tamping complete, traction power substations (TPSS) assembly and LFAT complete. Equity: 100% of the project is located within or adjacent to Equity Focus Communities.
5. Westside Purple Line Extension Section 2					Project is 83% complete. The Project schedule is currently targeting a date of Spring 2027. The project contingency has dropped below the 3% Project Reserve threshold during the February 2025 reporting period, and LOP increase is forecasted. Equity: This Project is not located within or adjacent to Equity Focus Communities.
6. I-5 North County Enhancements Project				N/A	Project is 55% 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.
7. Westside Purple Line Extension Section 3					Project is 72% 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.
8. North Hollywood to Pasadena BRT*	N/A		N/A	N/A	Project is 29% 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.
9. G Line BRT Improvements				N/A	Project is 24% 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.
10. I-105 Express Lanes*	N/A			N/A	Design is 91% complete overall. Segment 1 construction started on 2/3/25. Currently we are 29% in completion. Segments 2 and 3 Design is at 90% complete. Preliminary Construction schedule of Segment 2/3 has been submitted and under review by the project team. Equity: 92% of the project is within or adjacent to Equity Focus Communities. Segment 2/3 Regular Roundtable meetings will end in September, and the Equity Assessment draft report is scheduled to be released in September 2025
11. East San Fernando Valley Transit Corridor*	N/A		N/A	N/A	Project is 15% complete. Budget: 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.
12. Southeast Gateway Line*	N/A		N/A	N/A	While the report reflects 0% overall progress, the Project is advancing utility relocations work as well as design. Advanced Works design advancing to 60%. Pre-Construction budget approved by Metro Board in February 2025. Completed all 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.



\*Projects without a LOP budget

**October 2025 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 July 2025)

\*Projects without a LOP budget

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

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
1. LAX/Metro Transit Center (AMC)	Construction	SBE	20.79%	20.73%	OK	+0.20%	-	97%	The AMC contract is currently in close-out; the project is 97% complete based on payments. Prime Contractor TPC is currently exceeding the DVBE goal by 2.25%. The project is currently in the close-out phase and final participation will be determined once completed.
		DVBE	4.96%	7.21%	OK	N/C	-		
2. A/Gold Line/Foothill 2B (A-Line)	Construction	SBE	14.20%	12.42%	OK	--	-	95%	Metro Gold Line Foothill Extension Construction Authority reporting on Kiewit/Parsons JV Construction contract
3. Westside Purple Line Extension Section 1 (D-Line)	Design	DBE	20.25%	23.21%	OK	+0.37%	-	96%	PLE1 Design and Construction are in preliminary close-out having reached 96% and 95% completion, based on payments. STS JV is exceeding the DBE commitment on both Design and Construction by 2.96% and 1.04%.
	Construction	DBE	17%	18.04%	OK	+0.01%	20.13%	95%	
4. Division 20 Portal Widening Turnback	Construction	SBE	19.34%	18.89%	OK	+0.24%	19.12%	88%	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 0.45% SBE shortfall and a 0.17% DVBE shortfall. TPC has reported that it expects to meet the SBE commitment by the end of the project.
		DVBE	3.31%	3.14%	OK	+0.02%	3.18%		
5. Westside Purple Line Extension Section 2 (D-Line)	Design	DBE	25.31%	28.88%	OK	-0.30%	-	91%	TPOG is exceeding the DBE commitment on Design by 3.57% but has a 1.14% shortfall on Construction. The Construction shortfall has not changed since the last reporting period. TPOG reported that it does not expect to meet the Construction commitment but is currently processing change orders that will lessen the current shortfall.
	Construction	DBE	17%	15.86%	OK	-0.24%	-	78%	
6. I-5 North County Enhancements Project	Construction	DBE	13.01%	17.07%	OK	+1.06%	-	51%	OHLA USA, Inc. appears to exceed the DBE commitment by 4.06%, however due to outstanding reporting concerns the true achievement remains undetermined for this reporting period. The project is currently at 51% complete, based on payments. Staff will continue to meet regularly with OHLA to address and correct outstanding concerns.
7. Westside Purple Line Extension Section 3 Stations, Trackwork, Systems and Testing (D-Line)	Design	DBE	19.25%	16.73%	OK	+1.08%	-	94%	TPOG currently has shortfalls on both Design (2.52%) and Construction (3.74%). TPOG contends that despite the shortfall it expects to meet both Design and Construction commitments. Staff will continue to monitor TPOG's progress towards meeting its commitments on this project.
	Construction	DBE	21%	17.26%	⚠️	+1.33%	-	66%	



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

\*Projects without a LOP budget

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










Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
7. Westside Purple Line Extension Section 3 Tunnels (D-Line)	Design	DBE	11.19%	16.57%	OK	-0.75%	-	99%	Frontier-Kemper/Tutor Perini JV (FKTP) is currently exceeding the DBE commitment on both Design and Construction. Design is 99% complete and Construction is 92% complete, based on payments with an anticipated end date of February 2026.
	Construction	DBE	17.10%	19.65%	OK	-1.90%	19.72%	92%	
8. North Hollywood to Pasadena BRT*	PMSS	SBE	35.59%	69.58%	OK	-2.34%	-	31%	SBE prime, Ramos Consulting Services, Inc's (RCS) continues to exceed both SBE and DVBE commitments by 33.99% and 2.04%, respectively.
		DVBE	3%	5.04%	OK	-0.72%	-		
	A&E	SBE	37.69%	38.98%	OK	-2.55%	-	44%	HDR Engineering (HDR) has a 3.18% shortfall of their SBE commitment and is exceeding the DVBE commitment by 0.59%. HDRs SBE attainment has dropped below the commitment level since the last reporting period.
		DVBE	3%	3.59%	OK	+0.45%	-		
	CM/GC	SBE	43.26%	33.89%	⚠	-66.11%	-	37%	Myers-Shimmick, A Joint Venture (MSJV) current level of SBE and DVBE participation is 33.89% and 0.52%, respectively, the significant decrease in participation from the last reporting period is the result of MSJV reporting payments to the SBE firms prior to receiving payment from Metro. Based on payments, Phase 1 is 37% complete. Staff will continue to monitor this project for attainment.
		DVBE	3.49%	0.52%	OK	-1.03%	-		
9. G Line BRT Improvements (PDB Phase 1) (G-Line)	PDB Phase 1	SBE	18.35%	21.56%	OK	-0.05%	-	95%	Valley Transit Partners (VTP) continues to exceed their SBE and DVBE commitments on this project by 3.21% and 0.59%, respectively. Phase 1 is currently at 95% completion, based on payments and is in close-out.
		DVBE	3.73%	4.32%	OK	N/C	-		
9. G Line BRT Improvements (PDB Phase 2) (G-Line)	PDB Phase 2	SBE	27%	10.49%	⚠	+6.35%	-	20%	Valley Transit Partners' current level of SBE and DVBE is 10.49% and 1.57%, respectively. While the contractor's current performance reflects a shortfall, it is important to note that Phase 2 is only 20% complete. Metro will continue to closely monitor progress to ensure compliance and achievement of the commitments by project completion.
		DVBE	3%	1.57%	OK	+0.04%	-		



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

\*Projects without a LOP budget

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

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
10. I-105 Express Lanes* (Phase 1)	CM/GC	DBE	12.40%	12.78%		-0.49%	-	89%	Flatiron-Myers, A Joint Venture (FMJV) continues to exceed the Phase 1 commitment by 0.38%. Phase 1 is nearing 90% completion, based on payments.
10. I-105 Express Lanes* (Phase 2)	CM/GC	DBE	19%	5.45%		+4.78%	-	24%	Flatiron-Myers, A Joint Venture (FMJV) current level of DBE participation on Phase 2 is 5.45%. It is important to note that Phase 2 is only 24% complete however, DBE attainment is expected to rise as construction efforts increase.
11. East San Fernando Valley Transit Corridor*	PE/DSDC	SBE	25.29%	23.20%		-0.06%	-	92%	Gannett Fleming, Inc's (GFI) SBE and DVBE attainments have remained unchanged during this reporting period. GFI has a shortfall of 2.09% and 0.20%, 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%	5.34%		-0.02%	-		
11. East San Fernando Valley Transit Corridor* - AUA #1	DBB	DBE	25.32%	21.83%		-0.58%	-	97%	The ESFV – AUA #1 contract is currently in close-out the project is 97% complete, based on payments. WA Rasic currently has a 3.49% DBE shortfall. DEOD is reviewing Rasic's good faith effort documentation to determine compliance with the DBE Program.
11. East San Fernando Valley Transit Corridor* - Phase 1	PDB	DBE	19.33%	22.70%		-0.09%	-	85%	San Fernando Transit Constructors' (SFTC) current level of DBE participation remains unchanged for this reporting period. SFTC is exceeding their commitments by 3.37%. This phase of the project is 85% complete, based on payments.
11. East San Fernando Valley Transit Corridor* - Phase 2	PDB	DBE	28.00%	14.24%		+1.26%	-	61%	San Fernando Transit Constructors' (SFTC) current level of DBE participation is 14.24%. Phase 2 is currently at 61% complete, based on payments.
12. Southeast Gateway Line* (SEGL)	PMSS	DBE	30.16%	26.18%		+0.37%	-	8%	WSP USA, Inc's (WSP) current level of DBE participation remains at 26.18% with 8% project completion, based on payment.
	A&E	DBE	28.03%	23.09%		-0.02%	-	60%	HDR, Inc. current level of DBE participation remains 23.09%, representing a 4.94% shortfall. HDR has a mitigation plan on file and contends it will achieve the 28.03% DBE commitment as additional task orders are executed.



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Los Angeles County Metropolitan Transportation Authority



On target





Possible problem  
(3-5% shortfall)





Significant Impact  
(over 5% shortfall)

# LAX/Metro Transit Center (AMC)

BUDGET				
	FFGA	Approved LOP*	Previous Period	Current Forecast
	N/A	\$898.58M	\$898.58M	\$898.58M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	\$0M (0%) 

\*Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period*	Actual Opening
	Oct 23, 2024	Nov 25, 2024	Jun 06, 2025	Jun 06, 2025
	Variance from Original:		+226d (20.6%)	+226d (20.6%) 
	Variance from Revised Schedule:		+193d (17.1%)	+193d (17.1%) 

\*Previous period forecast was based on April 2025 schedule





# LAX/Metro Transit Center (AMC)

## Safety

Project Construction Hours: 1,678,527;

Recordable Injury Rate: 1.19 vs. National Average: 2.3.

## Updates

**Overall Project Progress is 99% complete.**

**Construction Contract Progress is 99% complete.**

- The Project is substantially complete and has been open to the public since June 6, 2025
- The contractor is currently addressing remaining 1,100 punch list items
- As-built drawings are under development by the contractor
- All bus chargers are energized. Ongoing coordination with Operations and the contractor is in progress to test the chargers.

## Equity

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



VIP Train - Opening Day



First Revenue Train - K Line



Opening Ceremony





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Los Angeles County Metropolitan Transportation Authority




# A/Gold Line Foothill Extension Phase 2B

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

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

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

SCHEDULE			Revenue Operation	
	Original*	Approved Rebaseline	Previous Period	Actual Opening
	January 2025	N/A	Sep 19, 2025	Sep 19, 2025
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

\*The Original date reflects the Authority's Substantial Completion date achieved on January 3, 2025.



# A/Gold Line Foothill Extension Phase 2B

## Safety

Project Construction Hours: 2,539,224;

Recordable Injury Rate: 0.39 vs. National Average: 2.3.

## Updates

**Overall Project Progress is 99% complete.**

**Closeout Progress is 97% complete.**

- Foothill Gold Line Authority achieved substantial completion with the Kiewit-Parsons Joint Venture on January 3, 2025.
- The line opened for Revenue Operation on September 19, 2025.
- Safety Certification Verification Report (SCVR) submitted to CPUC on August 29, 2025, and approval received on September 16, 2025.
- Ticket Vending Machine (TVM) installation completed.
- Tall faregates installed at all stations (Glendora, San Dimas, La Verne & Pomona).

## Equity

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



A Line Extension system map



Glendora Station platform



La Verne/Fairplex Station faregates installation near completion





Pomona North Station platform



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Los Angeles County Metropolitan Transportation Authority

# Westside Purple Line Extension Section 1

BUDGET				
	FFGA	Approved LOP*, **	Previous Period**	Current Forecast**
	\$2,822M	\$2,774M	\$3,354M	\$3,508M
	Variance from Approved LOP:		\$580M (20.9%)	\$734M (26.5%) 
	Variance from Revised Budget:		N/A	\$154M (4.6%) 

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

\*\*Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	November 2023	Summer 2025	Fall 2025	Winter 2026*
	Variance from Original:		+773d (24.0%)	+874d (27.1%) 
	Variance from Revised Schedule:		+106d (2.7%)	+207d (5.3%) 

\*RSD is under review by Metro.



# Westside Purple Line Extension Section 1

## Safety

Project Construction Hours: 11,022,522;

Recordable Injury Rate: 0.8 vs. National Average: 2.3.

## Updates

**Overall Project Progress is 98% complete.**

**Construction Contract Progress is 98% complete.**

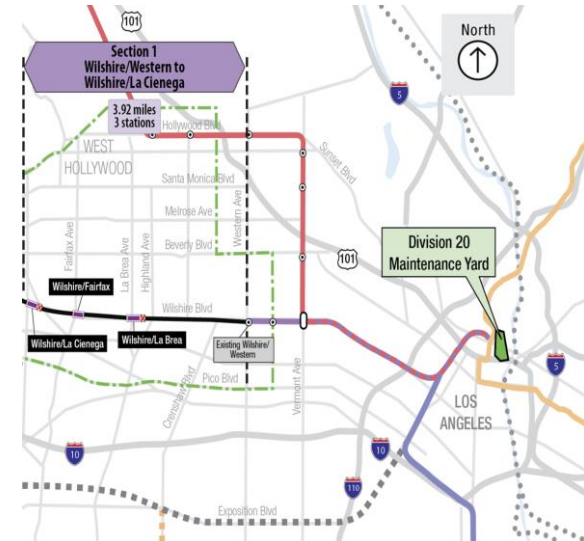
- **Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega**

**Stations:** Civil restoration on Wilshire Boulevard; Entrance structure/plaza and art finishes; Elevator and escalator work in preparation for inspections, and acceptance (SIT) testing.

- **Reach 1 through Reach 4 Tunnels:** Systems testing in tunnels.
- **Systems Testing:** SIT2 testing is underway.

## Equity

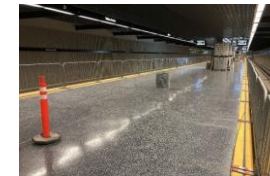
This Project is not located within or adjacent to Equity Focus Communities.



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: Testing  
Emergency  
Management Panel



Wilshire/Fairfax  
Station: Platform  
View





Wilshire/La Cienega  
Station: Station PIN  
Wire Work



October 2025 Construction Committee





# Division 20 Portal Widening Turnback

BUDGET				
	FFGA	Approved LOP*	Previous Period**	Current Forecast
	N/A	\$801.75M	\$1,056M	\$1,056M
	Variance from Approved LOP:		\$254.73M (31.8%)	\$254.73M (31.8%) 
	Variance from Revised Budget:		N/A	\$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: 1,450,653;

Recordable Injury Rate: 1.38 vs. National Average: 2.3.

## Updates

**Overall Project Progress is 86% complete.**

**Construction Contract Progress is 85% complete.**

### C1136 TPC Portal Widening Turnback Contract

- Contract Progress is 85%
- Traction power substation (TPSS) is complete and energized
- Union East crossover SIT underway
- Communication device (PA and CCTV) installation and testing underway in north and south storage yards and north ladder tracks
- Track acceptance is underway

### 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.

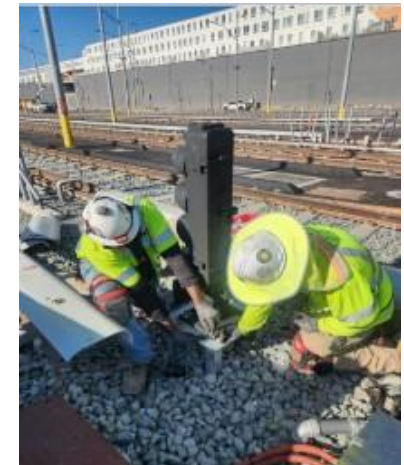
Division 20 PWT Project Area



Division 20 Portal Widening Project Map



Train control cable installation  
at Bungalow B





Signal installation on Road H



October 2025 Construction Committee



# Westside Purple Line Extension Section 2

BUDGET				
	FFGA	Approved LOP*	Previous Period*	Current Forecast*
	\$2,499M	\$2,441M	\$2,575M	\$2,897M - \$2,922M
	Variance from Approved LOP:		\$134M (5.5%)	\$456M (18.7%) - \$481M (19.7%) 
	Variance from Revised Budget:		N/A	\$322M (12.5%) - \$347M (13.5%) 

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

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

\*\*\*Contractor's delay claims and RFCs are currently 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	Summer 2026	Fall 2026	Spring 2027
	Variance from Original:		+486d (15.4%)	+594d (18.8%) 
	Variance from Revised Schedule:		N/A	+210d (5.9%) 

\*The Current Forecast is based on Project Revised Schedule reflecting a target RSD of Spring 2027.





# Westside Purple Line Extension Section 2

## Safety

Project Construction Hours: 5,691,744;

Recordable Injury Rate: 2.25 vs. National Average: 2.3.

Safety information is updated as of July 31, 2025.

## Updates

**Overall Project Progress is 83% complete.**

**Construction Contract Progress is 83% complete.**

### Century City Station (CCS)

- Interior walls inside the station box completed and the entrance walls and CMU walls are ongoing.
- Permanent power conduit installation is ongoing.
- Construction of the side structures is ongoing.

### Beverly Dr Station (BDS)

- Construction of the side structures and emergency exit stairs is ongoing.
- Plaza level architectural walls underway.

## Tunnels

- Track installation continues in BR reach 5 and at CCS.
- BL reach 5 Wilshire zone secondary liner installation is completed, reach 5 Lasky zone is ongoing.

## Equity

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

### D Line Subway Extension Project



Purple Line Extension Projects Alignment



BL R5 Install of Liner Plate along Lasky Zone



BDS Station Entry Portal Rebar and Formwork - Architectural Cast-in-Place Wall





CCS Concourse Entrance Stair #3




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# I-5 North County Enhancements Project

BUDGET				
	FFGA	Approved LOP*	Previous Period	Current Forecast
	N/A	\$679.37M	\$679.37M	\$679.37M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	\$0M (0%) 

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

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	July 2026	N/A	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: 1,149,239;

Recordable Injury Rate: 1.57 vs. National Average: 2.3.

## Updates

**Overall Project Progress is 55% complete.**

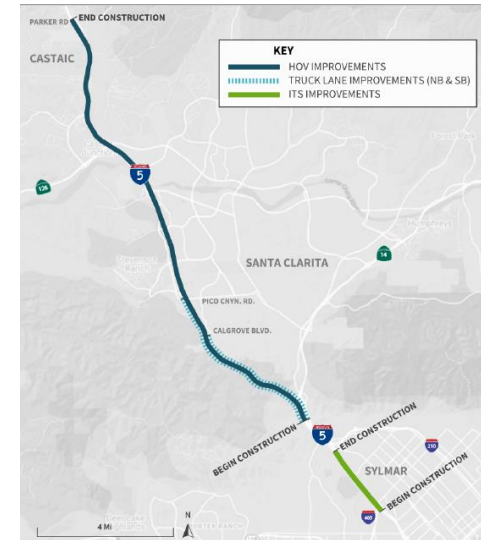
**Construction Contract Progress is 62% complete.**

**Currently Working in Stage 2 (Outside)**

- Roadway work includes drainage, electrical, grading, and paving on southbound shoulders.
- Structural work includes construction/widening of five bridges and 26 walls.
- Critical work on Soundwall 986 and lightweight cellular concrete backfill.

## Equity

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



I-5 North County Enhancements Project Map



Embankment Fill at  
Rye Canyon



Fencing Install NB  
north of Castaic  
Creek





Gavin Canyon  
Bridge Right  
Formwork



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
Los Angeles County Metropolitan Transportation Authority

# Westside Purple Line Extension Section 3

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

\*At time of the award of contract - Board Approval February 2019

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline*	Previous Period	Current Forecast
	March 2027	Fall 2027	Fall 2027	Fall 2027
	Variance from Original:		+260d (7.8%)	+260d (7.8%) 
	Variance from Revised Schedule:		+128d (3.7%)	+0d (0%) 

\*Based upon executed modification.



# Westside Purple Line Extension Section 3

## Safety

Project Construction Hours: 4,795,794;

Recordable Injury Rate: 1.58 vs. National Average: 2.3.

- C1151: Project Hours: 2,074,557; Recordable Injury Rate: 2.31
- C1152: Project Hours: 2,721,237; Recordable Injury Rate: 1.03

## Updates

**Overall Project Progress is 72% complete.**

**Construction Contract Progress is 72% complete.**

- Final design progress is 99.5% complete.
- **Westwood/UCLA Station:** Main station box concrete shell and platform level walls for main station box, and main entrance intermediate deck have been completed. Southeast entrance pile installation is 98% completed. Equipment installation and Mechanical/Electrical/Plumbing work ongoing at both UCLA and VA Hospital stations.
- **Westwood/VA Hospital Station:** Concrete shell for main station box is 60% complete. Upper exterior wall and roof concrete placement is ongoing. Exterior wall concrete placement at main entrance and foundation construction for the North Entrance Plaza (north of Wilshire Blvd.) has begun.
- **Tunnels:** Excavation and Final Lining work has been completed for all fourteen cross passages with only punch list items remaining. Secondary liner installation and first stage invert concrete completed. Walkway concrete is 92% complete.
- **VA Hospital Parking Structure:** Foundation construction is 100% complete.

## Equity

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



Westwood/UCLA Station: Installation of Overhead Fire Sprinklers on Concourse



Westwood/VA Hospital Station: Roof Rebar Installation (Looking South)





Tunnels: Tunnel Lighting Installation  
Reach 7 BR Tunnel



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# North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget To Date	Previous Period	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	\$0M (0%) 

*\*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. Phase 2 Construction Schedule is under development.*



# North Hollywood to Pasadena BRT

## Safety

Project Construction Hours: 0;

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

Safety data will be reported once the project is in construction.

## Updates

**Overall Project Progress is 29% complete.**

**Pre-Construction Progress is 81% complete.**

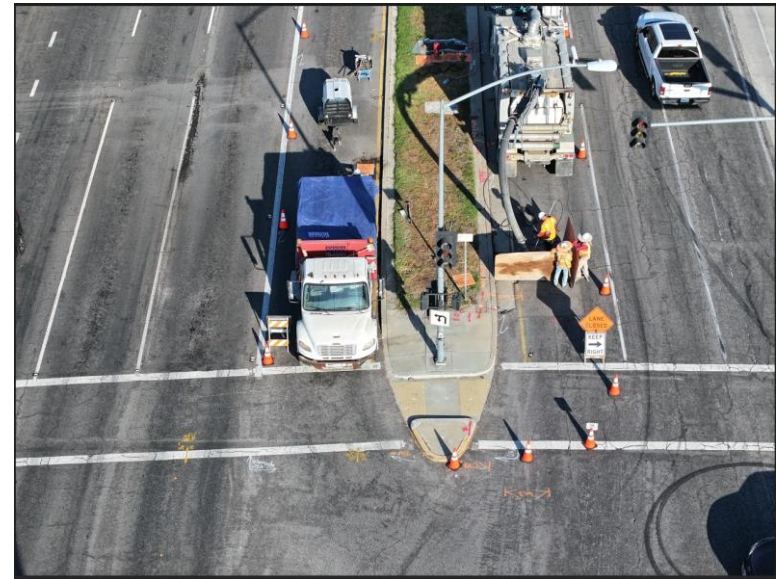
- CM/GC submitted 30% Opinion of Probable Construction Cost (OPCC)
- CM/GC 60% Opinion of Probable Construction Cost (OPCC) due October 2025
- 85% package for Pasadena submitted for review. Remaining 85% segment packages to be submitted by Fall 2025
- Potholing work ongoing
- Final Draft of Cooperative Agreement with Glendale pending approval from City
- Early Works Package for Pasadena construction scope under development

## Equity

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



Project Map





Potholing in Glendale




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Los Angeles County Metropolitan Transportation Authority

# G Line BRT Improvements

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

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: 176,609;

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

## Updates

**Overall Project Progress is 24% complete.**

**Construction Contract Progress is 4% complete.**

## Design

- The design for Van Nuys grade separation and station, Sepulveda grade separation, and the civil design package for Bike Path improvements are Approved for Construction (AFC).
- 100% lighting design package for Bike Path improvements is underway.
- 60% design for Gated Intersections is under development.

## Construction

- Van Nuys bridge CIDH foundation installation completed in August 2025. Installation of abutments and bent columns are ongoing. Superstructure falsework installation anticipated for September 2025.
- Construction is ongoing for fiber ductbank, conduit installation and storm drain installation
- Pilot Gate technology construction completed in August 2025, field testing to start in September 2025 at Hayvenhurst Ave pedestrian crossing

## 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.



Setting Column Cage at  
Van Nuys Bent 25



Setting Reinforcing  
Steel at Van Nuys  
Abutment 5





Stripping Forms Van Nuys  
Abutment 5






# I-105 Express Lanes

BUDGET				
		Approved Budget To Date	Previous Period	Current Forecast*
	Pre-Construction	\$119.39M	\$119.39M	\$119.39M
	Project	\$757.54M	\$1,400M - \$1,500M	\$1,400M - \$1,500M*
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	\$0M (0%) 

\*Current Forecast is derived from the ongoing Project estimate, which is in progress following the recent construction contract mod award for Seg 1 and a more precise estimate for Seg 2 & 3 by CMGC.

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: 86,469;

Recordable Injury Rate: 4.62 vs. National Average: 2.3.

This project is still in its early stages, and as monthly work hours continue to increase, the TRIR is expected to decrease significantly. Based on current projections, we anticipate reaching a TRIR of 2.3 or lower by the end of October 2025, aligning with national safety standards.

## Updates

**Design Progress is 91% complete.**

### Segment 1

- Construction is 29% complete.
- Construction is on-going for new sound walls, new retaining walls, bridges widening work (6 of 7) and electrical work.
- Civil and System contractors has developed a final draft median work turnover schedule to be adopted in August 2025 targeting substantial completion in December 2027.
- Cost true-up modification is in process to be completed by September 2025.
- Roadside Toll Collection System (RTCS) Design has been submitted to Caltrans for Review
- Project team continues working with Rail Operations and Maintenance for the work schedule in the freeway median adjacent to the C Line.

### Segments 2 and 3

- Roadway 95% submittal submitted in July.
- Final pricing under negotiation. It will go to the Board in October or December.
- Project is working with Metro's financial advisors to secure toll backed debt financing.
- ROW acquisition and appraisal process initiated.
- Seg 3 design is coordinating with the Southeast Gateway Line project.

## Equity

92% of the project is within or adjacent to Equity Focus Communities.

Segment 2/3 Regular Roundtable meetings will end in September, and the Equity Assessment draft report is scheduled to be released in September 2025



Project Map



105WB-Yukon - Contractor preparing conduit to be installed on bridge





105WB-RW270 - Installing weepholes with geo-composite drain strips with meshing on row 4



105WB-Dominguez Channel - Setting falsework beams



# East San Fernando Valley Transit Corridor

BUDGET				
		Approved Budget To Date*, **	Previous Period**	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	\$0M (0%) 

\*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	Summer 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: 180,830;

Recordable Injury Rate: 2.21 vs. National Average: 2.3.

## Updates

**Overall Project Progress is 15% complete.**

**Construction Contract Progress is 5% complete.**

## Real Estate

- Acquisitions - 23 offers issued, 14 offers accepted
- Relocations underway - 32 businesses relocated

## Design

- Final Design activities underway.
- Utility Adjustment designs are between 85% and 100% complete.
- Roadway and Station design packages are between 60% and 85% complete.
- Maintenance & Storage Facility design packages are 60% complete.

## Construction

- Installed CIDH foundation piles for the future G-Line station.
- Commenced demolition of structures at the site of the future Maintenance & Storage Facility.
- Water, power, and sewer utility relocations continue along Van Nuys Blvd.
- LADWP and SoCal Gas completing electrical intercept work and gas utility relocations, respectively.

## Light Rail Vehicle (LRV) Procurement

- LRV Manufacturing Contract RFPs were received at the end of August.

## 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 Period	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	\$0M (0%) 

\*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: 0;

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

## 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, freight, and grade crossings for the Advanced Works (AW). AW design is progressing to 60% and AUR design progressing to 90%
- Progressing 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
- Completed the 1st draft term sheets for the Agreements with UPRR, Ports, and Caltrans

### Advanced Works Construction Contract (CM/GC)

- Incorporating CMGCs constructability review comments on the 60% AUR design packages
- Integrating CMGCs CPM Schedule for Phase 2 works with SGLs program schedule
- Completed the 30% OPC estimate review meetings

### Other work

- Additional potholing has begun on La Habra and San Pedro
- Self-Performing Utilities relocations in progress

## Equity

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



SGL Map



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