



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

Agenda - Final

Wednesday, July 16, 2025

1:00 PM

Watch online: <https://boardagendas.metro.net>
Listen by phone: Dial 888-978-8818 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

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

**Attending Virtually: Atlanta Marriott Marquis, 265 Peachtree Center Avenue, Atlanta, GA
30303*

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.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

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.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Requests can also be sent to 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)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - boardclerk@metro.net

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 July 16, 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#
Spanish Access Code: 7292892#

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 16 de Julio de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

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
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Item: 14.

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

CONSENT CALENDAR

- 14. SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**

[2025-0507](#)

RECOMMENDATION

RECEIVE AND FILE this status report on Program Management Quarterly Changes.

Attachments:

[Attachment A - Quarterly Change Orders Log for 03012025 – 05312025](#)

[Attachment B - OIG Spot Checks CEO Delegated Authority \(Thru May 2025\)](#)

NON-CONSENT

- 15. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL IMPROVEMENT PROJECTS**

[2025-0373](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee Indefinite Delivery / Indefinite Quantity Contract No. AE128436MC085, to Zephyr UAS, Inc., to provide Construction Management Support Services for Capital Improvement Projects, for a period of five years in an amount Not-To-Exceed (NTE) \$50,000,000, subject to the resolution of any properly submitted protest(s), if any; and
- B. EXECUTE individual Task Orders within the Board-approved contract amount.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - DEOD Summary](#)

[Presentation](#)

16. **SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES** [2025-0520](#)

RECOMMENDATION

WITHDRAWN: ~~AUTHORIZE the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).~~

Attachments: [Attachment A - FY26 Annual Work Plan Anticipated Budget for the City of LA Presentation](#)

12. **SUBJECT: METRO COST BENEFIT ANALYSIS METHODOLOGY** [2025-0543](#)

RECOMMENDATION

ADOPT the recommended Metro Cost Benefit Analysis Methodology (Attachment A).

Attachments: [Attachment A - Goals, Objectives and Sample Metrics in Metro CBA](#)
[Attachment B - Motion 14: Cost-Benefit Analysis for Metro Capital Projects Presentation](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

17. **SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS** [2025-0195](#)

RECOMMENDATION

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

Attachments: [Attachment A - Project Status Report](#)

18. **SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION CHANGE ORDER SPOT CHECKS** [2025-0465](#)

RECOMMENDATION

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

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

19. **SUBJECT: CALTRANS QUARTERLY UPDATE** [2025-0368](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2025-0558](#)

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

File #: 2025-0507, **File Type:** Informational Report

Agenda Number: 14.

CONSTRUCTION COMMITTEE JULY 16, 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 report presents a quarterly summary of the use of Board delegated authority to the Chief Executive Officer for transit and regional rail contract changes greater than \$500,000.

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 of changes is very beneficial to expedite contract changes and avoid costly construction delays. Since inception of the program up to 3,214 concurrent workdays or concurrent 12.5 years, aggregated across the program, have been saved (Attachment B).

DISCUSSION

The change activities for the reporting period between March 1, 2025 - May 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
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.
Rail to Rail	90% 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.
Metro G Line BRT	15 of 17 stations (88%) of the project is 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 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.
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.
Rail to Rail	This item will likely decrease VMT.
I-5 North County Enhancements	This item will likely increase VMT.
Metro G Line BRT	This item will likely decrease 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.
East San Fernando Valley Transit Corridor	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 June 1, 2025, through August 31, 2025, and will be presented to the October 2025 Construction Committee.

ATTACHMENTS

Attachment A - Quarterly Change Orders Log for Reporting Period of March 1, 2025 - May 31, 2025

Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays Avoided (Through May 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 (interim), (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 (interim), (213) 418-3140
- **Rail to Rail** - Rafie Zamani, Senior Executive Officer, Projects Engineering (interim), (213) 418-3140
- **I-5 North Country Enhancements** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Metro G Line BRT Improvements** - Annalisa Murphy, Deputy Executive Officer, (213) 922-2143
- **I-105 Express Lanes** - James Wei, Executive Officer, Program Management, (213) 922-7258
- **EB SR-91 Atlantic Avenue to Cherry Avenue** - Paul Sullivan, Deputy Executive Officer, (213) 922-4958
- **East San Fernando Valley Transit Corridor** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Link Union Station** - Michael McKenna, Deputy Chief Program Management Officer, (213) 922-4239
- **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 (March 1, 2025 - May 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 BOLD fonts)			Change Type	Submission Date	Approval Date	Contractor's Proposed Amount
	None						
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

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

A) DESIGN BUILD CONTRACT - CONTRACT NO.			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
E0119-MOD-0040	FY26 Funding for Design Support During Construction: Provide funding for staff augmentation through FY26 for Design Services During Construction activities for the Regional Connector Transit Corridor Project.	5	Between \$500K and less than \$1M
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
MC070-MOD-00031	FY26 Funding for Construction Management Support Services: Provide additional funding for staff augmentation to Metro for construction oversight and closeout support through June 30, 2026.	5	Between \$500K and less than \$1M
D) OTHER AGREEMENTS			
F104-860228-AW-26-00	FY26 City of Los Angeles (COLA) Annual Work Plan: COLA provides support services to the Project.	5	Between \$500K and less than \$1M

WESTSIDE PURPLE LINE EXTENSION SECTION 1

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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 BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD 239	<u>Additional La Cienega Generator Enclosure Improvements</u> : This change addresses COBH's objection to the planned installation of the Wilshire/La Cienega Station ventilation grating in the public sidewalk. To avoid a costly redesign, relocating the grating onto Metro property, Metro negotiated an alternative solution by agreeing to enhance the façade of the emergency generator located on Metro's right-of-way. In exchange, COBH allowed the ventilation grating to remain on the sidewalk.	5	3/20/2025	3/20/2025	\$1,608,316	\$746,183
CO-58.2	<u>Wilshire/Western Station Radio Gap Relocation with Amplifier (Construction)</u> : This change is necessary to extend the existing radio coverage at Wilshire/Western Station and to mitigate interference between the PLE1 radio system and the existing system. New equipment is needed to provide coverage in the new rooms and PLE1 tunnels.	5	4/17/2025	4/17/2025	\$2,848,425	\$2,643,619

A. DESIGN BUILD CONTRACT - CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP

	None					
--	------	--	--	--	--	--

B. PROFESSIONAL SERVICES CONTRACTS

	E0128-TO-021/Systems Engineering DSDC Support for Purple Line Extension Section 1	5	03/25/25	3/25/2025	\$838,472	\$838,472
--	---	---	----------	-----------	-----------	-----------

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

None

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2025 - May 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
	None		
A) DESIGN BUILD CONTRACT - CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP			
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

WESTSIDE PURPLE LINE EXTENSION SECTION 2

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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 BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	MOD-00242	<u>Abandonment of the remaining Seventy-Nine (79) Multi-Point Borehole Extensometers (MPBXs) installed along the Tunnel Alignment in Reach 4 & 5 (RFC-00156.1)</u> ; This change is for the difference between the abandonment procedure (removal of head assembly only) included in the 2017 Contract Documents and the current LADPH regulations which now require MPBXs to be abandoned to a depth of 20 feet.	5	2/21/2025	3/19/2025	\$1,475,508	\$1,125,063
	MOD-00247.1	<u>MOA Impacts to WRS Deck Removal and Restoration Work Activities (CO-88.1 & CO-93)</u> ; This change compensates the Contractor for the difference (and subsequent impacts to work activities) between allowable work hours and time periods for roadway deck removal and street restoration requirements in the C1120 Contract and the City of Beverly Hills Council conditionally approved variance to the allowable work hours and time periods described in the City of Beverly Hills and Metro Memorandum of Agreement (MOA).	2	3/13/2025	5/9/2025	\$18,344,400	\$13,193,811
	MOD-00248	<u>MOA Impacts to Work Activities within COBH January 2, 2024, to November 27, 2024</u> ; This Change is to compensate the C1120 contractor for impacts to construction activities from work restrictions imposed by the City of Beverly Hills (COBH) Memorandum of Agreement (MOA) for the Wilshire/Rodeo Station Box and Entrance construction and including work activities at Tunnel Reach 4 between the tunnel interface west of Wilshire/La Cienega Station and Crescent Drive and Tunnel Reach 5 between El Camino Drive and Beverly Hills High School.	2	2/28/2025	4/17/2025	\$3,165,346	\$1,950,012
B. PROFESSIONAL SERVICES CONTRACTS							
	MOD-00090	<u>Continuation of Engineering Support Services During Construction for WPLE Section 2 Project</u> ; This modification was necessary to continue engineering services during construction by the C1120 design-build contractor.	5	11/27/24	3/12/2025	\$14,821,762	\$14,821,762
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
		None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (March 1, 2025 - May 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-00298	<u>Revised Street Restoration in the City of Los Angeles - Construction:</u> This Change Notice directs the contractor to carry out construction of the revised street restoration design (C1120-MOD-00231) at Century City Station.	5	Between \$1M and \$5M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

WESTSIDE PURPLE LINE EXTENSION SECTION 3

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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 BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	C1151-MOD-00034	Special Secondary Tunnel Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 – DESIGN AND CONSTRUCTION - <i>This Change directs the Contractor to design and construct a special secondary liner within the Special Lining Section of Tunnel Reach 6 to meet additional Lining Performance Criteria.</i>	5	4/2/2025	5/6/2025	\$54,692,712	\$52,500,000
A. DESIGN BUILD CONTRACT - CONTRACT NO. C1152 (TPOG)							
	C1152-MOD-00146.1	Special Secondary Tunnel Lining in Reach 6 BR and BL Tunnels – DESIGN ONLY - <i>This Change directs the Contractor to revise the design for the tunnel fit out to accommodate the C1151 design change for the special secondary liner within the Special Lining Section of Tunnel Reach 6 to meet additional Lining Performance Criteria.</i>	5	04/24/25	5/8/2025	\$1,318,154	\$1,246,442
	C1152-MOD-00147.2	Special Secondary Tunnel Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 - <i>This Change directs the Contractor to revise the construction for the tunnel fit out to accommodate the C1151 design change for the special secondary liner within the Special Lining Section of Tunnel Reach 6 to meet additional Lining Performance Criteria.</i>	5	04/30/25	5/16/2025	\$12,912,565	\$12,186,016
A. CONSTRUCTION CONTRACT - CONTRACT NO. C1212							
	None						
B. PROFESSIONAL SERVICES CONTRACTS							
	PS43502000-MOD-00091	WSP - Continuation of Engineering Management Services for WPLE Section 3 - <i>Continuation of Engineering support services through December 31, 2026 for PLE 3 Contracts C1151 (Tunnels), C1152 (Stations, Trackwork, Systems and Systems Integration Testing), and C1212 (VA Parking Structure); real estate support to complete real estate easement acquisitions.</i>	5	03/13/25	4/5/2025	\$15,648,705	\$15,648,705
	E0128-TO-024-MOD-00007	None	5	03/25/25	3/28/2025	\$1,864,221	\$1,864,221
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

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

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

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1151-MOD-00035	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	Between \$1M and \$5M

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

C1152-MOD-00145	Reach 6 and Reach 7 – Additional Conduits in Tunnels for Underground Wireless Telecommunications - Addional 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	Between \$1M and \$5M
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 hirail vehicles need to be deployed to the west end of the Metro D Line.	5	Between \$5M and \$10M
C1152-MOD-00149	UCLA Sta – Restoration of Additional LABOE Sewer Lateral - CONSTRUCTION ONLY - Restoration of a City of Los Angeles Bureau of Engineering (LABOE) sewer cleanout that was in the station area to a sewer system downstream from the project construction.	2	Between \$500K and less than \$1M

A) CONSTRUCTION CONTRACT - CONTRACT NO. C1212

C1212-CN-00008	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	Between \$1M and \$5M
----------------	--	---	-----------------------

B) PROFESSIONAL SERVICES CONTRACTS

C1204-MOD-00004	VA Shuttle & Valet Services - Option Exercise and Surge Level of Effort - Exercise Contract Option 4 for 6 months (thorough December 31, 2025) to perform services during Metro construction of replacement parking on the VA campus.	5	Between \$1M and \$5M
-----------------	--	---	-----------------------

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
--	------	--	--

DIVISION 20 PORTAL WIDENING TURNBACK

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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.1136 (TUTOR PERINI CORP)							
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
CO-00276.2	<u>Concrete Track Crossing Panels and Insulated Joint Blockouts</u> : Construction of project wide grade crossings including new grade crossing panels, end shields and associated components, pavement blockout, and pavement taper transistions to join existing or proposed service aisle paving.	5	4/23/2025	5/5/2025	\$1,400,000	\$1,069,677	
MOD-00208	<u>Traction Power Substation (TPSS) Civil and Power Changes</u> : This change updates the civil/structural and traction power raceway designs of the TPSS and DWP switchgear site. It incorporates related changes from various Requests for Information (RFIs)	5	2/18/2025	3/26/2025	\$1,628,120	\$1,078,438	
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

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

A) DESIGN BUILD CONTRACT - CONTRACT NO.1136 (TUTOR PERINI CORP)			
CHANGE NOTICE/ORDER #	None	Change Type	Rough Order of Magnitude Cost
	None		
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	Between \$5M and \$10M
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

AIRPORT METRO CONNECTOR

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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 - C1197 - Tutor

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
Tutor - C1197 CO 17.1 (Mod TBD) CN 76	Acid Etch Terrazzo Finish This is a unilateral change order (CO) not a contract modification. Change Order No. 00017.1 cancels and supersedes Change Order No. 00017 issued in February 2025 in its entirety. 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.	5	5/14/2025	5/23/2025	CSP Not Yet Submitted	\$567,496
Tutor - C1197 CO 20 (Mod TBD) CN 79	Photovoltaic Panel Structure Revisions This is a unilateral change order (CO) not a contract modification. Contractor shall provide all labor, material, and equipment necessary to make modifications to the photovoltaic solar panel system within the landscape area as noted in RFI 1953R1. To improve the completion timeline for the solar system, the foundation shall be construction independently from the steel structure with embeds as detailed in RFI 2323 series. The MP-11 panels surrounding the PV structure shall also be replaced with chain link fence per Metro direction and as mentioned in RFI 2459	5	3/12/2025	4/14/2025	CSP Not Yet Submitted	\$629,000
Tutor - C1197 CO 22 (Mod TBD) CN 81	Terrazzo Block Outs and Paver Sealing This is a unilateral change order (CO) not a contract modification. 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	4/18/2025	5/1/2025	CSP Not Yet Submitted	\$740,000

B. PROFESSIONAL SERVICES CONTRACTS

SECOTRANS - E0128-TO-015 Mod 9	Design Support During Construction (DSDC) for AMC: The Systems Engineering Consultant (SEC) shall provide Systems Engineering, including Design Services During Construction (DSDC), to support the project throughout construction and testing of rail systems and Mechanical/Electrical/Plumbing (MEP). Mod 9 is for FY25 and runs through June 30, 2025.	5	04/11/25	4/14/2025	\$519,113	\$519,113
-----------------------------------	--	---	----------	-----------	-----------	-----------

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

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

A) DESIGN BID BUILD CONTRACT - 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			
KDG - PS58330MC075 Mod 5	Construction Support Services Consultant (CSSC) for AMC: Additional construction support services during construction to support construction contract C1197 through the end of construction and project closeout. CSSC staff performs construction management activities that can not be performed by Metro staff.	5	Between \$1M and \$5M

RAIL TO RAIL

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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. C1166 Rail to Rail (Griffith)

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C1166 Mod 136 CN 149	Differing Site Conditions No Existing Base at Intersection (RFC 199) Contractor to be compensated for the labor, equipment and material associated with the hauling and disposal of dirt found underneath pavement originally specified to be base.	5	3/26/2025	5/12/2025	\$552,383	\$552,383
C1166 Mod 160 CO 37 CN 146	Public Right of Way Weed and Trash Removal and Maintenance Contract Modification 00160 cancels and supersedes Change Order 36 in its entirety. Contractor to provide labor, equipment, material and traffic control to remove, control and prevent weed and vegetation growth in Segment F through Segment T Public Right of Way areas that exist between the Metro Right of Way southern property line adjacent to Slauson Avenue and the Public Right of Way back of curb as indicated in Exhibits A-D. Please note that the trash and weed maintenance within the construction zone perimeter is the responsibility of the contractor as per Note 17 on C-021. CONTRACTOR SHALL MAINTAIN CONSTRUCTION ZONE PERIMETER FENCING FREE OF GRAFFITI, TRASH, AND WEEDS THROUGHOUT THE DURATION OF THE PROJECT. The contractor shall remove and reinstall the chain link fence during this operation.	5	4/29/2025	5/27/2025	\$656,274	\$514,000

B. PROFESSIONAL SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

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

A) DESIGN BUILD CONTRACT - CONTRACT NO.			
CHANGE NOTICE/ORDER #	None	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 (March 1, 2025 - May 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 BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
MOD 50	Groundwater and BMMO at Gavin Canyon Bents 2 and 3	5	2/28/2025	3/3/2025	\$535,472	\$535,472	
CO 24.1	Groundwater Contamination Treatment at Castaic Creek – Site Preparation, Mobilization, and Demobilization	5	3/10/2025	5/13/2025	\$947,554	\$947,554	
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

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

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

G LINE BRT IMPROVEMENTS

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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. PS85661000							
MOD/CHANGE #		DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
PS85661000-EWP-MOD-00005		EWP 5: Gated Intersections Design	5	2/20/2025	4/23/2025	\$24,272,032	\$24,272,032
B. PROFESSIONAL SERVICES CONTRACTS							
		None					
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
		None					

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

A) DESIGN BUILD CONTRACT - CONTRACT NO. PS85661000			
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 EXPRESS LANES

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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 BOLD fonts)			Change Type	Submission Date	Approval Date	Contractor's Proposed Amount
	None						
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

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

A) CMGC CONTRACT - CONTRACT NO. PS84667000			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
TBD	None	5	More than \$15M
TBD	Metro initiated changes (Caltrans requirements, additional design scope of work and Right of Way), Construction Phase	5	Between \$5M and \$10M
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 (March 1, 2025 - May 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 BOLD 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 (March 1, 2025 - May 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 3	<p>Suspension costs from July 24, 2024 - March 31, 2025</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. The contractor has incurred continued costs pursuant to this suspension to which it seeks entitlement and reimbursement through March 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		
--	------	--	--

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
--	------	--	--

EAST SAN FERNANDO VALLEY

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

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

A. PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
PS89616000-EWP-CO-00001 (SAN FERNANDO TRANSIT CONSTRUCTORS)	Procure primary running rail AREMA 115 RE for the full project scope per Metro MRDC. The procurement and installation of the project wide track rail is currently on the critical path. Due to the projected volatility of the material goods market, and therefore to secure the best purchase price for the project wide AREMA 115 RE rail, the ESFV Project team will direct SFTC to proceed with the purchase of the rail material.	5 - Scope	2/20/2025	3/17/2025	\$8,822,000	\$7,939,800
PS89616000-EWP04-MOD-00009 (SAN FERNANDO TRANSIT CONSTRUCTORS)	Modification to Early Works Package (EWP) 04 – Authorization to Continue with Final Design for Firm Fixed Price. Revise Modification No. PS89616000-EWP MOD-00004 executed on September 27, 2024 (the "2024 EWP 04 Modification"), to add new definition of "Design Delay", specifying the negotiated agreement of the parties; specify the negotiated and agreed Liquidated Damages per Day rate; specify the daily rate for Delay Compensation for Design Work; specify the agreed total firm fixed price for Final Design at \$202,838,170 resulting in a firm fixed price of this MOD of \$118,030,568.00; specify additional approved Subcontractors; and other items summarized in the DOCUMENTS AFFECTED list below and as detailed in the Attachment with Issue Date of April 22, 2025.	5 - Scope	3/12/2025	4/25/2025	\$118,000,000	\$118,030,568

B. PROFESSIONAL SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

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

A) PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS			
CHANGE NOTICE/ORDER #	None	Change Type	Rough Order of Magnitude Cost
PS89616000-EWP02-CN-00014 (SAN FERNANDO TRANSIT CONSTRUCTORS)	Modify Early Works Package (EWP) 02 – Extend Period of Performance (POP) for Initial IPMO to align with the lease term. Extend Period of Performance (POP) of PS89616000-EWP MOD-00002for 27 months to complete the 87-month lease agreement, and extend and include 63 months of utilities and maintenance costs to align with same 87-month POP.	5 - Scope	Between \$5M and \$10M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

LINK UNION STATION

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2025 - May 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 BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

B. PROFESSIONAL SERVICES CONTRACTS

AE79441-004-TO-001.2-MOD-00001	ERM - Install structural bracing to temporarily preserve southern wall of Life Storage building as a modified demolition approach due to energized power lines along Commercial St.	5	03/01/25	3/12/2025	\$672,522	\$672,522
TPAF1024600890000	LADWP - Link US Power OH & 4.8 kV cable pulling	5	03/01/25	3/6/2025	\$979,438	\$979,438

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
--	------	--	--	--	--	--

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

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

Attachment B - OIG Spot Check CEO Delegated Authority Delays Avoided (through May 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	597	2.3
Purple Line Section 3	486	1.9
Division 20	200	0.8
Airport Metro Connector	169	0.7
Rail to Rail	35	0.1
I-5 N. County Enhancements	25	0.1
Total Savings	3214	12.5

Program Management Quarterly Change Report Summary

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 March 1, 2025, through May 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 June 1, 2025, through August 31, 2025, and will be presented to the October 2025 Construction Committee.

Quarterly Changes (Mar 1, 2025 – May 31, 2025)

Project	# of Approved Changes	Contractor Proposed Amount	Total Approved Amount	Within LOP	# of Pending Changes	Range	Within LOP
Regional Connector	-	-	-	-	2	Between \$500K and less than \$1M	√
Westside Purple Line Extension Section 1	3	\$ 5,295,213	\$ 4,228,274	√	-	-	-
Westside Purple Line Extension Section 2	4	\$ 37,807,016	\$ 31,090,648	√	1	Between \$1M and \$5M	√
Westside Purple Line Extension Section 3	5	\$ 86,436,356	\$ 83,445,384	√	6	Between \$500K and less than \$1M, \$1M and \$5M, \$5M and \$10M	√
Division 20 Portal Widening Turnback	2	\$ 3,028,120	\$ 2,148,115	√	1	Between \$5M and \$10M	√
Airport Metro Connector*	4	\$ 519,113	\$ 2,455,609	√	1	Between \$1M and \$5M	√
Rail to Rail	2	\$ 1,208,657	\$ 1,066,383	√	-	-	-
I-5 North County Enhancements Project	2	\$ 1,483,026	\$ 1,483,026	√	-	-	-
Metro G Line BRT Improvements	1	\$ 24,272,032	\$ 24,272,032	√	-	-	-
I-105 Express Lanes	-	-	-	-	2	Between \$5M and \$10M, More than \$15M	√
EB SR-91 Atlantic Avenue to Cherry Avenue	-	-	-	-	1	Between \$1M and \$5M	√
East San Fernando Valley	2	\$ 126,822,000	\$ 125,970,368	√	1	Between \$5M and \$10M	√
Link Union Station	2	\$ 1,651,960	\$ 1,651,960	√	-	-	-

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

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	597	2.3
Purple Line Section 3	486	1.9
Division 20	200	0.8
Airport Metro Connector	169	0.7
Rail to Rail	35	0.1
I-5 N. County Enhancements	25	0.1
Total Savings	3214	12.5

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



Board Report

File #: 2025-0373, File Type: Contract

Agenda Number: 15.

CONSTRUCTION COMMITTEE JULY 16, 2025

**SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL
IMPROVEMENT PROJECTS**

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee Indefinite Delivery / Indefinite Quantity Contract No. AE128436MC085, to Zephyr UAS, Inc., to provide Construction Management Support Services for Capital Improvement Projects, for a period of five years in an amount Not-To-Exceed (NTE) \$50,000,000, subject to the resolution of any properly submitted protest(s), if any; and
- B. EXECUTE individual Task Orders within the Board-approved contract amount.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (Metro) requires professional services from a qualified Construction Management Support Services (CMSS) firm to support the design review, construction management, and administration of construction contracts for various Metro capital improvement projects and adjacent/joint development projects to ensure compliance with Metro's safety and security policies, contract requirements, and government regulations. The existing CMSS contract (AE76301MC081), awarded in 2021, is expiring and must be replaced to continue support of project delivery.

This new CMSS contract will provide essential pre-construction, contract administration, and construction-phase support to help projects transition from design completion to construction efficiently, while adhering to Metro's safety, quality, and regulatory requirements. It will also play a critical role in supporting high-priority projects leading up to the 2028 Olympic and Paralympic Games, providing early constructability reviews for designs being advanced through the Supplemental Engineering Services for Capital Improvement Projects contract.

BACKGROUND

This contract allows Metro to efficiently and effectively augment Metro staff as needed, ensuring

appropriate resources are available in terms of both staff availability and technical expertise. This approach supports the delivery of construction projects to the highest standards of safety, quality, and efficiency.

Historically, this contract has supported state-of-good-repair projects, such as inspection of Metro facilities, tunnel grouting and repairs, and oversight of adjacent development construction, which has increased with system expansion.

DISCUSSION

As part of Metro's Program Management Office (PMO) Continuous Improvement Initiative, Metro continues to strive toward an equal 50/50 ratio of Metro staff to consultants on major capital projects. At this time, consultant support remains essential when discrete projects must be delivered quickly, or when there are surges in the number of active projects. This contract provides Metro with the flexibility and technical capacity to meet those needs and uphold delivery schedules across a fluctuating capital program, while also maintaining our focus on recruiting efforts to continuously improve our Metro staff to consultant ratio.

The contract will also serve as a bridge for projects needing immediate support while procuring their own project-specific construction management services contract. This flexibility ensures seamless delivery and continuity during transitional periods. More near term and immediate, this contract will provide support to the projects leading up to the 2028 Olympic and Paralympic Games and will be critical to support Metro with constructability and value engineering reviews of the projects where grant funding is finite and the schedule to deliver the projects is inflexible due to the impending events that will put Los Angeles and Metro's transit system on the world stage.

The CMSS will provide skilled individuals to assist Metro with the construction management of projects. Services for each project will be authorized by a Task Order. The Task Order based approach offers flexibility to scale support to actual project needs, thereby optimizing resource allocation and cost-effectiveness. Services are structured into three distinct phases:

- Pre-Construction Services:
 - Constructability and value-engineering reviews
 - QA/QC and design-phase reviews
 - Early third-party coordination, environmental compliance planning
 - Support the development of baseline schedules, cost estimates, and risk registers (Optional)
- Procurement Support:

-
- Preparation and management of technical bid packages, RFIs, and addenda
 - Non-scoring technical evaluations as a subject matter expert
 - Construction Support:
 - Resident engineering and construction inspection
 - Safety and quality oversight
 - Utility, third-party, and community relations coordination
 - Project close-out and documentation

The Contract will be funded on a Task Order basis from project budgets, with consideration given to planning timelines and project-specific constraints. Metro staff will maintain strict project controls to monitor expenditures and schedules. No funds are obligated until negotiations for each Task Order are finalized within the Board-approved NTE amount. While the proposed contract is flexible in nature dependent on actual project needs, example projects and programs that are contemplated to use this contract are:

- Vermont Transit Corridor;
- Projects to support Station Experience;
- Joint and Adjacent Development projects;
- Zero Emission Bus Charging Infrastructure; and
- Projects that support the 2028 Olympic and Paralympic Games, including, but not limited to, those funded by the Reconnecting Communities & Neighborhoods grant program

DETERMINATION OF SAFETY IMPACT

Approval of this action maintains and reinforces Metro's safety standards by providing dedicated experienced construction management professionals.

FINANCIAL IMPACT

Approval of the recommendations will have no financial impact to the FY26 budget, those projects utilizing this contract for staff augmentation will provide the funds from the respective projects adopted budget. As this is a multi-year contract, Project Managers, Cost Center Managers, and the Chief Program Management Officer will be responsible for budgeting task order costs in future fiscal years.

Impact to Budget

As specific support needs arise, Task Orders will be issued and funded within Life-of-Project (LOP) budgets or the approved annual budgets for each individual capital project. Funding sources will reflect the project budgets which may include federal and/or state grants as well as local funds. Where appropriate, local funds will include operating-eligible sources.

EQUITY PLATFORM

The Contract provides Construction Management Support for various Metro projects throughout the County of Los Angeles, including in many Equity Focus Communities . These services are essential for the support and on-time delivery of Metro projects that serve Metro customers. All services supported by this contract help avoid project delays and effectively deliver the projects and provide greater access and mobility for those who rely on transit to meet their daily needs and reduce the potential impact for interruption to service which would negatively affect our ridership.

Metro staff presented at the Transportation Business Advisory Council and attended meetings with the Small Business Community to further define the experience and background for this solicitation and held one on ones for firms interested in learning more.

The Diversity and Economic Opportunity Department (DEOD) established an overall 36% Disadvantaged Business Enterprise (DBE) goal for federally funded projects, and 33% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goals for non-federally funded projects in the solicitation. The successful firm met the goals by making an overall 36% DBE, 33% SBE, and 3% DVBE commitments. The awardee is participating in the Contracting Outreach and Mentoring Plan (COMP), a summary of the DBE, SBE and DVBE subconsultants is provided in Attachment B.

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 construction oversight activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations.. Because the Metro Board has adopted an agency -wide VMT Reduction Target, and this item supports the overall function of the agency, this item is

consistent with the goals of reducing 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

Recommendation supports strategic plan:

- Goal 1: Provide high-quality mobility options.
- Goal 3: Enhance communities through mobility and access.
- Goal 4: Regional collaboration and leadership through efficient project delivery.

ALTERNATIVES CONSIDERED

The Board may reject the recommendations. Staff does not recommend this, as rejection will require an extensive hiring effort to provide permanent staff to fill the required positions, several of which are anticipated to be temporary. This would not be cost effective and could cause delays, since many of the CMSS staff are only required on a periodic basis for peak workloads and specific tasks over the life of the project.

NEXT STEPS

Upon Board approval of this recommended action, staff will execute Contract No. AE128436MC085.

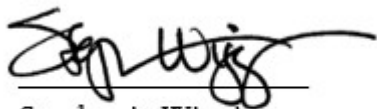
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Michelle Quinn, Executive Officer Program Management (213) 922-3026
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

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL
IMPROVEMENT PROJECTS
CONTRACT NO. AE128436MC085000**

1.	Contract Number: AE128436MC085000	
2.	Recommended Vendor: Zephyr UAS, Inc dba Zephyr Rail	
3.	Type of Procurement (check one): <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.	Procurement Dates:	
	A. Issued: December 16, 2024	
	B. Advertised/Publicized: December 18, 2024	
	C. Pre-Proposal Conference: December 20, 2024	
	D. Proposals Due: March 7, 2025	
	E. Pre-Qualification Completed: May 6, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: April 4, 2025	
	G. Protest Period End Date: June 18, 2025	
5.	Solicitations Picked up/Downloaded: 181	Bids/Proposals Received: 5
6.	Contract Administrator: Pascale Batarseh	Telephone Number: 213-922-6338
7.	Project Manager: Michelle Quinn	Telephone Number: 213-922-3026

A. Procurement Background

This Board Action is to approve Contract No. AE128436MC085000 for Construction Management Support Services - Capital Improvement Projects, issued in support of the design reviews, construction management, and administration of the construction contract(s) associated with various capital improvements projects, and to ensure that the construction of these projects is administered and completed in compliance with contract requirements and government regulations. Board approval of contract awards are subject to resolution of any properly submitted protest.

Request for Proposals (RFP) No. AE128436MC085 was an Architecture and Engineer (A&E), qualifications-based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a Cost-Plus Fixed Fee (CPFF), Indefinite Quantity / Indefinite Delivery, for a term of five (5) years. The Diversity & Economic Opportunity Department recommended a thirty-six percent (36%) Disadvantaged Business Enterprise overall (DBE) goal for all task orders funded with federal dollars, and a thirty-three percent (33%) Small Business Enterprise overall (SBE) goal and a three percent (3%) Disabled Veteran Business Enterprise overall (DVBE) goal on all task orders funded with federal, state, local, and/or Measure M dollars.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on 1/16/2025 clarified the following:
 - a. Revise Table of Contents
 - b. Revise number of additional electronic copies in LOI-1 were required
 - c. Add DBE & SBE/DVBE Commitment language
 - d. Add language to COMP Program to indicate the submittal of COMP Forty-Five (45) days after award
 - e. Adding Administrative Factors in 1.2 Proposal Content
 - f. Add SBE/DVBE Forms 1-5 to Exhibit 1: DBE Good Faith Efforts and Commitment Forms
 - g. Add Exhibit 2A to be accompanied as attachment to Form 60
 - h. Add Exhibit 15: Experience/Performance Questionnaire to Exhibit (Solicitation)
 - i. Revise Exhibit A – Scope of Services to indicate changes in requirements and format
 - j. Add DEOD Contract Compliance Manual (Non-Federal) to Exhibit D: Diversity & Economic Opportunity Department Contract Compliance Manual (RC-FTA);
- Amendment No. 2, issued on 2/3/2025 clarified the following:
 - a. Extend Proposals and Questions & Answers Due Dates
 - b. Revise Submittal Requirements;
- Amendment No. 3, issued on 2/7/2025 clarified the following:
 - a. Revise DBE Commitment Forms 1-6.

A total of 181 downloads of the RFP were recorded in the planholder's list. A virtual pre-proposal conference was held on December 20, 2024, and was attended by 59 participants representing 35 firms. There were 90 questions received for this RFP and responses were provided prior to the proposal due date.

A total of five (5) proposals were received on March 7, 2025, and are listed below in alphabetical order:

1. AIX Consulting, Inc.
2. C2PM
3. Ghirardelli Associates, Inc.
4. KDG Construction Consulting
5. Zephyr-UAS, Inc. dba Zephyr Rail

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Program Management and Program Controls 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 the Firms on the Proposed Team | 35% |
| • Experience and Capabilities of the Key Personnel | 25% |
| • Understanding and Approach to Service Delivery | 35% |
| • Approach to Cultural Competency | 5% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architecture and Engineer (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the Experience and Capabilities of the Firms on the Proposed Team and the Understanding and Approach to Service Delivery.

During the month of April 2025, the PET evaluated the five technical proposals and determined all to be responsive, and within the competitive range. On April 22, 2025, Metro held virtual oral presentations with all five proposing firms.

The proposing firms had the opportunity to present their key personnel as well as respond to the PET's questions. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Sealed cost proposals were received from the five proposers at the time of oral presentations.

After a thorough review of proposals and oral demonstrations, the PET scored Zephyr UAS, Inc. as the highest ranked firm.

Qualifications Summary of Recommended Firm:

Zephyr-UAS, Inc. demonstrated extensive and relevant experience, significant technical capabilities, and a highly qualified team of key personnel whose experience aligns with the complexity of Metro's Scope of Services. Their proposal reflected a clear and comprehensive understanding of the scope, including a strong grasp of project challenges, cost and schedule management, safety, and quality assurance in active rail, highway, and transit environments. The team has a proven track record on past and current Metro projects, familiarity with both traditional and alternative delivery methods, and experience managing overlapping contracts and coordinating with various agencies, including the City of Los Angeles.

The proposal outlined a well-structured and inclusive approach to cultural competency, with defined outreach practices and demonstrated success implementing diversity and workforce inclusion programs. It also presented sound quality management procedures, data-driven safety protocols, and examples of effective risk mitigation and cost control strategies applied on prior work. Having received the highest technical score, Zephyr-UAS, Inc. is determined to be the most

qualified firm to successfully deliver the required Construction Management Support Services.

Firm	Average Score	Factor Weight	Weighted Average Score	Rank
Zephyr-UAS, Inc.				
Experience and Capabilities of the Firms on the Proposed Team	84.34	35%	29.52	
Experience and Capabilities of the Key Personnel	89.68	25%	22.42	
Understanding and Approach to Service Delivery	94.63	35%	33.12	
Approach to Cultural Competency	87.00	5%	4.35	
Total		100.00%	89.41	1
Ghirardelli Associates, Inc.				
Experience and Capabilities of the Firms on the Proposed Team	83.51	35%	29.23	
Experience and Capabilities of the Key Personnel	81.88	25%	20.47	
Understanding and Approach to Service Delivery	94.71	35%	33.15	
Approach to Cultural Competency	69.60	5%	3.48	
Total		100.00%	86.33	2
KDG Construction Consulting				
Experience and Capabilities of the Firms on the Proposed Team	81.14	35%	28.40	
Experience and Capabilities of the Key Personnel	81.32	25%	20.33	
Understanding and Approach to Service Delivery	90.71	35%	31.75	
Approach to Cultural Competency	85.00	5%	4.25	
Total		100.00%	84.73	3
AIX Consulting, Inc.				
Experience and Capabilities of the Firms on the Proposed Team	77.20	35%	27.02	
Experience and Capabilities of the Key Personnel	82.00	25%	20.50	
Understanding and Approach to Service Delivery	92.37	35%	32.33	
Approach to Cultural Competency	80.40	5%	4.02	
Total		100.00%	83.87	4
C2PM				
Experience and Capabilities of the Firms on the Proposed Team	80.00	35%	28.00	
Experience and Capabilities of the Key Personnel	82.48	25%	20.62	
Understanding and Approach to Service Delivery	85.29	35%	29.85	

Approach to Cultural Competency	71.67	5%	3.58	
Total		100.00%	82.05	5

C. Cost/Price Analysis

Metro completed negotiations and determined that the recommended estimated costs are fair and reasonable based on a cost analysis of labor rates, indirect rates and other direct costs in accordance with Metro's Procurement Policies and Procedures. Metro confirmed indirect cost rates based on current audits by a cognizant agency CPA in accordance with FAR Part 31 and established 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 contract awaiting audit. Metro negotiated a fixed fee factor that will be used to establish a fixed fee dollar amount for each Task Order based on the total estimated cost negotiated for the Task Order.

D. Background on Recommended Contractor

The recommended firm, Zephyr Rail, is located in the city of Orange, California and was established in 2015. They hold certifications as a certified Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE). They have experience with Metro under an existing CMSS contract (MC081), which includes support for projects such as Harbor Gateway Transit, Sepulveda Transit Project Common Services Support, LinkUS Office Engineering and Railroad Coordination Support, Joint and Adjacent Development Support, Division 9 & El Monte Transit Center Charger Installation, Transportation Communication Network (TCN) Support, Constructability Review of EB SR-91 Atlantic Ave to Cherry Ave Auxiliary Lane Improvement Project, and Constructability Review of WB SR-91 Alondra Boulevard to Shoemaker Ave Improvement Project.

DEOD SUMMARY

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL
IMPROVEMENT PROJECTS
CONTRACT NO. AE128436MC085000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 36% Disadvantaged Business Enterprise (DBE) goal for all task orders funded with federal dollars and an overall 33% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business (DVBE) goal for all task orders funded with state, local and Measure M dollars. Zephyr UAS Inc. dba Zephyr Rail, a DBE firm, met the goal(s) by making an overall 36% DBE, 33% SBE, and 3% DVBE commitment.

Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to the establishment of this contract. In response to a specific Task Order request with a defined scope of work, the Zephyr Rail will be required to identify DBE, SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE, SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative DBE, SBE and DVBE participation of all task orders issued dependent upon funding source.

Small Business Goal	36% DBE 33% SBE 3% DVBE	Small Business Commitment	36% DBE 33% SBE 3% DVBE
----------------------------	--	----------------------------------	--

	DBE Subcontractors	% Committed
1.	Zephyr UAS, Inc. dba Zephyr Rail (Prime)	TBD
2.	CYD Consulting	TBD
3.	Enterris Associates	TBD
4.	Fountainhead Consulting Corporation	TBD
5.	Monument ROW	TBD
6.	PEnterprise Consulting Services	TBD
7.	SHA Analytics	TBD
	Total DBE Commitment	36%

	SBE Subcontractors	% Committed
1.	Zephyr UAS, Inc. dba Zephyr Rail	TBD
2.	Conaway Geomatics	TBD
3.	CYD Consulting	TBD
4.	Enterris Associates	TBD
5.	Fountainhead Consulting Corporation	TBD
6.	Monument ROW	TBD
7.	PEnterprise Consulting Services	TBD

8.	SHA Analytics	TBD
	Total SBE Commitment	33%

	DVBE Subcontractors	% Committed
1.	Conaway Geomatics	TBD
2.	CYD Consulting	TBD
3.	Fryman Management, Inc.	TBD
4.	Pacifica Services, Inc.	TBD
	Total DVBE Commitment	3%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference was not applicable to this procurement. Pursuant to California Government Code §4525-4529.5 for Architectural and Engineering services, only a competitor's qualifications as an architect are evaluated and the most qualified competitor is selected; price cannot be used as an evaluation factor.

C. Contracting Outreach and Mentoring Plan (COMP) Program

The Contracting Outreach and Mentoring Plan (COMP) is applicable to this contract. Zephyr must mentor a minimum of four certified firms: two (2) Disadvantaged Business Enterprises (DBEs), one (1) Small Business Enterprise (SBE), and one (1) Disabled Veteran Business Enterprise (DVBE). Within forty-five (45) days of the contract award, Zephyr is required to submit a comprehensive DBE/SBE/DVBE COMP identifying firms for protégé development.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. 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).

F. 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.

PROGRAM MANAGEMENT

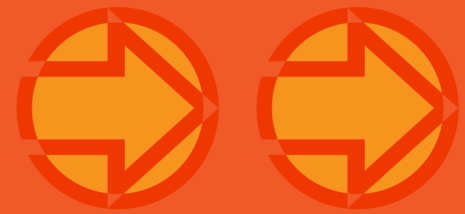
2025-0373 – CONSTRUCTION MANAGEMENT SUPPORT SERVICES CAPITAL IMPROVEMENT PROJECTS



Metro[®]

July 2025

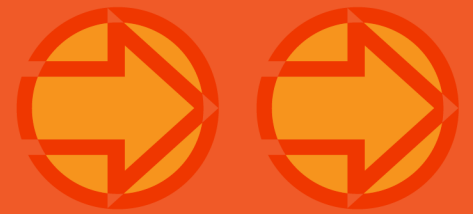
Discussion



The CMSS will provide skilled individuals to assist Metro with the construction management of projects. The Task Order based approach offers flexibility to scale support to actual project needs, thereby optimizing resource allocation and cost-effectiveness. Services are structured into three distinct phases:

Pre-Construction Services	Procurement Support	Construction Support
<ul style="list-style-type: none">• Constructability and value-engineering reviews• QA/QC and design-phase reviews• Early third-party coordination, environmental compliance planning• Support the development of baseline schedules, cost estimates, and risk registers <i>(Optional)</i>	<ul style="list-style-type: none">• Preparation and management of technical bid packages, RFIs, and addenda• Non-scoring technical evaluations as a subject matter expert	<ul style="list-style-type: none">• Resident engineering and construction inspection• Safety and quality oversight• Utility, third-party, and community relations coordination• Project close-out and documentation

Preliminary Project List

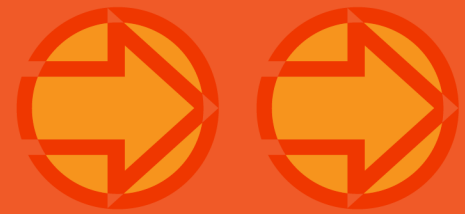


Projects that are contemplated to use this contract are:

- Vermont Transit Corridor
- Projects to Support Station Experience
- Joint and Adjacent Development projects
- Zero Emission Bus Charging Infrastructure
- 2028 Olympic and Paralympic Games related improvements including but not limited to, those funded by the Reconnecting Communities & Neighborhoods grant program

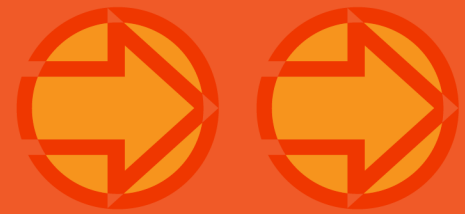
This is a preliminary list and projects will be added based on actual needs and available funding.

Procurement Evaluation



EVALUATION CRITERIA	MAXIMUM POINTS	ZEPHYR-UAS, INC.	GHIRARDELLI ASSOCIATES, INC.	KDG CONSTRUCTION CONSULTING	AIX CONSULTING, INC.	C2PM
Experience and Capabilities of the Firms on the Team	35	29.52	29.23	28.40	27.02	28.00
Experience and Capabilities of Key Personnel	25	22.42	20.47	20.33	20.50	20.62
Understanding and Approach to Service Delivery	35	33.12	33.15	31.75	32.33	29.85
Approach To Cultural Competency	5	4.35	3.48	4.25	4.02	3.58
TECHNICAL SCORE	100	89.41	86.33	84.73	83.87	82.05

Recommendation



AUTHORIZE the Chief Executive Officer to:

- A. **AWARD** a cost plus fixed fee Indefinite Delivery / Indefinite Quantity Contract No. AE128436MC085, to Zephyr UAS, Inc., to provide Construction Management Support Services for Capital Improvement Projects, for a period of five years in an amount Not-To-Exceed (NTE) \$50,000,000, subject to the resolution of any properly submitted protest(s), if any; and
- B. **EXECUTE** individual Task Orders within the Board-approved contract amount.



Board Report

File #: 2025-0520, File Type: Plan

Agenda Number: 16.

CONSTRUCTION COMMITTEE JULY 16, 2025

SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

WITHDRAWN: ~~AUTHORIZE the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).~~

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an annual work plan. The annual work plan serves as a commitment from the agency for the reimbursement of services by the City of Los Angeles reviewing departments for an estimated amount of services. Without an annual work plan, the City of Los Angeles departments have no funding sources to support the projects in a timely manner in order to meet Metro's schedules.

BACKGROUND

In April of 2024, a new Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement is to establish a streamlined process among both entities to successfully construct Metro's ongoing projects. A primary function of the MCA is to clearly identify a yearly budget for each City department to provide those City services, which is labeled the Annual Work Plan. This work plan is consistent with the principles of the new MCA, which contains a streamlined escalation ladder, improved processes for design reviews and acceptance, early involvement and improved collaboration processes, and the inclusion of a Project Liaison to coordinate across City departments for future mega projects.

DISCUSSION

The Annual Work Plan funds Metro's project plan reviews from various City of Los Angeles departments to support design and construction project plans on an annual basis. These services are essential for streamlining project delivery, which includes expediting plan reviews and approvals, ensuring quality and effective construction measures, timely inspections, and other functional efforts as described above. All services are centered to avoid delays and promote cost saving measures to

effectively deliver the projects with minimal impacts on the community and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

The action contained herein provides funding for the City of Los Angeles participation in projects within the limit of the current approved FY26 budget for Third Party review and maintenance (Attachment A).

Metro's efforts to proactively manage these costs will include the following:

- A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.
- B. Reviewing submittals for completeness.
- C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
- D. Reviewing timesheets with each third-party organization on a monthly basis to ensure that the hours charged are appropriate.
- E. Conducting executive and staff level partnering with third parties.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding of \$36,571,433 which may be obligated and spent under this one-year work plan, is included in the FY26 adopted budget in the projects requiring the services to be performed by the City of Los Angeles as outlined in Attachment A. Since these are multi-year projects, the Project Managers and the Chief Program Management Officer will be responsible for budgeting future year's costs. These fund sources are not eligible for rail and bus operating expenses.

EQUITY PLATFORM

While considering the projects, Metro will provide an estimated 42 miles of new transit and active transportation systems (pedestrian, bicycle, rail and bus) and 11 potential passenger stations within the City of L.A limits and Equity Focus Communities (EFC). This Board item action will reduce the likelihood of transit and active transportation project delays as well as provide other tangible benefits to the EFCs. This includes expedited, streamlined projects that improve safety and access for multimodal users with minimal negative impacts to the communities, and establishing troubleshooting opportunities to support the EFCs. This will ultimately lead to our operating system providing a world class transit system with reduced air and noise pollution, more walkable neighborhoods, better transportation amenities for individuals with disabilities, less congestion and collisions, and will ultimately better connect 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.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it facilitates the progress of critical work with the City of Los Angeles departments to reduce red tape and improve outcomes in the planning and construction of Metros projects, which will serve to reduce VMT. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's transit projects support the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity and.
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

By executing the Annual Work Plan for FY26 and allowing the City departments to continue reviewing plans while advancing a more streamlined approval process, it would positively support Metro's overall plan and goal of expanding the transportation network, increasing mobility for all users and improve LA County's overall transit networks and assets.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation and direct us to include this work under Construction or Professional Services contracts. This is not recommended because it will have the effect of significantly delaying Metro projects.

NEXT STEPS

Upon Board approval of the annual work plan, the City of Los Angeles will submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

ATTACHMENT

Attachment A - FY26 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Eduardo Cervantes, Executive Officer; 213-922-7255

Reviewed by: Timothy Lindholm, Chief Program Management Officer; 213-922-7297

ATTACHMENT A

FY26 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW CATCH ALL

Bureau of Engineering	\$175,000
Dept. of Transportation	\$307,286
Con Ad	\$200,526
Bureau of Street Services	\$87,888
Subtotal:	\$770,700

REGIONAL CONNECTOR

Bureau of Engineering	\$185,000
Dept. of Transportation	\$112,372
Bureau of Street Services	\$88,856
Bureau of Street Lighting	\$51,294
Con Ad	\$227,131
Subtotal:	\$664,653

PURPLE LINE #1

Bureau of Engineering	\$650,000
Dept. of Transportation	\$920,359
Bureau of Street Services	\$306,603
Bureau of Street Lighting	\$165,616
Con Ad	\$518,840
Cross Coordination	\$183,528
LASAN	\$48,452
Subtotal:	\$2,790,398

PURPLE LINE #2

Bureau of Engineering	\$650,000
Dept. of Transportation	\$672,797
Bureau of Street Services	\$213,892
Bureau of Street Lighting	\$309,606
Con Ad	\$555,579
LASAN (SCWID)	\$119,314
LASAN (WESD)	\$44,789
Cross Coordination	\$167,916
LAPD	\$420,708
Subtotal:	\$3,154,601

ATTACHMENT A (Continued)

PURPLE LINE #3

Bureau of Engineering	\$975,000
Dept. of Transportation	\$1,400,578
Bureau of Street Services	\$116,990
Bureau of Street Lighting	\$224,571
Con Ad	\$515,840
LASAN	\$166,703
LASAN(WPD)	\$44,789
Cross Coordination	\$367,963
LAPD	\$129,448

Subtotal:	\$3,941,883
-----------	-------------

RAILTO RAIL

Bureau of Engineering	\$50,000
Dept. of Transportation	\$50,000
Bureau of Street Services	\$27,189
Bureau of Street Lighting	\$50,000
Con Ad	\$50,000

Subtotal:	\$227,189
-----------	-----------

ORANGE LINE (G Line Improvements)

Bureau of Engineering	\$1,250,000
Dept. of Transportation	\$980,014
Bureau of Street Services	\$99,619
Bureau of Street Lighting	\$221,908
Con Ad	\$401,052
Cross Coordination	\$183,256

Subtotal:	\$3,135,850
-----------	-------------

ESFVTC

Bureau of Engineering	\$1,575,000
Dept. of Transportation	\$1,316,650
Bureau of Street Services	\$280,894
Bureau of Street Lighting	\$822,925
LASAN (WESD)	\$204,111
LASAN (SCWID)	\$133,321
Con Ad	\$922,816
Cross Coordination Support	\$368,217

Subtotal:	\$5,623,934
-----------	-------------

ATTACHMENT A (Continued)

Link US

Bureau of Engineering	\$975,000
Dept. of Transportation	\$586,692
Bureau of Street Services	\$97,407
Bureau of Street Lighting	\$204,789
LASAN	\$48,452
Con Ad	\$17,392
<hr/>	
Subtotal:	\$1,929,732

Brighton to Roxford

Bureau of Engineering	\$625,000
Dept. of Transportation	\$317,467
Bureau of Street Services	\$87,265
Bureau of Street Lighting	\$212,135
Con Ad	\$200,526
<hr/>	
Subtotal:	\$1,442,393

Doran Street Grade Separation

Bureau of Engineering	\$325,000
Dept. of Transportation	\$596,839
Bureau of Street Services	\$68,577
Bureau of Street Lighting	\$106,067
LASAN	\$48,452
Con Ad	\$50,000
<hr/>	
Subtotal:	\$1,194,935

NOHO BRT

Bureau of Engineering	\$625,000
Dept. of Transportation	\$805,061
Bureau of Street Lighting	\$264,134
Con Ad	\$227,131
City Planning	\$10,573
Bureau of Street Services	\$356,969
<hr/>	
Subtotal:	\$2,288,868

SOUTH EAST GATEWAY

Bureau of Engineering	\$325,000
Dept. of Transportation	\$446,200
Bureau of Street Services	\$88,362
Bureau of Street Lighting	\$74,416
LASAN	\$92,856
Con Ad	\$188,889
City Planning	\$13,906
<hr/>	
Subtotal:	\$1, 229,629

ATTACHMENT A (Continued)

SEPULVEDA TRANSIT CORRIDOR

Bureau of Street Services	\$110,349
Dept. of Transportation	\$20,000
Bureau of Street Lighting	\$76,589
Bureau of Engineering	\$20,000
Con Ad	\$200,526
Cross Coordination	\$182,550
<hr/>	
Subtotal:	\$610,014

NEXT GEN SPEED AND RELIABILITY

Bureau of Engineering	\$950,000
Bureau of Street Services	\$143,715
Con Ad	\$391,000
City Planning	\$35,176
Bureau of Street Lighting	\$306,359
Dept. of Transportation	\$1,100,000
<hr/>	
Subtotal:	\$2,926,250

DIVISION 20

Bureau of Engineering	\$250,000
Dept. of Transportation	\$156,044
Bureau of Street Services	\$26,354
Bureau of Street Lighting	\$76,589
Con Ad	\$401,052
LASAN	\$50,000
<hr/>	
Subtotal:	\$960,039

PATSAOURAS

Bureau of Engineering	\$15,000
Dept. of Transportation	\$10,000
Con Ad	\$10,000
<hr/>	
Subtotal:	\$35,000

I-405 WIDENING

Bureau of Engineering	\$30,000
BSS	\$30,000
Con Ad	\$10,000
BSL	\$10,000
<hr/>	
Subtotal:	\$80,000

VERMONT

Bureau of Engineering	\$975,000
BSS	\$165,444
DOT	\$183,705
BSL	\$264,134
LASAN	\$92,856
City Planning	\$20,208
Cross Coordination	\$294,271
Subtotal:	\$1,995,618

RCN (Pico / Flower)

BSS	\$191,826
Subtotal:	\$191,826

RCN (Mobility Hubs)

Bureau of Engineering	\$325,000
BSS	\$256,664
DOT	\$10,000
City Planning	\$49,906
Cross Coordination	\$59,687
Subtotal:	\$701,257

RCN (Bus Corridors)

BSS	\$256,664
DOT	\$10,000
Bureau of Engineering	\$10,000
Subtotal:	\$276,664

NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

Bureau of Engineering	\$100,000
BSS	\$100,000
DOT	\$100,000
BSL	\$100,000
Subtotal:	\$400,000

GRAND TOTAL: \$36,571,433

TOTAL FY26 BUDGET: \$36,571,433



Third Party Administration – City of Los Angeles



Metro

July 2025



Recommendation

Recommendation:

Authorize the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

Estimated budget plan: \$36,571,433



Background

The Annual Work Plan, a function of the new MCA, is a mechanism to obtain City support to accommodate projects through design, construction and maintenance phases.

The annual work plan shall serve as a commitment from Metro for the reimbursement of services by the City of Los Angeles reviewing jurisdictions for an estimated amount.

Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects in a timely manner thereby delaying the projects.

Services Provided

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions. The following represents some of the general services that are to be provided by the City departments for those projects listed in Attachment A:

- Meeting attendance
- Early planning
- Over the shoulder reviews
- Streamlined design plan reviews and approvals
- Value engineering efforts
- Interdepartmental coordination
- Liaison services
- Inspections and close out services

All services are centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts.



Board Report

File #: 2025-0543, File Type: Policy

Agenda Number: 12.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
CONSTRUCTION COMMITTEE
JULY 16, 2025

SUBJECT: METRO COST BENEFIT ANALYSIS METHODOLOGY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the recommended Metro Cost Benefit Analysis Methodology (Attachment A).

ISSUE

Last month, the Planning and Programming Committee and the Construction Committee received a staff report on a Cost Benefit Analysis (CBA) draft methodology. The report represents a significant milestone in Metro's effort to establish a standardized framework for evaluating capital projects' benefits relative to cost. The Committees addressed the proposed methodology and its representation of priorities, weights attributed to objectives and goals, and how Metro CBA results would be used, as one tool among many, to help inform decision-making on project development and prioritization anticipated for longer term planning efforts such as the upcoming Measure M Decennial Review. This report recommends that the Board adopt the final methodology (Attachment A).

BACKGROUND

At its February 2025 meeting, the Board approved Motion 14 (Attachment B) by Directors Dutra, Najarian, Barger, Butts and Solis, and amended by Director Horvath, that directed staff to develop a framework for a Metro Cost Benefit Analysis (CBA) that could be used as one tool among others to support investment and funding decisions for Metro's capital projects. The consistent application of a Metro CBA is intended to inform a more data-driven and transparent decision-making process that also includes economic data and evaluation criteria approved by the Board in October 2023 as part of the Measure M 5-Year Comprehensive Assessment and Equity Report.

In April 2025, as part of the Annual Program Evaluation (APE) report, staff presented an update on a general Metro CBA framework for organizing key project criteria to be evaluated. The framework distinguished criteria included in federal and state grant programs from those reflecting local and regional interests. Key to the framework was that all criteria of federal and state funding programs formed the basis of the Metro CBA, upon which local impacts (like regional economic output and

equity) would be added.

The balance of this report refers to the US Department of Transportation's (USDOT) analysis as "Benefit Cost Analysis," consistent with the federal agency's nomenclature and its updated guidance document, *Benefit Cost Analysis Guidance for Discretionary Grant Programs*, as well as the California Department of Transportation's (Caltrans) California Benefit-Cost Analysis model (Cal-B/C). These guidance tools for conducting benefit cost analysis produce results such as Net Present Value (NPV), Benefit Cost Ratios (BCR), Return on Investment (ROI), Internal Rate of Return (IRR), and Payback Period (years). This Board Report refers to the Metro analysis as the "Metro Cost Benefit Analysis (Metro CBA)," consistent with the nomenclature used in the Board motion, and built upon the USDOT and Caltrans models.

DISCUSSION

In June 2025, staff presented detailed criteria within the framework, including organizing themes (goals) and weights, objectives, and metrics to be used in evaluating capital projects against cost. These goals were based on a 2015 Performance Evaluation Framework adopted by the Board, and modified to reflect updated priorities such as safety, long term operational sustainability, economic impacts to the region necessary for sustaining continued transportation sales tax revenues, and equity.

The proposed goals and weights presented in June 2025 to evaluate projects are summarized below, with equity metrics noted within each objective. Additional information can be found in Attachment A and the June 2025 Metro Cost Benefit Methodology Board Report.

- **Mobility and Accessibility (40%)** - Easing congestion, increasing active transportation, and improving travel times, system connectivity, throughput, and reliability. Equity contributes three percentage points (3%) to the Mobility and Access theme, and represents analyses conducted on outcomes by mode, geography and EFCs, and other socio-economic data.
- **Safety and Health Benefits (15%)** - Transportation projects' benefits to health and safety are measured by reductions in exposure to risks posed by the transportation system across multiple modes, increased access to health-promoting behaviors (such as walking and bicycling), or increased access to health care for particular socio-economic groups; equity contributes one percentage point (1%) to this category.
- **Environmental Sustainability (15%)** - Policy criteria include reductions in greenhouse gas (GHG) emissions and criteria pollutants, reductions in urban heat island effects, reduced stormwater runoff impacts, and reduced biological and habitat impact. Equity in this category contributes one percentage point (1%) related to equitable environmental sustainability, accounting for disproportionate exposure and/or distribution of environmental benefits (i.e. air pollution, green space) by mode, geography and Equity Focus Communities (EFC), or other socioeconomic data.
- **Long-Term Operational Sustainability (15%)** - This goal focuses on the continuity of infrastructure delivery and sustained operations and service over the long term, including measures to evaluate the operational benefits and system productivity over time, the sufficiency of funding for operations and maintenance, improvements to system resiliency and recovery from service disruptions and/or emergencies, and the feasibility of project

implementation such as delivery in phases while maintaining high benefits relative to cost.

- **Economic Benefits to the Region (15%)** - Transportation investments are expected to result in economic benefits to the region travel time savings allow more productive activities (for workers and their employers) that generate further economic activity in the region, jobs created (from construction and operations), and more goods carried to market. In addition to identifying productivity and consumption resulting from travel time savings to all users of the transportation system, staff also will estimate the socio-economic composition of those obtaining economic benefits to help with equity assessment of the project. Equity contributes one percentage point (1%) towards Economic Benefits to the Region.

Staff heard a number of questions and comments from the Board related to the proposed methodology, particularly about how benefits would be assessed, including:

- Adequacy of weights for priority goals such as safety and economic output, relative to the other goals;
- Inclusion of other goals and objectives such as Metro's commitment to addressing homelessness and housing, and to improving the security and personal safety of our customers;
- How and when the Metro CBA would be conducted and presented on projects as they are being developed;
- How a Metro CBA will be used to support the upcoming Measure M Decennial Review, which will evaluate the past ten years of Measure M performance and update the next ten years' schedule of expenditures; and
- Potential liability in developing a Metro CBA that may be used to challenge a project's environmental assessment as required by the California Environmental Quality Act (CEQA) and/or National Environmental Protection Act (NEPA).

Staff have considered these comments and recommend that the weights listed above be adopted as a starting point for continuous development of the Metro CBA methodology. These weights and the results they produce for each category will be subject to sensitivity testing to determine how changes in the weights affect the project's total outcomes, relative to the cost (which will include capital cost, soft costs, operations and maintenance and state of good repair estimates).

While the methodology presented in June has not changed, the committee discussions reflected interest in continuing to pursue Metro's commitments to address homelessness and housing, and to improve security and personal safety for our customers. Because the Metro CBA is designed to evaluate transportation capital projects, these objectives are not directly included in the Metro CBA, but a qualitative narrative about these goals will be presented alongside the Metro CBA.

Staff reported during discussions that the Metro CBA would be used as one of a several tools for at least two purposes: (1) evaluating project performance at critical decision milestones, such as alternatives analyses, selection of a Locally Preferred Alternative, project approval, establishment of a Life of Project budget, and evaluating value engineering efforts, etc.; and (2) evaluating projects that will be considered during the upcoming Measure M Decennial Review. As a point of clarification, the Metro CBA will not be used to compare projects of different modes against each other, but will be conducted on different types of projects to provide transparent, data-driven evaluations of expected

performance relative to a project's estimated cost, which will include capital costs, operations and maintenance, and state of good repair to the extent possible depending on level of design available.

Finally, staff reported that conducting a CBA on projects does not conflict with nor increase liability with regard to our CEQA and/or NEPA analyses. CBAs are used in other agencies and across industry in addition to the environmental analysis to support decision-making.

DETERMINATION OF SAFETY IMPACT

The recommended Board action to approve and adopt the Metro CBA methodology itself will have no impact on safety standards for Metro. The approval and implementation of the Metro CBA methodology will evaluate the safety impacts of capital projects.

FINANCIAL IMPACT

Impact to Budget

At this time, there is no impact to budget should the Metro Board approve the methodology and implementation of the Metro CBA. Conducting analyses for project milestones and for the Decennial Review will require technical and professional services which are in Countywide Planning and Development's FY2026 adopted budget. The Chief Planning Officer will ensure sufficiency within the annual budget and staff will return to the Board should there be a need for additional resources.

EQUITY PLATFORM

This report provides an overview of the proposed Metro CBA methodology and proposes potential applications of the Metro CBA in project evaluations. A Metro CBA methodology would apply to multimodal transportation investments, and at various milestones of project development. The methodology presented includes equity as embedded within thematic areas of performance, receiving a six percent (6%) total weighting factor.

While traditional CBAs demonstrate aggregated net benefits, Metro's CBA process will examine equity through a quantitative analysis, spatial analysis (maps), qualitative narratives (cultural and/or historical description, etc.) or some combination. Additionally, as the technical methodology continues to be refined and as additional equity tools are developed (e.g., Access to Opportunities, Equity Toolkit, Equity Performance Measurement, etc.) the Metro CBA framework will continue to evolve and incorporate equity as an assessment factor.

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 this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as the development and implementation of the Metro CBAs provides a more data-driven and transparent decision-making process to support delivery of the capital program including transit, highways, and major active transportation investments. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing 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 to implement Cost Benefit Analysis in project development decisions supports the following strategic plan goals:

- Goal 1 - Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2 - Deliver outstanding trip experiences for all users of the transportation system
- Goal 3 - Enhance communities and lives through mobility and access to opportunity
- Goal 4 - Provide responsive, accountable and trustworthy governance within the Metro organization.

The implementation of a Metro CBA provides a tool for evaluating projects against strategic goals and supports Metro's capital investment decisions with transparent, trustworthy, data-based analysis.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the Metro CBA methodology, direct staff to make changes to the methodology before implementation, and/or not approve its implementation at all. Not approving the Metro CBA methodology or its implementation would limit staff's ability to provide data-driven, transparent analysis of costs and benefits intended to inform the Board's milestone decisions on projects and on the upcoming programmatic Measure M Decennial Review. Directing staff to change the methodology before implementation - depending on the magnitude of change - may delay the availability of Metro CBA findings to inform these imminent project decisions.

NEXT STEPS

With Board approval of the Metro CBA methodology, staff will conduct analyses and produce project profiles to support milestone planning decisions. As part of our desire to begin evaluations of major projects and to continuously improve our process, staff will validate the models, conduct sensitivity testing, and adjust the methodology to comprehensively reflect projects' costs, benefits, and returns on investment.

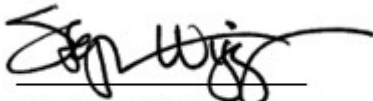
ATTACHMENTS

Attachment A - Goals, Objectives and Sample Metrics in Metro CBA

Attachment B - Motion 14: Cost-Benefit Analysis for Metro Capital Projects

Prepared by: Allison Yoh, Executive Officer, Countywide Planning and Development, (213) 922-4812
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322
Arnold Hackett, Senior Advisor to the CEO, (213) 922-5409

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Attachment A: Recommended Goals, Objectives and Metrics for Metro Cost Benefit Analysis

The framework below includes project evaluation criteria based on goals consistent with United States Department of Transportation (USDOT) and California Department of Transportation (Caltrans) guidance and models, and incorporates additional criteria aligned with Board adopted objectives and goals. These goals are operationalized into objectives and performance metrics used to evaluate projects. Weights below reflect the importance of the goals relative to each other and are subject to additional validation and sensitivity testing. Costs include capital costs, soft costs, operations and maintenance and state of good repair to the extent possible depending on level of project design available.

Goals (weight)	Objectives	Sources	Examples of Metrics
Mobility and Accessibility (40%)	Reliability, Reduction in Travel Delay, Connectivity to Regional Destinations, Access to Resources and Opportunities, Management of Congestion Growth <i>Equity (3%): Improved Access to Opportunities, Mobility Improvements for Historically Underserved Areas</i>	USDOT Guidance Caltrans Methodology Metro 2020 LRTP Metro Vision 2028 2023 MM Evaluation	Travel Time Savings, Reduced Travel Time Variability Person Throughput Mode shift Passenger Miles Traveled Vehicle Hours Traveled Increased Access to Activity Centers
Safety/Health (15%)	Minimize Exposure to Health/Safety Risks Increase Access to Health Opportunities <i>Equity (1%): Reductions in Exposure to Health/Safety Risks for Sensitive Populations, Improved Access to Health Opportunities</i>	SB374 Vision Zero 2020 LRTP Metro Vision 2028	Reduced # of injuries, reduced # of fatalities Reduced # of conflict points Reduction in exposure to noise Improved access to facilities protected from vehicular conflict Reduced travel time to health care facilities
Environmental Sustainability (15%)	Reductions in Greenhouse Gas (GHG) Emissions, Urban Heat Island Effects, Stormwater Runoff Impacts, Biological and Habitat Impact <i>Equity (1%): Reduction in Exposure to Environmental Negative Externalities, Improved Environmental Amenities, Reduction of Impacts to Sensitive Receptors</i>	USDOT Guidance Caltrans Methodology, SB374 2020 LRTP Metro Vision 2028 2023 MM Evaluation	Reduced GHG per capita Reduced EPA air quality conformity criteria pollutants Reduced stormwater runoff and improved water quality Use of green infrastructure, reflective surfaces
Operational Sustainability (15%)	Sustainable Operations and Service Provision System resiliency Long Term Fiscal Sustainability and System Productivity	USDOT Guidance 2020 LRTP 2023 MM Evaluation	Extended life of facility and equipment Operating costs avoided Sufficiency of O&M funding Security and personal safety program availability System redundancy for emergency recovery
Economic Impact (15%)	Economic Growth, Sales Tax Growth, Industry/Commerce Activities, Goods Movement Efficiency, Workforce Access, Visitors to Region <i>Equity (1%): Equitable distribution of economic benefits to different socio-economic groups</i>	2023 MM Evaluation	Economic Output (as a result of transportation investments) Jobs Created (by sector) Land Use and Development, Property Value Increases



Metro

Metro

Board Report

File #: 2025-0149, File Type: Motion / Motion Response

Agenda Number: 14.

REVISED
REGULAR BOARD MEETING
FEBRUARY 27, 2025

Motion by:

DIRECTORS DUTRA, NAJARIAN, BARGER, BUTTS AND SOLIS**COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS**

The U.S. Department of Transportation (USDOT) defines a cost-benefit analysis as a systematic process for identifying, quantifying, and comparing expected benefits of a potential infrastructure project. A cost-benefit analysis provides estimates of the anticipated benefits that are expected to accrue from a project over a specified period and compares them to the anticipated costs of the project.

While a cost-benefit analysis is just one of many tools that can be used to support funding decisions for infrastructure investments, it can be a meaningful method to evaluate and compare potential transportation investments for their contribution to the economic vitality of Los Angeles County and the United States.

Internationally, agencies such as Transport for London also utilize cost-benefit analysis to assess project viability and optimize funding opportunities. Incorporating a standardized cost-benefit analysis will help ensure that the projects Metro advances are positioned competitively for future funding opportunities and policy support.

SUBJECT: COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS MOTION**RECOMMENDATION**

APPROVE Motion by Directors Dutra, Najarian, Barger, Butts and Solis to direct the CEO to ~~incorporate~~ develop a standardized cost-benefit analysis framework, using USDOT analysis or a comparable methodology, for all Metro capital projects to help inform ~~the agency's~~ a more data-driven and transparent decision-making process ~~for projects Metro advances~~. This cost-benefit analysis framework should also include national economic impact data and a comparison to the cost-benefit analysis methodology currently used by Metro and required by State and Federal for significant grant opportunities. An update on this analysis framework shall be presented as part of the Annual Program Evaluation brought to the Board in 2025.

HORVATH AMENDMENT: Direct the CEO to incorporate the project evaluation criteria approved by the Board in October 2023 and being applied to Metro's Short Range Transportation Plan Update, into the framework of a standardized cost-benefit analysis.

COUNTYWIDE PLANNING AND DEVELOPMENT

Metro Cost Benefit Analysis and Methodology

2025-0543

Planning and Programming Committee
Construction Committee
July 16, 2025



Metro[®]

Metro Cost Benefit Analysis (CBA) Methodology

Recommendation:

ADOPT the recommended Metro Cost Benefit Analysis Methodology

Weighted Goals and Objectives, Project Costs

(Subject to additional validation and sensitivity analysis)

Mobility and Accessibility (40%)

- Primary benefit area focusing on travel time savings across different user groups and transportation modes
- Reliability, congestion reduction, and connectivity to jobs, housing, and opportunities

Safety and Health Benefits (15%)

- Reductions in transportation system risks across multiple modes
- Improved access to safe active transportation infrastructure and health care facilities

Environmental Sustainability (15%)

- Greenhouse gas emissions reductions, criteria pollutants, urban heat island effects, and biological impacts
- Aligns with SB 375 targets and Metro's climate goals

Long-Term Operational Sustainability (15%)

- New category addressing fiscal decisions ensuring continuity in infrastructure and service delivery
- Operational benefits, system productivity, funding sufficiency for operations and maintenance

Economic Benefits to the Region (15%)

- Regional economic output despite federal funding exclusions
- Job creation analysis, productivity improvements, and sales tax revenue potential

Costs to include (based on level of project design)

- Capital costs
- Operations and maintenance
- State of good repair

June 2025 Staff Presentation and Committee Discussions

- ❑ Adequacy of weights for priority goals (i.e., economic output, safety)
 - *Weighted goals are subject to validation and sensitivity testing to determine how weights affect projects' total performance*
- ❑ Inclusion of other goals, such as addressing homelessness and housing, and improving security and personal safety of our customers
 - *Quantitative measures of project contributions to these goals is infeasible, but qualitative information will be presented as part of the Project Profile*
- ❑ When should CBA be conducted
 - *Strategic milestone decisions in project development considering benefits relative to cost (e.g, alternatives analysis, selection of Locally Preferred Alternative, project approval, etc.)*
- ❑ How CBAs will be used to support the Decennial Review process
 - *Evaluations presented will provide information about projects' benefits related to their costs, and are not to be used in comparing projects against each other*
- ❑ Potential liability in developing a Metro CBA that may be used to challenge a CEQA/NEPA environmental assessment
 - *CBAs are used in other agencies and across the industry in addition to environmental analyses*

Strengths and Limitations of Cost Benefit Analysis

- ✓ Provides an analysis of benefits relative to costs over time
 - Net Present Value (NPV), Return on Investment (ROI), Benefit Cost Ratio (BCR), Payback Period, Internal Rate of Return (IRR)
- ? Not all benefits or costs are quantifiable or easily monetized
- ✓ Project Profiles to include both quantitative and qualitative assessments relative to cost
- ? Unsuitable for comparing projects of different modes, sizes, types
- ✓ Effective for evaluating value of a project across its project development cycle
- ? Analysis can be data intensive and complex
- ✓ Will start with existing state and federal guidance, and build upon existing work

Next Steps

- Apply Metro CBA to projects as they reach critical milestones
- Conduct sensitivity testing and validate the analyses
- Continue to refine the CBA methodology as a continuously evolving tool



Board Report

File #: 2025-0195, File Type: Oral Report / Presentation

Agenda Number: 17.

CONSTRUCTION COMMITTEE JULY 16, 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 May 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, Southeast Gateway Line, I). The report highlights construction activities and safety data based on the latest available information through May 2025.

EQUITY PLATFORM

The following table summarizes Equity Focus Communities (EFC) percentage data for the individual projects covered in this report.

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

VEHICLE MILES TRAVELED OUTCOME

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

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

Project Name	Vehicle Miles Traveled (VMT)
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)	1,577,260	1.27	Below National Average
Gold Line Foothill Ext. Phase 2B	2,521,403	0.32	Below National Average
Westside Purple Line Ext 1	10,975,767	0.8	Below National Average
Division 20 Portal Widening Turnback	1,392,896	1.44	Below National Average
Westside Purple Line Ext 2	5,504,496	2.18	Below National Average
I-5 North County Enhancements	1,050,722	1.52	Below National Average
Westside Purple Line Ext 3 (C1151) ^{footnote 2}	1,998,720	2.4	Above National Average
Westside Purple Line Ext 3 (C1152)	2,392,937	0.75	Below National Average
North Hollywood to Pasadena BRT Project	N/A	N/A	N/A - Construction not started
G Line BRT Improvements	121,272	0	Below National Average
I-105 Express Lanes	33,412	0	Reporting will start after 80,000 hours
East San Fernando Valley Light Rail Transit Project	134,316	1.49	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.

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 October 2025.

ATTACHMENT

Attachment A - Project Status Report

Prepared by:

Kathy Knox, Senior Executive Officer, Project Management Oversight, (213) 922-7504

Tashai Smith, Executive Officer, Diversity & Economic Opportunities, (213) 922-2128
Mat Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369
Michael McKenna, Deputy Chief Program Management Officer, (213) 922-4239

Reviewed by:

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


Stephanie Wiggins
Chief Executive Officer

Program Management

Project Status Report
































Tim Lindholm

Chief Program Management Officer

Construction Committee

July 2025

Project Budget & Schedule Status Summary Chart

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
1. LAX/Metro Transit Center (AMC)				N/A	The project is 98.7% complete. The project is substantially complete and has been open to the public since June 6, 2025. The contractor is working on over 4,000 punch list items, preparing as-built drawings, and resolving several outstanding commercial issues currently under review and negotiation. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
2. A/Gold Line Foothill Extension Phase 2B (A-Line)				N/A	Project is 97% complete. Construction continues with construction at the Glendora, San Dimas, La Verne and Pomona stations, Southern California Regional Rail Authority (SCRRA) Maintenance of way (MOW) building, Systems Integration Testing and Nighttime Train Testing. Began SCADA Testing. Equity: 25% of the project is within or adjacent to Equity Focus Communities.
3. Westside Purple Line Extension-Section 1 (D-Line)					Project is 98% complete. The Revenue Service Date is Fall 2025. Due to anticipated commitments, the PLE1 contingency has dropped below the 3% Project Reserve threshold. Equity: This Project is not located within or adjacent to Equity Focus Communities.
4. Division 20 Portal Widening Turnback					Project is 84% complete. Construction continues from the West Portal at the Union East Crossover to DX08 in preparation of the YL/AL crossover 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 within or adjacent to Equity Focus Communities.
5. Westside Purple Line Extension-Section 2 (D-Line)				N/A	Project is approximately 78% complete. The Project schedule is currently trending behind the target date, which has been revised to Fall 2026 from Summer 2026. The PLE2 contingency has dropped below the 3% Project Reserve threshold. Equity: This project is not located within or adjacent to Equity Focus Communities.
6. I-5 North County Enhancements				N/A	Project is approximately 58% complete. The current construction progress will not allow for an on-time completion. Expected Substantial completion has moved from late Summer 2026 to early 2027. Metro is closely monitoring the progress of the work and coordinating with Contractor to mitigate the current delays. Retaining/Sound wall excavation/construction at 12 locations, work on 5 bridges, roadway excavation, lean concrete base (LCB) placement, and drainage work continues. Equity: This project is not located within or adjacent to Equity Focus Communities.
7. Westside Purple Line Extension-Section 3 (D-Line)					Project is 63.5% complete. The Project executed the Secondary Liner Modification with a revised Revenue Service Date in Fall 2027. The Project continues to closely monitor progress. Equity: 50% of the project is within or adjacent to Equity Focus Communities.
8. North Hollywood to Pasadena BRT Project*	N/A		N/A	N/A	Design completed to 30%. Program Management Support Service (PMSS) and Architect & Engineering and Construction Manager/General Contractor (CM/GC) contract have been approved by the Board. Equity: 60% of the project is within or adjacent to Equity Focus Communities.
9. G Line BRT Improvements (G-Line)				N/A	Project LOP approved by Board in September 2024. Executed Early Works Package to commence construction on grade separations, station and bike path improvements. Advancing design on gated Intersections alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings. Equity: 88% of the project is within or adjacent to Equity Focus Communities.
10. I-105 Express Lanes	N/A			N/A	Design is 88% complete overall. Segment 1 construction started on 2/3/25. Currently we are 16.26% in completion. Segments 2 and 3 Design is at 75% 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.
11. East San Fernando Valley Light Rail Transit Project*	N/A		N/A	N/A	FFGA was signed September 6, 2024. Real Estate property acquisitions are underway. Executed Early Work Packages for Design Studies, Initial IPMO, Utility Adjustment UA 4/6, Final Design, & Utility Adjustment 2/3. Negotiation continues for future Early Work Packages for utility relocations and long lead procurement. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
12. Southeast Gateway Line (SEGL)*	N/A	N/A	N/A	N/A	We completed all FTA Project Development requirements and have requested to enter the Engineering phase. A UPRR site visit is scheduled for this month, with 30% freight design completion in July. We are now addressing city comments on the 30% grade crossing and roadway plans. Equity: 65% of the project is within or adjacent to Equity Focus Communities.



Small Business Project Status Summary Chart (reflective of payments reported through May 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%	20.53%	OK	+15%		95%	Tutor Perini Corporation (TPC) has a 0.26% SBE shortfall and is exceeding the DVBE commitment by 2.25%. TPC reported an increase in SBE participation of 0.15% and a decrease in DVBE participation by 0.06%, during this reporting period. TPC has a shortfall mitigation plan on file.
		DVBE	4.96%	7.21%	OK	-.06%			
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%	22.84%	OK	+12%		96%	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment on both Design and Construction by 2.59% and 1.03%, respectively. STS reported an increase in DBE participation of 0.12% on Design and a 0.01% decrease on Construction, during this reporting period.
	Construction	DBE	17.00%	18.03%	OK	-.01%	20.13%	100%	
4. Division 20 Portal Widening Turnback	Construction	SBE	19.34%	18.65%	OK	+0.02%	18.88%	87%	Tutor Perini Corporation (TPC) has a 0.69% SBE and a 0.20% DVBE shortfall. TPC reported an uptick in SBE participation of 0.02% and no change in DVBE participation, during this reporting period. TPC has an updated mitigation plan on file and staff will continue to monitor TPC progress towards meeting its commitment.
		DVBE	3.31%	3.12%	OK	N/C	3.15%		
5. Westside Purple Line Extension-Section 2 (D-Line)	Design	DBE	25.31%	29.18%	OK	+0.04%		74%	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 3.87% and has a 0.90% shortfall on Construction. TPOG reported an increase in DBE participation on both Design and Construction of 0.04% and 0.16%, respectively during this reporting period. TPOG has an updated shortfall mitigation plan on file and contends that DBE utilization is on-track for the remainder of the contract period and projects that commitments will be met between Q3 2025 and Q4 2026.
	Construction	DBE	17.00%	16.10%	OK	+16%		79%	
6. I-5 North County Enhancements	Construction	DBE	13.01%	16.01%	OK	+1.02%		48%	OHLA USA, Inc. (OHLA) is currently exceeding its DBE commitment by 3%. OHLA reported an increase in their DBE participation by 1.02% during this reporting period.
7. Westside Purple Line Extension-Section 3 – Tunnels (D-Line)	Design	DBE	11.19%	17.32%	OK	N/C		94%	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on both Design and Construction. FKTP reported no change in DBE participation on Design and a decrease of 0.09% on Construction, during this reporting period.
	Construction	DBE	17.10%	21.55%	OK	-.09	21.63%	94%	
7. Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing (D-Line)	Design	DBE	19.25%	15.65%	⬡	-.59%		100%	Tutor Perini/O&G, A Joint Venture (TPOG) reported a 0.59% decrease on Design and an increase of 0.52% on Construction. TPOG has a DBE shortfall on both Design and Construction of 3.60% and 5.07%, respectively. TPOG submitted an updated shortfall mitigation plan and contends the majority of DBE work will be performed in Q3 of 2026 and through substantial completion. As DBE work commences the level of participation will increase accordingly. Staff will continue to monitor TPOG's progress towards meeting its commitments on this project.
	Construction	DBE	21.00%	15.93%	⚠	+52%		58%	



On target



Possible problem
(3-5% shortfall)















Significant Impact
(over 5% shortfall)

Small Business Project Status Summary Chart (reflective of payments reported through May 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
8. North Hollywood to Pasadena BRT Project	PMSS	SBE	35.59%	71.92%		-5.50%		27%	Ramos Consulting Services, Inc's (RCS) (SB Prime) is exceeding both the SBE and DVBE commitments by 36.33% and 2.76%, respectively. RCS demonstrated a decrease in both SBE and DVBE participation of 5.50% and 0.87%, respectively during this reporting period.
		DVBE	3.00%	5.76%		-.87%			
	A&E	SBE	37.69%	41.53%		-2.98%		31%	HDR Engineering (HDR) is exceeding both the SBE and DVBE commitments by 3.84% and 0.14%. HDR demonstrated a 2.98% decrease in SBE participation and an increase in DVBE participation by 0.52%, during this reporting period.
		DVBE	3.00%	3.14%		+.52%			
	CM/GC Phase 1	SBE	43.26%	100+%		N/A		1%	Myers-Shimmick, A Joint Venture (MSJV) current level of SBE and DVBE participation is 100+% and 1.55%, respectively. MSJV's high level of SBE participation is due to MSJV reporting payment activity to the SBE firms prior to receiving payment from Metro.
		DVBE	3.49%	1.55%		N/A			
9. G Line BRT Improv. (PDB Phase 1) (G-Line)	PDB Phase 1	SBE	18.35%	21.61%		-.05%		95%	Valley Transit Partners (VTP) is exceeding the SBE and DVBE commitments by 3.26% and 0.59%, respectively. VTP reported a decrease in both SBE and DVBE participation of 0.05% and 0.01%, respectively during this reporting period.
		DVBE	3.73%	4.32%		-.01%			
9. G Line BRT Improv. (PDB Phase 2) (G-Line)	PDB Phase 2	SBE	27%	4.14%		-1.88%		17%	Valley Transit Partners (VTP) current level of SBE and DVBE participation is 4.14% and 1.53%, respectively, and is cumulatively being counted towards the Phase 2 – Construction commitment. VTP reported a decrease in both SBE and DVBE participation of 1.88% and 1.57%, respectively during this reporting period.
		DVBE	3%	1.53%		-1.57%			
10. I-105 Express Lanes*(Phase 1)	CM/GC	DBE	12.40%	13.27%		+.33%		85%	Flatiron-Myers, A Joint Venture (FMJV) is exceeding the commitment by 0.87%. FMJV reported an increase in DBE participation by 0.33% during this reporting period.
10. I-105 Express Lanes* (Phase 2)	CM/GC	DBE	19.00%	0.67%		+.62%		16%	Flatiron-Myers, A Joint Venture (FMJV) current level of DBE participation is 0.67% and is cumulatively being counted towards the Phase 2 commitment.
11. East San Fernando Valley Transit Corridor* (ESFV)	PE/DSDC	SBE	25.29%	23.26%		-.31%		90%	Gannett Fleming, Inc (GFI) has a shortfall of both the SBE and DVBE commitments of 2.03% and 0.18%, respectively. GFI reported a decrease in both SBE and DVBE participation of 0.31% and 0.07%, respectively during this reporting period. GFI submitted an updated mitigation and contends that a change in the procurement method on the project delayed a number of scope elements that were planned for the SBE/DVBE subconsultants in Year 5. GFI projects that the shortfall will be mitigated over the life of the contract as subsequent years of work are realized.
		DVBE	5.54%	5.36%		-.07%			
11. ESFV LRT Line Project – Phase 1*	PDB	DBE	19.33%	22.79%		+.07%		84%	San Fernando Transit Constructors' (SFTC) current level of DBE participation is 22.79%, exceeding the DBE commitment by 3.46%. SFTC reported a slight uptick in DBE participation of 0.07% during this reporting period.
11. ESFV LRT Line Project – Phase 2* (Design)	PDB	DBE	28.00%	12.98%		+8.05%		31%	San Fernando Transit Constructors' (SFTC) current level of DBE participation is 12.98% and is cumulatively being counted towards the Phase 2 commitment. SFTC reported an increase in DBE participation of 8.05% this reporting period.



Small Business Project Status Summary Chart (reflective of payments reported through May 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
11. ESFV – AUA #1*	DBB	DBE	25.32%	22.41%		NC		95%	W A Rasic Construction Company, Inc.'s (WA Rasic) current level of DBE participation is 22.41%, representing a 2.91% shortfall. WA Rasic reported no change in the DBE participation this reporting period. WA Rasic has an updated shortfall mitigation plan on file. Staff will continue to monitor WA Rasic's progress toward meeting the DBE commitment.
12. Southeast Gateway Line (SEGL)	PMSS	DBE	30.16%	25.81%		-1.39		3%	This project is 3% complete, based on payments and WSP USA, Inc's (WSP) current level of DBE participation is 25.81%. WSP reported a 1.39% decrease in DBE participation this reporting period.
	A&E	DBE	28.03%	23.11%		+1.52%		48%	HDR, Inc. current level of DBE participation is 23.11%, representing a 4.92% shortfall. HDR reported an increase in DBE participation of 1.52% this reporting period. HDR has a mitigation plan on file and anticipates achieving the 28.03% DBE participation goal as additional task orders are executed with its subcontractors. As Metro allocates more funds, HDR will issue corresponding task orders to its DBE subcontractors, helping to close the current shortfall.



LAX/Metro Transit Center (AMC)

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

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period*	Actual Opening
	October 23, 2024	Nov 25, 2024	6/2/2025	6/6/2025
	Variance from Original:		+189 (17%)	+193d (17%) 
	Variance from Revised Schedule:		N/A	N/A

* Previous period forecast was based on April 2025 schedule



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,577,260;

Recordable Injury Rate: 1.27 vs. The National Average: 2.3.

Updates

- The project is substantially complete and has been open to the public since June 6, 2025.
- The contractor is currently addressing over 4,000 punch list items.
- As-built drawings are under development by the contractor.
- Several outstanding commercial issues are currently under review and negotiation with the contractor.

Equity

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





Opening Day – June 6th



July 2025 Construction Committee


Los Angeles County Metropolitan Transportation Authority

A/Gold Line Foothill Extension Phase 2B

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

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

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

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

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

** Gold Line Authority achieved substantial completion on January 3, 2025, and currently forecasts Revenue Operation for the first segment to Pomona late Summer 2025.



A/Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,521,403
- Recordable Injury Rate: 0.32 vs. the National Average: 2.3.

Updates

- **Overall Project Progress is 97% complete**
- Foothill Gold Line Authority achieved substantial completion with the Kiewit-Parsons Joint Venture on January 3, 2025.
- On February 3, 2025, Metro assumed full operational control of the project except to the extent that KPJV continues to provide security, maintenance, limited support until Revenue Operations, and retains responsibility for the risk of loss per the contract terms.
- Train Power and Train Control SIT-2 Testing are 100% complete.
- Communication SIT-2 Testing is 82% complete.
- Non-SCADA Fire Alarm Testing is 88% complete.
- The Authority held station dedication event for Glendora Station on June 5 and for San Dimas Station on June 7.
- Station dedication for Pomona North is on June 20, and for La Verne/Fairplex is on June 21.

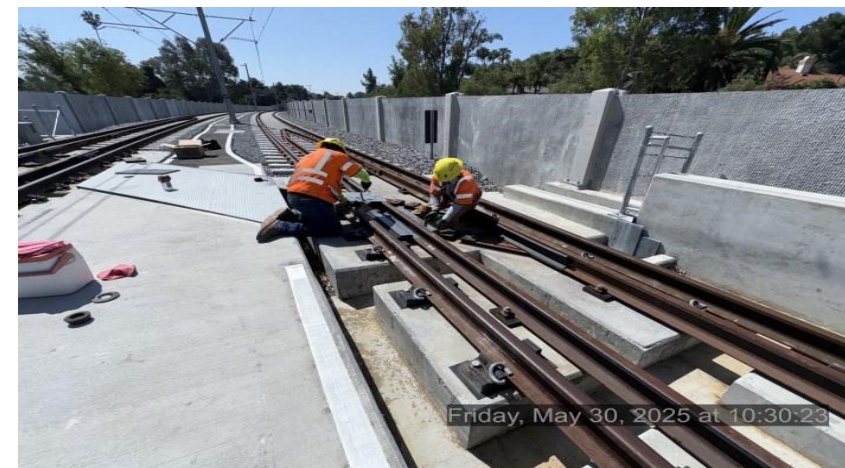
Equity

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



Glendora Station



Route 66 — Light Rail Track Emergency Guard Rail Punch List





Westside Purple Line Extension – Section 1

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

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

**Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	November 2023	Summer 2025	Fall 2025	Fall 2025
	Variance from Original:		+773d (24%)	+773d (24%) 
	Variance from Revised Schedule:		+106d (3%)	+106d (3%) 



Westside Purple Line Extension – Section 1

Safety

Project Hours: 10,975,767; Recordable Injury Rate: 0.8 vs. the National Average: 2.3.

Updates

- **Overall Project Progress is 98% complete.**
- **Western Station/Access Shaft:** Systems work and civil restoration of center median and construction yard.
- **Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega Stations:**
 - Civil restoration on Wilshire Boulevard.
 - Entrance structure/plaza construction.
 - Architectural finishes, elevator/escalator work, and acceptance (LFAT-SIT) testing.
- **Tunneling:**
 - **Reach 1 through Reach 4:**
 - Systems testing in tunnels.
- **Systems Testing:**
 - The Wilshire/Western cutover commenced in May 2025 and is scheduled to complete in July 2025.

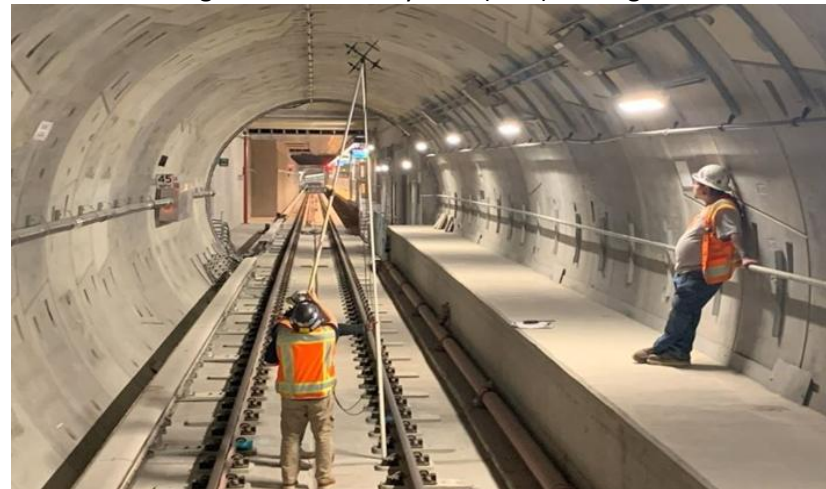
Equity

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



Wilshire/Fairfax Station

Transit Passenger Information System (TPIS) Testing





Reach 4 Tunnel (Tail Track)

Air Flow Test





July 2025 Construction Committee

Division 20 Portal Widening Turnback

BUDGET				
		Approved LOP*	Previous Period**	Current Forecast
		\$801.7 M	\$1,056.5 M	\$1,056.5 M
	Variance from Approved LOP:		\$254.8M (32%)	\$254.8M (32%) 
	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 (47%)	+733d (47%) 
	Variance from Revised Schedule:		+29d (1.3%)	+29 (1.3%) 

* Rebaseline Schedule April 2024

** Current Forecast is Contractor's recent Schedule Update



Division 20 Portal Widening Turnback

Safety

- Project Hours: Project Hours: 1,392,896
- Recordable Injury Rate: 1.44 vs. The National Average: 2.3

Construction Updates

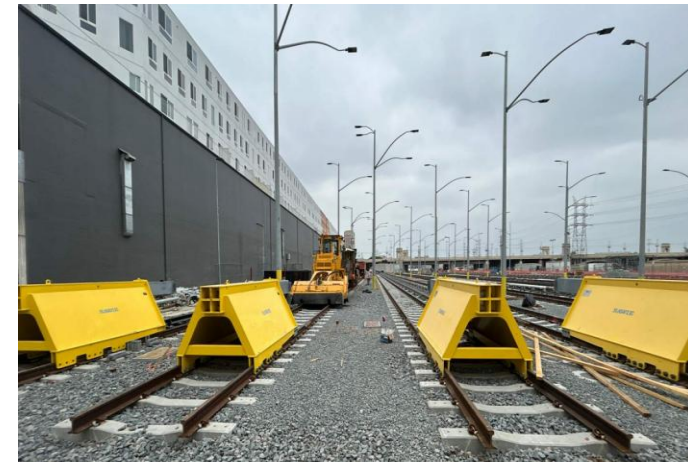
- **Overall Project Progress is 84% complete.**
C1136 TPC Portal Widening Turnback Contract
 - Contract progress is 83%.
 - Traction power substation (TPSS) is complete and energized, Union East crossover dynamic SIT underway, north storage yard nearing completion. The YL/AL to the north ladder tracks: adjustment of switch machines, roadway crossing panel work, and track acceptance is underway.
- **C1184 C3M Traction Power Substation Contract**
 - Contract progress is 97%.
 - Substation energized April 2024 and will feed new improvements.
- **Coordination with Adjacent Projects**
 - Purple Line Extension (PLE1), Regional Connector; Metro Center Project, HR4000 and A650 Vehicle Delivery.

Equity

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





Placing concrete stairs and landings at the Portal Bungalow



South Storage Yard with bumping posts




Westside Purple Line Extension – Section 2

BUDGET				
	FPGA	Approved LOP*	Previous Period**	Current Forecast
	\$2,499M	\$2,441M	\$2,575M	\$2,719M***
	Variance from Approved LOP:		\$134M (5%)	\$278M (11%) 
	Variance from Revised Budget:		N/A	\$144M (6%) 

*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.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	August 2025	N/A	Summer 2026	Fall 2026
	Variance from Original:		+368d (12%)	+497d (15%) 
	Variance from Revised Schedule:		N/A	N/A

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



Westside Purple Line Extension – Section 2

Safety

- Project Hours: 5,504,496
- Recordable Injury Rate: 2.18 vs. The National Average: 2.3

Construction Updates

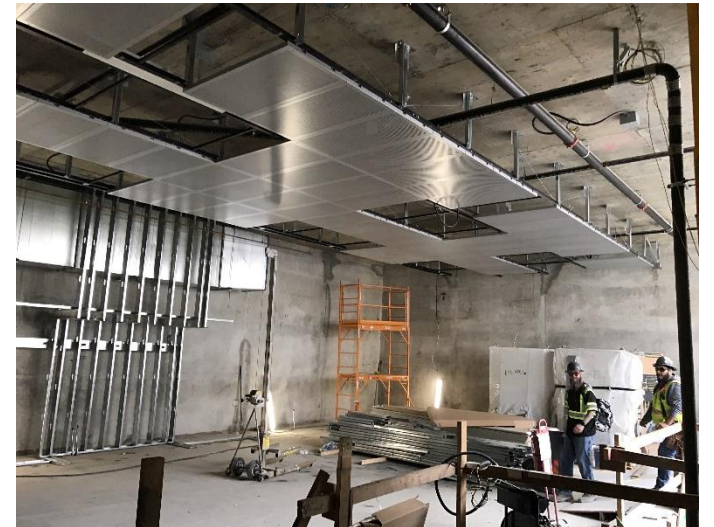
- **Overall Project Progress: 78% complete.**
- **Century City Station (CCS)**
 - Station Entrance upper walls and roof concrete is underway.
 - Installation of ceiling embeds and acoustical spraying continues at platform and concourse rooms.
 - Exterior walls rebar and formwork continues.
- **Beverly Dr Station (BDS)**
 - Installation of rebar, formwork and concrete for station entrance roof and elevator shaft continues.
 - Entrance concrete stairs and finishes underway.
- **Tunnels**
 - Track installation continues.
 - Installation of waterproofing, walkway rebar and conduits continue.
 - Working on preparation for first infill concrete pour.

Equity

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





Century City Station Acoustical Treatment on Ceiling




Beverly Dr Intermediate Landing Metal Ceiling



I-5 North County Enhancements

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

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

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

** Schedule analysis shows a 195-day delay in substantial completion. Metro disagrees with Contractor's schedule analysis. Working with contractors to mitigate delay and improve the schedule performance.



I-5 North County Enhancements

Safety

Project Hours: 1,050,722; Recordable Injury Rate: 1.52 vs. The National Average: 2.3.

Updates

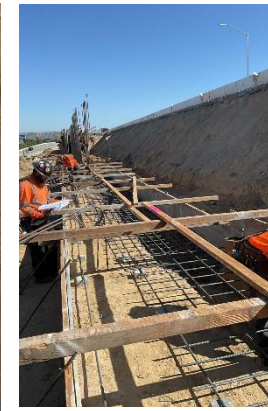
- **Overall Project progress is 58% complete.**
- Construction Stage 1 and Stage 2 continues:
 - Work on 5 bridges throughout the project.
 - Construction of approximately 12 Retaining/Sound Walls on-going throughout the project.
 - Median barrier south of Castaic Creek is complete.
 - Lean Concrete Base (LCB) and Jointed Plain Concrete Paving (JPCP) continues on southbound shoulders.
- Various ramp 30-day closures have commenced.
- Project Team continues to coordinate with various stakeholders.

Equity

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



Soundwall 2773 Block and Transparent Panels



Retaining Wall 2809 Rebar Placement





Castaic Creek Bridge Falsework Lowering



Retaining Wall 2449 Formwork Installation





Westside Purple Line Extension – Section 3

BUDGET				
	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:		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	Summer 2027	Summer 2027	Fall 2027
	Variance from Original:		+180d (5.4%)	+260d (7.8%) 
	Variance from Revised Schedule:		+48d (1.4%)	+128d (3.7%) 

* Based upon agreed modification.



Westside Purple Line Extension – Section 3

Safety

Project Hours: 4,391,657 Recordable Injury Rate: 1.50 vs. The National Average: 2.3.

- C1151: Project Hours: 1,998,720; Recordable Injury Rate: 2.4.
- C1152: Project Hours: 2,392,937; Recordable Injury Rate: 0.75.

Updates

- **Overall Project Progress is 63.5% complete.**
- **Final design progress is 99% complete.**
- **Westwood/UCLA Station**
 - Roof concrete placement has started and is 22% complete.
 - Mechanical, electrical, and plumbing installation in the platform level rooms have begun.
- **Westwood/VA Hospital Station**
 - Main entrance invert work has started.
 - Main station concourse deck slab was completed.
- **Tunnels**
 - Excavation for thirteen of fourteen cross passages are complete.
 - Final lining for two of fourteen cross passages are complete.
 - First stage tunnel invert concrete placement is 61% complete.
 - Secondary liner plates installation has started and is 63% complete.
- **Equity**
 - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.





Westwood/UCLA Station:
Falsework Supports for Roof Construction (Looking West)



Westwood/VA Hospital Station:
Concourse Deck Slab Concrete Placement (Looking South)



North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction	\$135.2M	\$135.2M	\$135.2M
	Project	N/A	\$308M-515M	\$308-515M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	\$0M (0%) 

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

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



North Hollywood to Pasadena BRT

Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.3.

Updates

Design is 60% complete.

- Designer responding to comments from Metro, CM/GC and Cities and preparing 85% design packages for submission in Fall 2025
- CM/GC submitted 30% Opinion of Probable Construction Cost (OPCC)
- CM/GC to begin potholing activities late June

Equity

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





Project Map




View of Vineland Ave / Lankershim Blvd



G Line BRT Improvements

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

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



G Line BRT Improvements

Safety

Project Construction Hours: 121,272; Recordable Injury Rate: 0 vs. National Average: 2.3.

Updates

■ Design

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

■ Construction

- Van Nuys grade separation and station construction began February 2025 with site work such as station demo and storm drain removals.
- Buses and cyclists are on detour around Van Nuys station.
- Van Nuys bridge CIDH foundation installation began May 30, 2025.

■ Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda LADWP 34.5kv overhead lines are scheduled to be relocated Summer 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.





Storm Drain Removal at Van Nuys





CIDH Foundation Installation at Van Nuys



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 Segment 1 and a more precise estimate for Segments 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 Spring 2028.



I-105 Express Lanes

Safety

- Project Construction Hours = 33,412
- Recordable Injury Rate: 0 vs. National Average: 2.3. The Recordable Injury Rate for the Project will be reported at a later period when the project reaches 80,000 to 100,000 hours. (Segment 1)

Updates

Design Progress is 88% complete.

All Segments

- Project is working with Metro's financial advisors to secure toll backed debt financing.
- FHWA accepted the final cost & schedule risk assessment (CSRA) report.

Segment 1

- Construction started on 2/3/25. Sound walls demolition continues, new sound wall and retaining wall construction has started.
- Baseline schedule was approved in April 2025.

Segments 2 and 3

- The revised 65% construction schedule is under review by Metro.
- Final pricing process started in June 2025.
- Design 95% submittal is anticipated to start in July 2025.
- Segment 3 design is coordinating with the Southeast Gateway Line project.

Roadside Toll Collection System (RTCS)

- RTCS Design is in progress.

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.
- Segment 2/3 Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



Project Map





RW 245 Forming Footing

Cutting Grade for RW 245



July 2025 Construction Committee

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	Summer 2031
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

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



East San Fernando Valley Transit Corridor

Safety

PS89616000 Contract Hours Worked: 134,316; Recordable Injury Rate: 1.49 vs. National Average: 2.3.


Updates

- **FTA Coordination**
 - FTA Quarterly Briefing Meeting held in June 2025
- **Progressive Design-Build Contract**
 - Value Engineering underway for Phase 2 Construction scope
 - Preparing EWP-07 Utility Adjustments 5/8, civil site - target Spring 2025
- **Real Estate**
 - Acquisitions - 20 offers issued, 14 offers accepted, 9 closed escrow
 - Relocations underway – 31 businesses relocated
- **Design**
 - Final Design activities underway
 - 60% Civil packages have been submitted.
- **Construction**
 - UA 6 substantially complete, k-rail installed to support construction of UA's 4 and 2/3/7
 - LADWP and SoCal Gas completing UA electrical intercept work and gas utility relocations, respectively
- **Light Rail Vehicle (LRV) Procurement**
 - LRV Manufacturing Contract RFP issued in January 2025.
- **Equity**
 - 100% of the project is within or adjacent to Equity Focus Communities.



July 2025 Construction Committee

Southeast Gateway Line

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction*	\$998M	\$998M	\$998M
	Project**	N/A	N/A	\$8.2B-\$9.5B***
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

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

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

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

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

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



Southeast Gateway Line

- **Entry to Engineering**
 - The FTA/PMOC risk assessment is complete; the final report was received on May 15, 2025.
 - Metro submitted the revised Entry to Engineering rating package on May 21, 2025.
- **Advanced Engineering**
 - Advancing design for critical elements, including utilities, freight, and grade crossings for the CM/GC Advanced Works.
 - Coordinating with the California Public Utilities Commission (CPUC) on grade crossings in preparation for virtual and field diagnostics.
 - Refining the 30% design for LRT elements.
 - Continuing design coordination with key external stakeholders including UPRR, Ports, Caltrans, and cities.
- **Site Investigations**
 - Additional potholing pending permit approval on La Habra and San Pedro Subdivisions.
- **Advanced Works Construction Contract (CM/GC)**
 - Notice to Proceed was issued on April 2, 2025.
 - Received and analyzing constructability review comments on the 30% design documents.
 - The CPM Schedule for Phase 1 works has been finalized.
 - Advancing progress through critical working group meetings.
- **Equity**
 - 65% of the project is within or adjacent to Equity Focus Communities.





Board Report

File #: 2025-0465, File Type: Informational Report

Agenda Number: 18.

CONSTRUCTION COMMITTEE JULY 16, 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 March 1, 2025, to May 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 March 1, 2025, to May 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).

Metro's Program Management or Control department has provided input to this report before its issuance, and they are asked to provide written responses to the recommendations in this OIG Spot Checks Report within approximately 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 - Rail to Rail Active Transport Corridor Project

This OIG Spot Check report pertains to the Rail to Rail Active Transport Corridor Project (Contract C1166 MOD 00136), Differing Site Conditions.

Change Order Detail

See Attachment A, Spot Check #1 table.

Summary #1

Scope of Work - This change order of \$552,382.69 is for MOD 00136. This modification was issued to compensate the Contractor for differing site conditions at the Rail to Rail Active Transport Corridor Project C1166. The original project scope involved removing the existing pavement and 8 inches of subsurface material, which was assumed to be crushed miscellaneous base (CMB), at various street intersections within the City of Los Angeles public right-of-way. The removal of pavement at these intersections was necessary because they crossed the project boundary.

The subsurface conditions on the public right-of-way were not identified in the project plans or geotechnical reports. In total, approximately 752 cubic yards of native soil were removed, and additional effort was required by the Contractor to haul and properly dispose of this unexpected material.

Questions for Metro Project Management

1. Did the design team perform adequate due diligence in their subsurface evaluations?
2. Were historical reference records reviewed during the design development phase and prior to bid solicitation, such as boring logs or Bureau of Engineering drawings?

Response from Metro Project Management

1. Subsurface borings were conducted as part of the geotechnical investigation; however, the scope was limited exclusively to the Metro right-of-way. No borings or subsurface evaluations were performed within the street intersections of the public right-of-way, resulting in an

incomplete subsurface profile for the overall project boundary.

2. Yes, historical records were reviewed during the design development and were provided to the Contractor during the bid solicitation process. The historical records were not sufficiently clear at all intersections. Additionally, the designer only documented the subsurface material encountered at utility locations and lacked documentation at the street intersection locations where utilities were not present, and the native soil was later discovered.

Budget - This change order for MOD 00136 was negotiated to \$552,382.69. The Contractor's cost and scheduled proposal (CSP) was \$552,382.69, and the Independent Cost Estimate (ICE) was \$868,469. The ICE is \$316,086.31 (36.40%) over the CSP and the negotiated amount. The variance from the ICE and Contractor's Price was attributed to the estimator envisioning a larger scope of work, which was later clarified by Metro Project Management. It was determined that the final cost proposed by the Contractor was fair and reasonable. The project staff stated that funding for this change order is within the approved Life-of-Project budget.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The Contractor notified Metro of the differing site conditions and request for change (RFC) on January 21, 2025. Metro agreed on the Scope of Work on March 17, 2025. The modification was awarded on March 26, 2025, and it took the staff three workdays to complete all signature approvals for a total of ten workdays to complete the process. Under the prior Board approval method for change orders, assuming presentation at the May Board meeting date, it would have taken a total of forty-one workdays to complete the transaction.

Safety - The Rail to Rail Active Transport Corridor Project has 387,164 Project hours through April 2025 with a Total Recordable Injury Rate (TRIR) of 2.07 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away Restricted or Transferred (DART) rate of 1.55 (the Bureau of Labor Statistics National Average is 1.5).

Recommendations/Lessons Learned - CONSIDER: It is recommended that the Metro designer conduct comprehensive subsurface investigations within the project boundary, which includes 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.

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

This OIG Spot Check report pertains to the Purple Line Extension 3 Project (Contract C1152 MOD 00148), Design of Hi-Rail Vehicle Storage.

Change Order Detail

See Attachment A, Spot Check #2 table

Summary #2

Scope of Work - This change order of \$6,692,007 is for MOD 00148. It is related to the Purple Line Extension 3 (PLE3) Project C1152 for the design to modify a section of the tracks and the Tail Track Exit Shaft at the west terminus of the PLE3 alignment for the storage of Hi-Rail vehicles. The proposed design will incorporate a motorized turntable to enable Hi-Rail vehicles to turn around in the

shaft and drive back to the Division 20 Maintenance Yard. This design modification will involve infrastructure improvements to the electrical system, as well as the installation of safety features, including a linear heat detection and fire suppression system, a gas detection system, and exhaust fans. This modification is essential for storing and managing access to Hi-Rail vehicles, which will significantly reduce transit service delays when Hi-Rail vehicles are deployed.

Budget - This change order for MOD 00148 was negotiated to \$6,692,007. The Contractor's cost and schedule proposal (CSP) was \$10,979,572, and the Independent Cost Estimate (ICE) was \$6,461,592.62. The ICE is \$4,517,979.38 (41.15%) under the CSP. The negotiated amount is \$230,414.38 (3.57%) over the ICE. The project staff stated that funding for this change order is within the approved 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 March 21, 2025. The modification was awarded on May 20, 2025, and it took the staff a total of twelve workdays to complete all signature approvals for a total of forty-one workdays to complete the process. Under the prior Board approval method for change orders assuming presentation at the June Board meeting date, it would have taken a total of sixty-one workdays to complete the transaction.

Safety - The Purple Line Extension 3 Project C1152 has 2,278,171 Project hours through April 2025 with a Total Recordable Injury Rate of 0.79 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away Restricted Transferred (DART) rate of .18 (the Bureau of Labor Statistics National Average is 1.5).

Recommendations/Lessons Learned - No recommendations by the OIG.

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

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.

Change Order Detail

See Attachment A, Spot Check #3 table.

Summary #3

Scope of Work - This change order of \$13,193,811 is for MOD 00247.1. It pertains to the Purple Line Extension 2 (PLE2) Project C1120. This modification is related to the Wilshire/Rodeo Station for street-level restoration and the impacts of evolving developments, as outlined in a Memorandum of Agreement (MOA) between the City of Beverly Hills and Metro. The MOA was initially drafted in 2017 but was not fully negotiated and agreed upon by both parties until 2019. The 2017 MOA terms referenced in the Contractor's base contract diverged from the terms outlined in the 2019 MOA, resulting in the misalignment of the contract terms between Metro and the Contractor.

This Change Order is not a scope expansion beyond what was originally planned in terms of physical work for the Contractor, but rather a cost realignment due to community-driven constraints of the Beverly Hills final MOA requirements that materially changed the time, manner, and cost of performing the work for the Contractor.

Background and Origin of the MOA

In 2017, a preliminary MOA was drafted to establish a cooperative framework between Metro and the City of Beverly Hills. The purpose of the MOA was to manage community impacts, define acceptable construction practices, and address traffic disruptions in one of Beverly Hills' most commercially sensitive zones. The proposed plan, at the time, allowed for a five-week continuous closure of Wilshire Boulevard between Beverly Drive and Crescent Drive. This approach was expected to minimize the overall project duration and consolidate the necessary disruptions into a short, defined period.

However, following the proposal of the 2017 MOA, the Beverly Hills City Council expressed significant concerns. The Council was particularly concerned about how the closure would affect nearby high-profile retail and hospitality businesses. The Council requested modifications to the proposed schedule, asserting that a five-week full closure would impose unacceptable levels of disruption, economic hardship, and logistical complications for area stakeholders.

Delay and Alteration of Memorandum of Agreement (MOA) Terms

Due to Beverly Hills' objections, the original MOA was not immediately executed. The negotiations between Metro and Beverly Hills continued for approximately two years. During this time, Beverly Hills introduced several new conditions related to work hours, traffic control, business access, noise restrictions, and public safety. These additional provisions were not included in the 2017 version of the MOA and were not reflected in the contract that Metro executed with the Contractor.

In 2019, the parties finalized and executed a revised MOA. However, by this point, the scope of allowable construction activity had changed dramatically from what was anticipated in the 2017 version. Instead of permitting a consecutive five-week full closure of Wilshire Boulevard and Beverly Drive, the 2019 MOA prohibited extended full closures of these roads and mandated that work be conducted exclusively on weekends over an eighteen-week period.

In late 2024, Metro submitted a proposed variance to the MOA, seeking approval for a full street closure and continuous, around-the-clock construction, three weeks for Wilshire Boulevard and six weeks for South Reeves Drive. The proposal also incorporated three weekend contingencies and the installation of a sixteen-foot-tall sound barrier on South Reeves Drive to mitigate noise impacts for the duration of this work.

On February 5, 2025, the Beverly Hills City Council formally approved and executed Metro's variance to the 2019 Memorandum of Agreement (MOA). This approval marked a significant milestone on the PLE2 Project, enabling construction to proceed within a shorter duration and with less public disruption by applying value engineering methodology to enhance constructability.

Restrictions and Impact on the Contractor's Scope

These changes had a cascading effect on the Contractor's cost structure. Each weekend closure required the development and implementation of traffic management plans, public safety measures, community outreach, and site-specific access accommodations. Additionally, equipment had to be repeatedly transported, staged, and secured to accommodate Beverly Hills' restrictions on weekday work. These operations involved not just added labor but also additional security, material handling, and inspection personnel. All of these factors contributed to a significant increase in the cost and complexity of performing the restoration work.

Budget - This change order for MOD 00247.1 was negotiated to \$13,193,811. The Contractor's cost and schedule proposal (CSP) was \$18,344,400, and the Independent Cost Estimate (ICE) was \$13,502,142. The ICE is \$4,842,258 (26.4%) under the CSP. The negotiated amount is \$308,331 (2.28%) under the ICE. The variance between the ICE and the contractor's proposal was attributed to the estimator's assessment that the defined scope of work could be completed within a shorter duration, thereby reducing the overall estimated cost. Furthermore, the project team personnel provided input regarding the anticipated level of effort, which was instrumental in determining a fair and reasonable price. The project staff stated that funding for this change order is within the approved 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 March 20, 2025. The modification was awarded on March 28, 2025, and it took the staff a total of twenty-two workdays to complete all signature approvals for a total of twenty-seven workdays to complete the process. Under the prior Board approval method for change orders, assuming presentation at the June Board meeting date, it would have taken a total of sixty-two workdays to complete the transaction.

Safety - The Purple Line Extension 2 Project C1120 has 5,414,921 Project hours through April 2025 with a Total Recordable Injury Rate of 2.18 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away Restricted Transferred (DART) rate of .44 (the Bureau of Labor Statistics National Average is 1.5).

Recommendation/Lessons Learned - CONSIDER: 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.

Spot Check #4 - LAX/Metro Transit Center Station Project

This OIG Spot Check report concerns the LAX/Metro Transit Center Station Project (Contract C1197 MOD 00056), Art Work Impacts.

Change Order Detail

See Attachment A, Spot Check #4 table.

Summary #4

Scope of Work - This change order of \$491,998 is for MOD 00056. This modification pertains to the LAX/Metro Transit Center Station Project. It was issued to compensate the Contractor for premium labor costs during the four-week installation of a suspended sculpture that was affixed to the station's ceiling structure, due to the high-risk nature of the overhead installation and the potential risk of falling objects. Metro proactively directed the Contractor to accelerate their work schedules around the art installation. This ensured the safety of all trades in the same vicinity and mitigated further deviations from the project milestone date.

Budget - This change order for MOD 00056 was negotiated to \$491,998. The Contractor's cost and scheduled proposal (CSP) was \$496,638, and the Independent Cost Estimate (ICE) was \$492,991.38. The ICE is \$3,646.62 (.73%) under the contractor's proposal. The negotiated amount is \$993.38 (.20%) under the ICE. The project staff stated that funding for this change order is within the approved 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 May 2, 2025. The modification was awarded on May 21, 2025, and it took the staff a total of two workdays to complete all signature approvals for a total of fifteen workdays to complete the process. Under the prior Board approval method for change orders, assuming presentation at the July Board meeting date, it would have taken a total of fifty-one workdays to complete the transaction.

Safety - The LAX/Metro Transit Center Station Project has 1,577,260 Project hours through April 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 - No recommendations by the OIG.

FINANCIAL IMPACT

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

Impact to Budget

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

- Spot Check #1) \$552,382.69 Rail to Rail Active Transport Corridor Project
- Spot Check #2) \$6,692,007 Purple Line Extension 3 Transit Project
- Spot Check #3) \$13,193,811 Purple Line Extension 2 Transit Project
- Spot Check #4) \$491,998 LAX/Metro Transit Center Station 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

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 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, it is consistent with the goal of reducing 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 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 Control and Program Management. Program Control and Program Management agrees 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

Spot Check #1 – The Rail to Rail Active Transport Corridor Project – Contract C1166

Change Order Details

<u>Description of Modification or Change Order – MOD 00136</u> Differing Site Conditions.	
<u>Change Order Dates:</u>	
Scope of Work approved	March 17, 2025
Awarded to the Contractor	March 26, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	10 workdays
Estimate using former Board approval process Agenda for the May 14, 2025 Board Meeting	41 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$868,469
Contractor's Stated Proposal (CSP)	\$552,382.69
Negotiated amount	\$552,382.69
Percentage of negotiated amount <i>over/under</i> ICE	36.40%
Amount less than the Contractor's Stated Proposal (CSP)	\$0

Spot Check #2 – The Purple Line Extension Section 3 Transit Project - Contract C1152

Change Order Details

<u>Description of Modification or Change Order – MOD 00148</u> Design of Tail Tracks for Hi-Rail Vehicle Storage.	
<u>Change Order Dates:</u>	
Scope of Work approved	March 21, 2025
Awarded to the Contractor	May 20, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	41 workdays
Estimate using former Board approval process Agenda for the June 18, 2025 Board Meeting	61 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$6,461,592.62
Contractor Stated Proposal (CSP)	\$10,979,572
Negotiated amount	\$6,692,007
Percentage of negotiated amount <i>over/under</i> (ICE)	3.57%
Amount less than the Contractor's Stated Proposal (CSP)	\$4,287,565

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

Change Order Details

<u>Description of Modification or Change Order – MOD 00247.1</u> Memorandum of Agreement (MOA) impacts at the Wilshire/Rodeo Station for Street-Level Restorations.	
<u>Change Order Dates:</u>	
Scope of Work approved	March 20, 2025
Awarded to the Contractor	March 28, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	27 workdays
Estimate using former Board approval process Agenda for the June 18, 2025 Board Meeting	62 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$13,502,142
Contractor Stated Proposal (CSP)	\$18,344,400
Negotiated amount	\$13,193,811
Percentage of negotiated amount <i>over/under</i> (ICE)	2.28%
Amount less than the Contractor's Stated Proposal (CSP)	\$5,150,589

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

Change Order Details

<u>Description of Modification or Change Order – MOD 00056</u> Art Work Impacts	
<u>Change Order Dates:</u>	
Scope of Work approved	May 02, 2025
Awarded to the Contractor	May 21, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	15 workdays
Estimate using former Board approval process Agenda for the July 16, 2025 Board Meeting	51 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$492,991.38
Contractor Stated Proposal (CSP)	\$496,638
Negotiated amount	\$491,998
Percentage of negotiated amount <i>over/under</i> (ICE)	.20%
Amount less than the Contractor's Stated Proposal (CSP)	\$4,640

ATTACHMENT B (JULY 2025)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
Spot Check #1 – Rail to Rail Active Transport Corridor Project 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 project boundary , 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
Spot Check #3 - Purple Line Extension Section 2 Transit Project 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
#1 The Rail to Rail Active Transport Corridor Project. 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
#2 The Purple Line Extension Section 2 Transit Project. 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><u>Question to the Purple Line Extension 2 Program Management.</u></p> <p>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
#3 The Purple Line Extension Section 1 Transit Project. 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>OIG Recommendations/Lessons Learned – 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
#4 The I-5 North County Enhancement Project. This OIG Spot Check report concerns the I-5 North County Enhancement Project (Contract C70396C1205, MOD 00050) Differing Site Conditions.	<p>OIG Recommendations/Lessons Learned – 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>Recommendation 1: 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>Recommendation 2: 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>Recommendation 3: 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>		
--	--	--	--

ATTACHMENT B (FEBRUARY 2025)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
#1 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00045) LRT Excessive Deflection.	<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"> 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. 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. 	November 13, 2024
#2 WS Purple Line Ext. 2 Project. This OIG Spot Check report concerns the WS Purple Line Extension 2 (Contract C1120, MOD 00227) Storm Drain /Unforeseen Conditions.	<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 modification.</p>	November 7, 2024

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

<p>#4 Airport Metro Connector (AMC) Project.</p> <p>This OIG Spot Check report concerns the Airport Metro Connector 96th St Transit Station (Contract C1197, MOD 00049) Improvements of the north-end perimeter site fencing.</p>	<p>The OIG requested Management’s justification to the modification and reasoning that necessitated the improvements to north-end perimeter site fencing.</p>	<p>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.</p>	<p>October 24, 2024</p>
---	---	---	-------------------------

ATTACHMENT B (JANUARY 2024)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
#1 Division 20 Portal Widening Turnback Project. 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
#2 Airport Metro Connector (AMC) Project. 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 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 consistent with the optical cables on AMC project.	November 17, 2025
#3 The Purple Line Extension Section 1 Transit Project. This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045, CO 0045) SCE and LAWDWP 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>#3 (Top Half): 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>#3 (Bottom Half): 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
#1 Division 20 Portal Widening Turnback Project. 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
#4 WS Purple Line Extension 3 Project. 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 sub-contractors are paid timely.	This recommendation is pending response from Management	

File#
2025-0465

Office of the Inspector General Construction Change Order Spot Check Report

Presented By:
Karen Gorman
Inspector General

July 2025
Construction Committee
Los Angeles County Metropolitan Transportation Authority



Spot Checks 1 & 2

File#
2025-0465

1 – The Rail to Rail Active Transport Corridor Project

Differing Site Conditions - This change order is related to differing subsurface materials encountered by the contractor during the removal of pavement at various street crossings on the public right-of-way.

Recommendation:

Award: \$552,382.69

It is recommended that the Metro designer conduct comprehensive subsurface investigations within the project boundary, which includes the public right-of-way and Metro right-of-way.

2 – The Purple Line Extension Section 3 Transit Project

Design of Tail Tracks for Hi-Rail and LRV Storage - This change order is related to Design services to modify the tail end section of the tunnel under the VA station for storage of Hi-Rail vehicles and LRVs.

Recommendation:

Award: \$6,662,007

No recommendations by the OIG.

Spot Checks 3 & 4

File#
2025-0465

3 – The Purple Line Extension Section 2 Transit Project

Memorandum of Agreement (MOA) Impacts at the Wilshire/Rodeo Station – This modification is related to the street-level restoration at the Wilshire/Rodeo Station and the impacts of a 2-year negotiation MOA between Metro and the City of Beverly Hills, resulting in the misalignment of 2017 contract terms between Metro and the Contractor.

Recommendation:

Award: \$13,193,811

Secure the Memorandum of Agreement ahead of time, where possible, and ensure that Metro incorporates the MOA conditions into the contract.

4 – LAX/Metro Transit Center Station Project

Art Work Impacts – This modification is related to the Contractor's compensation for the premium work hours that were required to accommodate the installation of the suspended art sculpture.

Recommendation:

Award: \$491,998

No recommendations by the OIG.

Spot Check Schedule Comparison

File#
2025-0465

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 Rail to Rail Active Transport Corridor Project	Differing Site Conditions	31	10	41
The Purple Line Extension Section 3 Transit Project	Design of Tail Tracks for Hi-Rail Vehicle Storage	20	41	61
The Purple Line Extension Section 2 Transit Project	Memorandum of Agreement (MOA) Impacts at the Wilshire/Rodeo Station for Street-level Restoration	35	27	62
The LAX/Metro Transit Center Station Project	Art Work Impacts	36	15	51

July 2025
Construction Committee
Los Angeles County Metropolitan Transportation Authority





Board Report

File #: 2025-0368, **File Type:** Oral Report / Presentation

Agenda Number: 19.

CONSTRUCTION COMMITTEE JULY 16, 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 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-57/60 Interchange Improvements Project: While Caltrans is a key partner, the construction phase is being led by the San Gabriel Valley Council of Governments (SGVCOG), with Metro serving as the funding agency. The SR-57/60 is also identified as a 28x28 project, which includes a substantial completion date before the start of the 2028 Olympics.

EQUITY PLATFORM

SR-71 South Segment Project

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 will 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 cover Los Angeles and Ventura Counties. Specific notices regarding construction work and/or detours 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) Commitments

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

Project-Based Equity Considerations

The SR-57/60 Interchange Improvement 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, combined with high truck and vehicle volumes, creates a chokepoint, causing severe congestion and frequent collisions. This 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/SR-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. 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 during the course of the project 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 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.

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 approved Measure M Expenditure Plan and was cleared environmentally decades ago, prior to the California Environmental Quality Act VMT analyses requirement.

SR-71 South has been under construction for almost four years. Substantial project completion is expected by October 31, 2025.

SR-57/60 Interchange Improvements Project

The 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. The San Gabriel Valley Council of Governments (COG) is leading the construction phase, with Metro as the funding agency and Caltrans providing oversight.

SR 57/60 has been under construction for two years. Substantial completion is expected by July 2028.

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

Prepared by:

John Yang, Deputy District Director, Caltrans District 7, (213) 761-3255

Kevin Lai, Director of Capital Projects, SGVCOG, (626) 457-1800

Roberto Machuca, Deputy Executive Officer, Complete Streets & Highways
(213) 418-3467

Michelle E. Smith, Executive Officer, Complete Streets & Highways,
(213) 547-4368

Michael Cano, Senior Executive Officer (Interim), Multimodal Integrated Planning,

(213) 418-3010

Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

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

Stephanie Wiggins
Chief Executive Officer

Caltrans Quarterly Update





July 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: 77% complete. Working with Contractor for agreement to settle claims and reach substantial completion milestone by 10/31/2025.



Metro

July 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

- Contract progress: 77% complete.
- Soil Nail Retaining Wall #131 is completed.
- Drainage System #16-1 reinforced concrete box is completed and backfilled.
- Southbound SR-71 Stage 3 lean concrete base is more than 50% paved.
- Soundwall #221A, along connector from westbound State Route 60 to northbound SR-71, concrete masonry unit blocks are being installed.
- Claim resolution is currently on-going to ensure substantial completion by October 31, 2025.







Stage 2 Median Paving Joined Plane Concrete Pavement.



Stage 2 Median Paving Joined Plane Concrete Pavement.

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					Contract progress: 33 % complete. Current Delay: The project is approximately 236 working days (1 calendar year) behind schedule. <ul style="list-style-type: none"> This includes a 9-month schedule delay attributable to a late notification to Southern California Edison (SCE) by the contractor. 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"> Working on value engineering with Caltrans seeking approval on revised staging for concurrent bridge construction, potentially mitigating 9 months of delay. 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.



Metro

July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target





Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



State Route (SR)-57/60 Interchange Improvements

BUDGET				
	Construction Funding Agreement	Approved Construction Funding Agreement	Previous Period (as of May 2025)	Current Forecast
	\$275.6M	\$275.6M	94M	\$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	July 2029
	Variance from Original Working Days (WD):		236 WD	236 WD 

State Route 57/60 Interchange Improvements

- Construction Progress: 33% completed as of May 2025.
- Completed Golden Springs Drive Undercrossing Bridge Widening (northbound, State Route 57).
- Completed pile driving for Retaining Wall #254 (northbound, State Route 57 (SR-57) Grand Avenue Bridge) foundations and cast in drilled hole foundations for the eastbound State Route 60 Grand Avenue/ northbound (SR-57) Separation Bridge.
- Began foundation work for eastbound State Route 60 Bypass Bridge.
- Southern California Edison completed the Stage 2 utility relocations in April 2025.
- Continued retaining wall construction at various locations.
- Continued storm drain relocations at various locations.



Driven piles for northbound SR-57 Retaining Walls.



Golden Springs Drive Undercrossing Bridge Deck Placement.