



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

Agenda - Final

Wednesday, January 14, 2026

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*

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 January 14, 2026; 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 14 de Enero de 2026. 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 Items: 14 and 15.

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** [2025-1027](#)

RECOMMENDATION

RECEIVE AND FILE status report on Program Management Quarterly Changes.

Attachments: [Attachment A - Quarterly Change Orders Log for 9/2025-11/2025](#)
[Attachment B - OIG Construction Change Order Spot Checks Presentation](#)

- 15. SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)** [2025-1012](#)

RECOMMENDATION

RECEIVE AND FILE the status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending September 2025.

Attachments: [Attachment A - Motion 13.1](#)
[Attachment B - PLA/CCP Quarterly Brochure](#)
[Attachment C - Upcoming PLA/CCP Projects](#)
[Attachment D - Active National and Local Hire Charts](#)
[Attachment E - Motion 33.1](#)
[Attachment F - Female Participation Scorecard](#)
[Attachment G - Quarter Female Participation Percentage Chart](#)
[Attachment H - Women in the Trades Resource Guide](#)
[Attachment I - Metro DEOD PLACCP Unit Outreach Activities Presentation](#)

NON-CONSENT

- 16. SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES
 CONTRACT**

[2025-1011](#)**RECOMMENDATION****CONSIDER:**

- A. APPROVING an increase in total authorized funding and executing Modification No. 14 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-To-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$149,782,000 to an NTE amount of \$184,782,000, and exercising the second, one-year (1) option extending the contract term from April 25, 2026 to April 25, 2027; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Proposed Task Order Work List](#)
 [Attachment C - DEOD Summary](#)
 [Presentation](#)

- 17. SUBJECT: METRO A LINE/GOLD LINE FOOTHILL EXTENSION
 PHASE 2B2 PROJECT**

[2025-1028](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer or designee to approve programming of \$95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

Attachments: [Attachment A - Project Funding](#)
 [Attachment B - Expenditure Plan](#)
 [Attachment C - Project Description](#)
 [Presentation](#)

18. SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS[2025-1041](#)**RECOMMENDATION**

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

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

19. SUBJECT: CALTRANS QUARTERLY UPDATE[2025-0946](#)**RECOMMENDATION**

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

Attachments: [Presentation](#)

**20. SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION
CHANGE ORDER SPOT CHECKS**[2025-1030](#)**RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period September 1, 2025, to November 30, 2025.

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

SUBJECT: GENERAL PUBLIC COMMENT[2025-1092](#)

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 #: 2025-1027, **File Type:** Informational Report

Agenda Number: 14.

CONSTRUCTION COMMITTEE JANUARY 14, 2026

SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Program Management Quarterly Changes.

ISSUE

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

BACKGROUND

In January 2017, the Board approved a one-year pilot to delegate to the CEO authority to execute project agreements up to the Life-of-Project (LOP) budget for the Crenshaw/LAX, Regional Connector, and Purple Line Extension Section 1 and 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 were directed to provide quarterly reports to the Board on change orders and modifications above \$500,000 (Attachment A). Board delegated authority to the CEO is very beneficial to expedite contract changes and avoid costly construction delays. Since inception of the program up to 3,552 concurrent workdays or concurrent 13.8 years, aggregated across the program, have been saved (Attachment B).

DISCUSSION

The change activities for the reporting period between September 1, 2025 - November 30, 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.
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.
Westside Purple Line Ext 3	1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Division 20	100% of the project is within or adjacent to Equity Focus Communities.
Airport Metro Connector	100% of the project is within or adjacent to Equity Focus Communities.
Soundwall Package 10	25% of the project is within or adjacent to Equity Focus Communities.
Rail to Rail	90% of the project is within or adjacent to Equity Focus Communities.
Rosecrans/Marquardt	This project is not located within or adjacent to Equity Focus Communities.
I-5 North County Enhancements	This project is not located within or adjacent to Equity Focus Communities.
Metro G Line BRT	15 of 17 stations (88%) of the project is within or adjacent to Equity Focus Communities.
I-105 Express Lanes	92% of the project is within or adjacent to Equity Focus Communities.
EB SR-91 Atlantic Avenue to Cherry Avenue	This project is not located within or adjacent to Equity Focus Communities.
East San Fernando Valley Transit Corridor	100% of the project is within or adjacent to Equity Focus Communities.
Southeast Gateway Line	65% of the project is within or adjacent to Equity Focus Communities.
Link Union Station	100% of the project is within or adjacent to Equity Focus Communities.
Vermont BRT	87% of the project is 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.

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
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.
Soundwall 10	This item will likely increase VMT.
Rail to Rail	This item will likely decrease VMT.
Rosecrans/Marquardt	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.
Southeast Gateway Line	This item will likely decrease VMT.
Link Union Station	This item will likely decrease VMT.
Vermont BRT	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 December 1, 2025, through February 28, 2026, and will be presented to the April 2026 Construction Committee.

ATTACHMENTS

Attachment A - Quarterly Change Orders Log for Reporting Period of September 1, 2025 - November 30, 2025

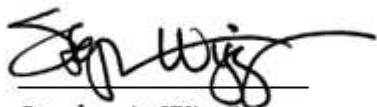
Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays Avoided (Through November 2025)

Prepared by:

- **Westside Purple Line Ext 1** - James Cohen, Senior Executive Officer, Projects Engineering, (323) 900-2114
- **Westside Purple Line Ext 2** - Zephaniah Varley, 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, (213) 418-3140
- **Soundwall Package 10** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Rail to Rail** - Rafie Zamani, Senior Executive Officer, Projects Engineering, (213) 418-3140
- **Rosecrans & Marquardt Grade Separation** - Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369
- **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
- **Southeast Gateway Line** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Link Union Station** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **Vermont BRT** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **Report** - Daniel Estrada, Senior Executive Officer, Program Management (Interim), (213) 418-3076

Reviewed by:

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

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

Stephanie Wiggins
Chief Executive Officer

PURPLE LINE EXTENSION SECTION 1

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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
CO-15.1	Station Artwork Architectural Glass: This change provides the contractor compensation for the additional labor and materials required to manufacture and install architectural glass at all three Stations. This change is only for compensation over and above the existing Provisional Sums outlined in the contract for the Art Program.	5	9/12/2025	9/2/2025	\$9,211,787	\$8,439,706
CO-78.1	Artwork Lighting (Construction Only): This change provides the contractor compensation for the additional labor and materials required to manufacture and install artwork lighting at all three Stations. This change is only for compensation over and above the existing Provisional Sums outlined in the contract for the Art Program.	5	10/1/2025	10/1/2025	\$1,451,302	\$1,339,495
CO-81.2	Phase 1 A650 Speed Code Modifications: Due to the delay in availability of upgraded A650 vehicles and new HR4000 vehicles from Operations for testing, the Project must temporarily remove speed codes at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations. This change is needed to update train control software so it can support A650 vehicles during pre-revenue service and later revenue operations.	5	9/30/2025	9/30/2025	\$645,107	\$519,341
CO-84.3	Phase 2 A650 Speed Code Modifications: Due to the delay in availability of upgraded A650 vehicles and new HR4000 vehicles from Operations for testing, the Project must temporarily remove speed codes at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations. This change is needed to update train control software so it can support A650 vehicles during pre-revenue service and later revenue operations.	5	10/1/2025	9/30/2025	\$1,228,084	\$905,155
CO-90.1	New COBH Design Standards: The MOA with the City of Beverly Hills requires Metro to use the most recent streetscape standards up to six months before construction starts. C1045 Article 2.8, however, requires STS to follow the governmental standards in effect at the RFP date (June 6, 2013). COBH's updated standards were approved in late 2022. After negotiations between Metro Engineering and COBH, the design revisions (ECI 87) were approved on July 1, 2025. Because construction needs to continue while the cost impacts of ECI 87 are evaluated, this change order is needed.	5	11/17/2025	11/17/2025	N/A	\$1,495,000

B. PROFESSIONAL SERVICES CONTRACTS

MOD-95	Engineering Support Services During Construction	5	10/31/25	10/31/2025	\$3,373,953	\$3,383,438
--------	--	---	----------	------------	-------------	-------------

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 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		

B) PROFESSIONAL SERVICES CONTRACTS

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

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

PURPLE LINE EXTENSION SECTION 2

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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
CO-00105.1	MOA Procurement of Pedestrian Light Poles for New COBH Streetscape Standards : This change order authorizes the contractor to procure the pedestrian light poles associated with CN-304 which is a long lead item. The installation of the light poles is not included in this change order.	2	N/A	10/17/2025	\$5,553,485	\$625,000
B. PROFESSIONAL SERVICES CONTRACTS						
None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
MOD-00009	Continuation Of Construction Management Support Services (CMSS) for Westside Purple Line Extension Section 2 (WPLE2) Project: This modification was necessary to continue Construction Management Support Services during construction by the C1120 design-build contractor.	5	10/17/2025	11/14/2025	\$4,226,851	\$2,946,395

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 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-00309	CCS Additional Storm Drain Improvements RFC-183 - Construction: This Change directs the Contractor to install storm drain manholes at various lateral connections near private properties along Constellation Blvd.	5	Between \$1M and \$5M
CN-00312	Installation of Art Glass and Mockups: This Change Notice directs to Contractor to install Interior and Exterior artist-embellished glass panels and provide Mockups in accordance with TR 12 15 20 (Conformed 01.26.2017) - Art Program, Issued For Construction Drawings and Issued for Construction Specifications, RFI-458 and RFI-854.	5	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS			
	None		

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

PURPLE LINE EXTENSION SECTION 3

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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
	None					

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

C1152-MOD-00153	UCLA Sta – LADWP Fire and Domestic Water Utility Relocation - CONSTRUCTION ONLY - The UCLA Station LADWP Fire and 10900 Building Domestic Water Utility Relocation was needed due to the property owner's requirement during Real Estate negotiations, after the C1152 Contract was awarded. This work needs to be completed by the C1152 Contractor to enable the piles construction for UCLA Southeast Entrance.	5	09/18/25	10/3/2025	\$810,589	\$810,589
C1152-MOD-00158	UCLA Sta and VA Sta – Enclosed Bicycle Parking Conduits to Control Panel - CONSTRUCTION ONLY - Metro Bicycle Planning provided new additional requirements for conduits to support the future installation of access control equipment at the Enclosed Bicycle Parking at Westwood/UCLA and Westwood/VA Hospital Stations.	5	10/30/25	11/14/2025	\$789,407	\$761,000
C1152-CO-00125.4	Hi-Rail Vehicle Storage - CONSTRUCTION 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	08/11/25	9/2/2025	TBD	\$2,280,000
C1152-CO-00145	UCLA Sta and VA Sta – STV Speech Intelligibility – CONSTRUCTION ONLY - Based on the acoustic analysis performed by the acoustical engineer after the project was awarded to the Contractor, perforated metal ceiling panels with additional acoustical absorptive material are required in lieu of non-perforated panels.	5	09/24/25	10/8/2025	TBD	\$1,190,000
C1152-CO-00146	Cable Pulling for Underground Wireless Telecommunications Cable - CONSTRUCTION ONLY - Additional conduits in the tunnel walkway 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	09/26/25	10/6/2025	\$1,782,337	\$1,340,000

B. PROFESSIONAL SERVICES CONTRACTS

PS77530000-TO-003-MOD-00003	WPLE3- Environmental Resource Monitoring - Addition of funds to allow ICF Jones & Stokes, Inc. to continue environmental field monitoring compliance services, as required by the VA Hospital and UCLA access agreements, though 04/30/2026.	5	09/24/25	9/26/2025	\$677,644	\$677,644
PS54007-TO-008-MOD-00006	Metro Quality Management Consultant (QMC) Services for WPLE 3 Project - FY2026 Support - Continuation of Enterris Associates, Inc. Quality Management Consulting services for the WPLE 3 Project.	5	08/28/25	9/10/2025	\$510,860	\$510,860

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)**A) DESIGN BUILD CONTRACT - CONTRACT NO. C1151 (FKTP)**

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

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

C1152-MOD-00157.1	Cable Pulling for Underground Wireless Telecommunications Cable - CONSTRUCTION ONLY - Additional conduits in the tunnel walkway 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-00159	Extended Performance for Design Engineering Services - Extension of Design Engineering services due to approximately 29 post AFC Design Changes after March 31, 2023. Metro recognized the additional design changes impacted the design engineering schedule by 37 months and extended the performance of the design engineering services from March 31, 2023, to May 5, 2026.	5	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS

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

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

DIVISION 20 PORTAL WIDENING TURNBACK

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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
	None					
B. PROFESSIONAL SERVICES CONTRACTS						
	None					
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO.1136 (TUTOR PERINI CORP)			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
None			
B) PROFESSIONAL SERVICES CONTRACTS			
None			
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
MOD-00013.1	Continuation of Construction Management Support Services for Division 20 Portal Widening Turnback – FY26 Funding; Provide FY26 for six months for staff augmentation to assist Metro with Construction Management Support, including but not limited to, furnishing all management, coordination, professional services, labor, equipment, materials, and other services to continue to provide highly skilled construction management support staff and services per the attached Staffing Plan. The work shall be performed in accordance with the contract scope of work.	5	Between \$5M and \$10M

AIRPORT METRO CONNECTOR

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 2025)

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

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

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
Tutor - C1197 Mod 68 CN 90	SCADA System Updates The Contractor shall furnish all labor, materials, and equipment required to install the SCADA infrastructure in accordance with Submittals 1717 and 1943. The scope of work includes, but is not limited to, installation of conduit pathways, cabling, terminations, and associated testing. In addition, the communication cables for the MOS specified in the Contract Documents are observed that it will have issues integrating with the CLAX MOS SCADA system. As the AMC station is part of the CLAX rail system, Contractor shall review the CLAX MOS SCADA design and provide any necessary cabling and appurtenances to support new disconnect switches that are required for the AMC Station.	5	9/22/2025	9/30/2025	\$1,789,858	\$910,924
Tutor - C1197 Mod 71 CO 20 CN 79	PV Panel Structure Revisions This Modification No. 00071 cancels and supersedes Change Order No. 00020 in its entirety. Contractor shall furnish all labor, materials, and equipment necessary to perform the required modifications to the photovoltaic (PV) solar panel system located within the landscape area, as described in RFI 1953R1. To expedite completion of the solar system, the foundation shall be constructed independently from the steel structure, incorporating the required embeds as detailed in the RFI 2323 series. The Contractor shall promptly dewater and remove any unsuitable soil to mitigate potential delays caused by rain events. In addition, the MP-11 panels surrounding the PV structure shall be replaced with chain link fencing, per Metro's direction and as noted in RFI 2459.	5	10/23/2025	10/30/2025	\$1,120,314	\$1,120,314

B. PROFESSIONAL SERVICES CONTRACTS

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

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

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

SOUNDWALL PACKAGE 10

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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. C1218 Soundwall Package 10 - C.A. RASMUSSEN, 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
Prescience - Contract PS68345MC079001 Task Order 1 Mod 6	Construction Management Support Services (CMSS) for Soundwall 10 Prescience is to provided CSSC for FY25. Mod 6 includes money to pay the FY23 and FY24 overhead reconciliations.	5	9/9/2025	9/17/2025	\$710,040	\$700,000

B. PROFESSIONAL SERVICES CONTRACTS

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

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1218 Soundwall Package 10 - C.A. RASMUSSEN, INC

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

B) PROFESSIONAL SERVICES CONTRACTS

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

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

RAIL TO RAIL

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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 167 CN	Global Settlement Metro and Griffith Company (Contractor), collectively referred to as "the Parties", hereby agree to settle the cost and time impacts from the various items defined herein under the attached 'Settlement Agreement and Release'.	5	10/13/2025	11/13/2025	\$5,154,628	\$2,548,559	
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1166 Rail to Rail (Griffith)			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
None			
B) PROFESSIONAL SERVICES CONTRACTS			
None			
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
None			

ROSECRANS & MARQUARDT GRADE SEPARATION

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 2025)							
Change Types: 1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety							
A. BID BUILD CONTRACT - CONTRACT NO. C77307C1210							
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 - CONTRACT NO. PS89856015							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS - CONTRACT NO. PS66383MC077001							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) BID BUILD CONTRACT - CONTRACT NO. C77307C1210

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	Comprehensive Settlement and Release Agreement ("Settlement Agreement"), which is subject to Metro's Board of Directors' approval of the increased LOP budget.	5	Between \$5M and \$10M

B) PROFESSIONAL SERVICES CONTRACTS - CONTRACT NO. PS89856015

None		
------	--	--

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS - CONTRACT NO. PS66383MC077001

None		
------	--	--

I-5 NORTH COUNTY ENHANCEMENTS PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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
	None					
B. PROFESSIONAL SERVICES CONTRACTS						
	None					
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) DESIGN BID BUILD CONTRACT - CONTRACT NO. C70396C1205 - OHL USA, INC.			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
N/A	CHP Weigh Station Changeable Message Signs	5	Between \$500K and less than \$1M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

METRO G LINE BRT IMPROVEMENTS

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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						
MOD 00004	PCSS –G Line BRT Improvement Project Support Services through FY 2026 - The Program Control Support Services (PCSS) contractor will provide Cost Estimating and Program Controls/Scheduling services for the G Line BRT Improvement Project (871405). The PCSS consultant shall provide technical resources, knowledge, and expertise to perform the following:	5 - Scope	10/03/25	11/12/2025	\$1,090,890	\$1,088,963
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS						
	None					

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO.

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CO 00007	B Line Fiber - Procurement of Long Lead Material - Contractor shall furnish and deliver 288 strand single-mode metal clad fiber optic cable and cable clamps necessary to complete the fiber installation through the existing Metro B Line tunnel between North Hollywood Station and Union Station.	5 - Scope	Between \$1M and \$5M

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 (September 1, 2025 - November 30, 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	Approved Amount	
CO00001	I-105 EL Package 1 OHSS (Overhead Sign structure)	5	N/A	9/8/2025	N/A	\$12,000,000.00	
B. PROFESSIONAL SERVICES CONTRACTS - HNTB PMSS Contract # AE83974000							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) CMGC CONTRACT - CONTRACT NO. PS84667000			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
TBD	Bury all pull Metro boxes and vaults on 8" of dirt	5	Between \$1M and \$5M
TBD	Additional Fiber Optic Line Installation	5	Between \$1M and \$5M
TBD	Masonry wall for City of Inglewood at Yukon Ave.	5	Between \$500K and less than \$1M
B) PROFESSIONAL SERVICES CONTRACTS - HNTB PMSS Contract # AE83974000			
	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 (September 1, 2025 - November 30, 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
C1228 CO4	Unilateral Change - Suspension Costs from April 1, 2025- June 30, 2025 - On July 24, 2024, LA Metro suspended all work on East Bound SR-91 Atlantic to Cherry Improvements. This change order is solely intended to cover the actual costs associated with the suspension from April 1, 2025- June 30, 2025.	5	8/15/2025	10/1/2025	\$1,395,682	\$848,788

B. PROFESSIONAL SERVICES CONTRACTS

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

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 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
None			

B) PROFESSIONAL SERVICES CONTRACTS

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

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

EAST SAN FERNANDO VALLEY

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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-CO-00004 (SAN FERNANDO TRANSIT CONSTRUCTORS)	CM-18671 Install Segment C Waterline, Procure and install Segment A Waterline, and Procure and install Sewer line in both Segments C and A, all per the AECOM AFC design as MOD to EWP 07. To install in segments C and A approximately 23,000 lineal feet of welded steel and ductile iron pipe of various sizes and fittings, waterline procurement and tree removal in segment C. This includes providing all labor, tools, equipment, materials and services to timely perform and complete the work.	5 - Scope	10/17/2025	11/3/2025	\$65,000,000	\$65,000,000

B. PROFESSIONAL SERVICES CONTRACTS - CONTRACTS NO. AE35279 - KKCS/TRIUNITY

PS89616000-CWO-013-MOD-00007 (KKCS/TRIUNITY JV)	PCSS – East San Fernando Valley (ESFV) Project – Support through FY26. This CWO is to provide compliance monitoring support from Senior Contract Compliance Officers (Consultants) as required to the Diversity and Economic Opportunity Department through the Program Control Support Services Contract (PCSS) to provide contract compliance monitoring support services consistent with the Department of Transportation (DOT) 49 Code of Federal Regulations (CFR) Part 26 and Metro's Disadvantaged Business Enterprise (DBE) Program and compliance with Metro's SBE Program.	5 - Scope	10/16/25	10/27/2025	\$1,652,806	\$1,652,806
--	---	-----------	----------	------------	-------------	-------------

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

E0128-TO-011-MOD-00012 (SECOTrans, Joint Venture)	East San Fernando Valley Systems Engineering Support Services– FY26 Additional Level of Effort to continue Phase 3 Design Support During Contraction (DSDC). The scope of work is to provide necessary labor, materials, equipment and engineering required to identify existing utilities along Segment B of the project corridor, including coordination and management noise monitoring, mapping and surveying, traffic control, and excavation activities.	5 - Scope	8/29/2025	11/14/2025	\$2,000,000	\$1,897,720
--	---	-----------	-----------	------------	-------------	-------------

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

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

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

B) PROFESSIONAL SERVICES CONTRACTS - CONTRACTS NO. AE35279 - KKCS/TRIUNITY

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

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

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

SOUTHEAST GATEWAY LINE

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 2025)

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

A. ADVANCED WORKS CM/GC CONTRACT (PS119518000)

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
PS119518000-MOD-00002	Inclusion of the Optional Scope of Work (Exhibit 3 (Project Requirements)) : This Modification includes the Optional Scope as base scope for the Project in Section 1.4 (Project Scope and Key Elements) of Part A (Statement of Work) of Exhibit 3 (Project Requirements) and deletes all references to Optional Scope from the Contract. In addition, it deletes the Firestone Station vehicle access structure from the scope. This Contract Modification also removes ML3 for submission of an Early Works Package Proposal for Contaminated and Hazardous Soil Abatement from Exhibit 2 (Work Completion Schedule).	5	9/25/2025	10/16/2025	\$1,998,165	\$1,998,165

B. PROFESSIONAL SERVICES CONTRACTS

AE104903000-MOD-00002	Traffic Management Plan (TMP) and LRT Alignment to Elevated Structure between Downey Avenue and Somerset Boulevard : This Modification includes scope of services under for Section 6.7.1 Traffic Management Plan (TMP) Outside Caltrans ROW and Section 6.19 LRT Alignment to Elevated Structure between Downey Avenue and Somerset Boulevard.	5	09/23/25	10/6/2025	\$867,395	\$867,395
PS89856000-CWO-020-MOD-00004	PCSS – PMIS, DBE Compliance, Project Delivery Advisor for Southeast Gateway Line Project (FY26) : This CWO is in support of the Board approved contract for Program Control Support Services (PCSS). The services are required to supplement the existing Program Management department and to provide technical expertise in resolving complex issues.	5	09/03/25	9/12/2025	\$534,947	\$534,947

C. PROGRAM MANAGEMENT SUPPORT SERVICES CONTRACT (AE107133000)

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

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)**A) ADVANCED WORKS CM/GC CONTRACT (PS119518000)**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
PS119518000-CN-TBD	Early Work Package 1 - Additional hazardous material sampling and testing: The change is for the Contractor to provide soil sampling and testing for 267 soil samples at 84 designated locations. The objectives of the soil sampling and analysis are to: (i) supplement previous soil data in the right-of-way; (ii) characterize soil in areas of planned excavation to determine suitability for onsite reuse and to support waste classification as applicable; and (iii) delineate any hot spots of contamination that may require separate handling and management.	5	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS

AE104903000-CN-TBD	Additional Utility Investigation: The scope of work involves Utility Investigations utilizing 351 potholes and 1,095 linear feet of slot trenching to supplement existing surveys for the Los Angeles County Metropolitan Transportation Authority (LACMTA). The primary goal is to gather comprehensive data to update the Project Utility Matrix, resolve potential utility conflicts, and finalize the utility adjustment design. This work is prioritized into five categories and will take place within the rights-of-way of UPRR, the Ports of Los Angeles and Long Beach, Metro PE ROW, and public streets, with LACMTA responsible for securing the necessary Right-of-Entry (ROE) permits from UPRR and the Ports.	5	Between \$1M and \$5M
AE104903000-CN-TBD	Continuation of Engineering Support Services: This change is for the Consultant to continue providing engineering support services to complete the remaining scope of work detailed in the Contract, Exhibit A for the Advanced Works. This modification allocates the additional funding required for the successful completion of that original scope.	5	More than \$15M

C) PROGRAM MANAGEMENT SUPPORT SERVICES CONTRACT (AE107133000)

AE107133000-CN-00002	NEPA Re-Evaluation and CEQA Addendum: The scope of work includes supporting the Southeast Gateway Line Project (SGL) by preparing a NEPA Reevaluation and a CEQA Addendum for the existing Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and Record of Decision (ROD)	5	Between \$1M and \$5M
----------------------	---	---	-----------------------

LINK UNION STATION

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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							
HDR PS2415-3172 MOD 21	(1) Advance Link US design from 65% to AFC; (2) advance Malabar Yard design from 10% to AFC; and (3) community outreach with Vernon and CHSRA, through June 30, 2027.	5	09/18/25	9/18/2025	\$21,413,490	\$21,413,490	
KTJV PS8985600 CWO-16 MOD 3	PCSS Additional Estimating Services thru FY27	5	10/27/25	10/27/2025	\$591,534	\$591,534	
ERM AE79441-004-TO-01.2 MOD 08	Link US Life Storage Building Abatement & Demolition - Asphalt paving in lieu of aggregate base based on the identified site contamination	5	10/20/25	10/20/2025	\$529,057	\$529,057	

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO.

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

B) PROFESSIONAL SERVICES CONTRACTS

None		
------	--	--

C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None		
------	--	--

VERMONT BRT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (September 1, 2025 - November 30, 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							
MOD 00004	Program Control Support Services (PCSS) for Vermont BRT Project – FY2026 Funding - The Program Control Support Services (PCSS) contractor will continue to provide support services to the Vermont BRT Project (471402). The PCSS consultant shall provide technical resources, knowledge, and expertise to perform the following tasks.	5 - Scope	08/14/25	9/22/2025	\$516,985	\$516,985	

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (September 1, 2025 - November 30, 2025)

A) DESIGN BUILD CONTRACT - CONTRACT NO.

CHANGE NOTICE/ORDER #	DESCRIPTION	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 November 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	716	2.8
Purple Line Section 3	572	2.2
Division 20	200	0.8
Airport Metro Connector	271	1.1
Rail to Rail	66	0.3
I-5 N. County Enhancements	25	0.1
Total Savings	3552	13.8

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 September 1, 2025, through November 30, 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 December 1, 2025 through February 28, 2026, and will be presented to the April 2026 Construction Committee.

Quarterly Changes (Sept 1, 2025 – Nov 30, 2025)

Project	# of Approved Changes	Contractor Proposed Amount	Total Approved Amount	Within LOP	# of Pending Changes	Range	Within LOP
Westside Purple Line Extension Section 1*	6	\$ 15,910,233	\$ 16,082,135	√	-	-	-
Westside Purple Line Extension Section 2	2	\$ 9,780,336	\$ 3,571,395	√	2	Between \$1M and \$5M	√
Westside Purple Line Extension Section 3*	7	\$ 4,570,837	\$ 7,570,093	√	2	Between \$1M and \$5M	√
Division 20 Portal Widening Turnback	-	-	-	-	1	Between \$5M and \$10M	√
Airport Metro Connector	2	\$ 2,910,172	\$ 2,031,238	√	-	-	-
Soundwall Package 10	1	\$ 710,040	\$ 700,000	√	-	-	-
Rail to Rail	1	\$ 5,154,628	\$ 2,548,559	√	-	-	-
Rosecrans & Marquardt Grade Separation	-	-	-	-	1	Between \$5M and \$10M	-
I-5 North County Enhancements Project	-	-	-	-	1	Between \$500K and less than \$1M	√
Metro G Line BRT Improvements	1	\$ 1,090,890	\$ 1,088,963	√	1	Between \$1M and \$5M	√
I-105 Express Lanes*	1	-	\$ 12,000,000	√	3	Between \$1M and \$5M, between \$500K and less than \$1M	√
EB SR-91 Atlantic Avenue to Cherry Avenue	1	\$ 1,395,682	\$ 848,788	√	-	-	-
East San Fernando Valley	3	\$ 68,652,806	\$ 68,550,526	√	-	-	-
Southeast Gateway Line	3	\$ 3,400,507	\$ 3,400,507	√	4	Between \$1M and \$5M, More than \$15M	√
Link Union Station	3	\$ 22,534,081	\$ 22,534,081	√	-	-	-
Vermont BRT	1	\$ 516,985	\$ 516,985	√	-	-	-

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

Project Name	Total Work Days Saved	Years Saved
Crenshaw/LAX	336	1.3
Regional Connector	463	1.8
Purple Line Section 1	903	3.5
Purple Line Section 2	716	2.8
Purple Line Section 3	572	2.2
Division 20	200	0.8
Airport Metro Connector	271	1.1
Rail to Rail	66	0.3
I-5 N. County Enhancements	25	0.1
Total Savings	3552	13.8

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



Board Report

File #: 2025-1012, **File Type:** Policy

Agenda Number: 15.

CONSTRUCTION COMMITTEE JANUARY 14, 2026

SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending September 2025.

ISSUE

In January 2012, the Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council (LAOCBCTC) and the Construction Careers Policy (CCP), with subsequent renewal in January 2017. The PLA and CCP encourage construction employment and training opportunities for members of economically disadvantaged areas throughout the United States on Metro's construction projects. An added value of the PLA is that work stoppages are prohibited.

This report also provides updates on initiatives that stem from the Construction Workforce Disparity Study (study) and Board Motion 13.1 by Directors Horvath, Hahn, Dutra, Solis, and Yaroslavsky, which was approved by the Board on March 25, 2025 (Attachment A).

BACKGROUND

Consistent with the Board-approved PLA and CCP (PLA/CCP), prime contractors must provide Metro with monthly reports detailing their progress toward meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance Policy, prime contractors provide Metro with worker utilization data. Metro's program-wide goal for female participation in PLA/CCP construction projects is 6.90%.

In April 2024, Metro commissioned a study to evaluate the availability and participation of female workers necessary for upcoming infrastructure projects. The study aimed to address gaps in workforce diversity, with a particular emphasis on increasing female representation. It identified several barriers that hinder female participation, including challenges related to recruitment, retention, and career advancement in a traditionally male-dominated industry.

Since March 2025, staff have worked to address the study recommendations by collaborating with regional partners, Metro Leadership, and key stakeholders. The progress made in identifying opportunities related to the recommendations, as well as the next steps, has been included in this report.

DISCUSSION

Metro's PLA/CCP provides training and employment opportunities within the construction industry to individuals residing in economically disadvantaged areas and disadvantaged workers. Since Metro's PLA/CCP inception in 2012 and up to this reporting period, over \$682 million in wages have been paid to individuals residing in economically disadvantaged areas, an increase of 2.59% from last quarter's reporting, and over \$132 million in wages paid to disadvantaged workers, an increase of 2.31% from last quarter's reporting. Overall wages expended for PLA workers on all active projects were over \$24 million through the June-September 2025 quarter.

This report provides a status update on the construction contracts the PLA/CCP covers, including an overview of the Diversity and Economic Opportunity Department (DEOD) efforts to increase female participation. It also provides an update on the PLA/CCP through the quarter ending September 2025 (Attachment B).

A. PLA/CCP Status Update

As of the September 2025 reporting period, a total of 24 projects require compliance with PLA/CCP requirements. Among these, 21 are currently active construction projects. Out of these 21 projects, two contracts are subject to the National Targeted Worker Requirements, which focus on workers from economically disadvantaged areas in the United States; 19 contracts are subject to the Local Hire Initiative, which aims to hire workers from economically disadvantaged areas of Los Angeles County. Three (3) of the 24 projects shown in Attachment C have not yet begun the construction phase.

Additionally, five (5) projects are in the pre-award phase, which staff anticipate will require application of the PLA/CCP, subject to award.

Projects Subject to National Targeted Worker Requirement (from economically disadvantaged areas of the US)

Of the contractors that are subject to the National Targeted Worker requirement, two exceeded the 40% Targeted Worker Goal (from economically disadvantaged areas); one contractor exceeded the 20% Apprentice Worker Goal (individuals starting a career in construction); and two contractors exceeded the 10% Disadvantaged Worker Goal (Attachment D, Chart A).

Overall (aggregate), PLA/CCP program-wide attainment of the three workforce goals has been met and exceeded due to a collaborative effort between Metro, the Building Trade Unions, and contractors. Since the program inception in 2012, 42 completed construction contracts have been subject to the PLA/CCP requirements.

Projects Subject to Local Hire Initiative (from economically disadvantaged areas of Los Angeles County)

Of the contractors that oversee projects subject to the Local Hire Initiative requirement, 14 contractors exceeded the 40% Targeted Worker Goal (from economically disadvantaged areas); 9 contractors exceeded the 20% Apprentice Worker Goal (individuals starting a career in construction); and 13 contractors exceeded the 10% Disadvantaged Worker Goal (Attachment D, Chart B).

B. Female Workers on Active Construction Projects

In November 2017, the Board approved Motion 33.1 (by Directors Kuehl, Hahn, Garcetti, Dupont-Walker, Solis, Barger and Bowen) to encourage contractors on Metro construction projects to increase the participation of women by meeting or exceeding the federal female participation goal of 6.9%. The motion directed the creation of a report card/scorecard system reflecting the attainment of the female participation goals for Metro PLA/CCP contractors that was established to increase visibility and encourage contractors to achieve the 6.9% female participation goal (Attachment E). The scorecard as of September 2025 can be seen in Attachment F.

Staff continue to attend monthly project meetings, as needed, to communicate directly with prime contractors who are not meeting the female participation goal at key milestones of 25%, 50%, and 75% project completion.

In addition, notices are issued to prime contractors to encourage increased female participation on their projects. For contractors receiving a score grade of “D” or below, notices are issued immediately with recommendations to conduct outreach and implement other efforts aimed at improving female participation.

In LA County, 50% of the adult population are female. The average female participation on Metro construction projects is currently 3.75% of total work hours compared to less than 2.0% on other non-Metro public works construction projects in the Southern California region. The national average for women in the construction building trades is 4.0% and the federal participation goal is 6.9%. As PLA/CCP staff continue to learn information on nationwide best practices, these practices are then shared with jobs coordinators and labor unions to support the recruitment and retention of women in the trades, which remains a regional challenge. These initiatives get implemented through the programs such as Multi-Craft Core Curriculum (MC3) and LA County Justice, Care, and Opportunities Department (JCOD).

A chart showing female participation in Metro’s PLA/CCP construction projects over the last four years can be seen in Attachment G.

[Women Breaking Ground Website <https://womenbreakground.com>](https://womenbreakground.com)

In March 2024, Metro launched the “Women Breaking Ground” website which provides women, who are interested in a career in construction, an avenue for learning how to join an apprenticeship readiness training program and how to get connected to resources.

Through September 2025, over 1,300 individuals have been triaged and given information and resources on starting a career in construction. Over 388 individuals were referred to a pre-apprenticeship training program sponsored by the LAOCBTC Apprentice Readiness Fund, representing an increase of 22 from the previous reporting period. Thus far, 38 individuals have enrolled in pre-apprenticeship training, 33 have graduated from the program and 5 have been placed on Union Apprenticeship jobs.

The website includes testimonials of women who have worked in the trades and gives an overview of their experience. The website is also a tool for women who are already in the trades to get connected to the unions, contractors, and more resources to be placed on a construction job. It is made available through physical outreach materials and digital marketing ads and is accessible through the Metro careers website that can be located in the promo box titled "[Women](https://www.metro.net/about/careers/women/)" [<https://www.metro.net/about/careers/women/>](https://www.metro.net/about/careers/women/)".

Metro continues to advance strategies to support, the outreach, recruitment, and retention of all workers in the disadvantaged workforce categories. These strategies, led by the PLA/CCP staff, are proactive measures that address the regional needs for additional workers. These efforts spread awareness and sparked interest for women in the region.

C. Ongoing Strategies

Listed below are ongoing strategies being implemented by Metro to increase the overall workforce capacity, with a specific focus on increasing female participation on Metro's construction projects.

1. Female Participation Score Card - Staff continue to grade each contractor's performance quarterly by using a score card that reflects percentages of worked hours performed by females hired by Metro's contractors to encourage meeting the 6.9% goal.
2. Jobs Coordinator Meetings - Staff conduct periodic meetings with job coordinators to discuss best practices and identify outreach and recruitment opportunities.
3. Transition Coordination - Staff work with the unions and jobs coordinators to refer female workers who have completed their previous work assignments to other active Metro construction projects.
4. Women in the Trades Resource Guide (Attachment H) - Staff developed a comprehensive guide to recruit, employ, and retain women in construction careers, to assist prime contractors in recruiting female workers.
5. Collaboration with Unions - Staff established a collaboration with the Laborers Union and Southwest Regional Council of Carpenters to directly refer female workers to the apprenticeship programs. Upon completion, participants are referred to Metro's contractors for employment opportunities.

-
6. Outreach - Staff continue to reach out to community-based organizations, pre-apprenticeship schools, and building trades to promote career opportunities and to increase female recruitment in the construction industry (Attachment I). During this reporting period, Metro staff participated in eight job fairs which resulted in seven individuals being referred to job coordinators for pre-apprenticeship programs and/or direct placement.

The following are long-term strategies and efforts to support workforce needs and to increase female participation on Metro's projects:

1. Continue to collaborate with Women in Non-Traditional Employment Roles (WINTER) to help empower, train, educate, and prepare women for transformative careers in the construction industry. In addition, Metro provides continuous employment referrals to female graduates of WINTER on Metro project sites.
2. Continue to collaborate with the LA County Department of Economic Opportunity (DEO), LA County Department of Public Works, and City of Los Angeles Economic Workforce Development Department (EWDD) in recruiting individuals interested in starting a career in construction and establishing an ongoing referral system of individuals to pre-apprenticeship programs available through the LA County DEO network of services.
 - In September 2025, PLA staff began coordinating with the Los Angeles County Department of Public Works (LACDPW) to participate in Women in Trades Advisory Council (WITAC) meeting, which focuses on female participation language in LACDPW, Community Workforce Agreement (CWA). Construction and regional stakeholders, including the LA/OC Building and Trades Council, the Apprentice Readiness Fund, IBEW 11, will also attend. This collaboration will help PLA/CCP identify challenges and learn best practices to improve tradeswomen's participation across Metro projects.
3. Partner with the Los Angeles/Orange County Building and Construction Trades Council (LAOCBTC) and its Executive Secretary focused on increasing the workforce in the construction industry, including prioritizing and dispatching female workers on Metro construction projects.
4. On September 26, 2025, PLA/CCP staff met with a childcare service provider identified at the North America's Building Trades Unions (NABTU) Tradeswomen Build Nations Conference. Working with our regional partners, PLA/CCP staff will continue to evaluate the potential for this, or similar organizations, as a means to address this potential barrier to careers in construction.
5. Continued Metro support to facilitate WINTER, and the LA County Justice, Care, and Opportunities Department (JCOD) collaboration to launch its first all-female Pre-Apprentice

Construction Readiness training cohort. To allow time for the remodeling of the dormitories, the training start was rescheduled to January 12, 2026. To date 30 potential trainees have completed the interest program and will attend a virtual orientation hosted by WINTER.

Outreach to High Schools and Youth

Metro DEOD staff are dedicated to partnering with industry leaders to significantly enhance apprenticeship programs to effectively build capacity for present and future projects. Below are impactful activities that the team has implemented to inspire high school and community college students to spark their interest in pursuing rewarding careers in the trades. These efforts will inform and empower the next generation of skilled workers.

1. Over the past quarter (June through September 2025), Metro PLA/CCP staff concentrated outreach efforts on community organizations throughout the Los Angeles region to promote careers in the construction industry, particularly since outreach to students was limited due to the summer break. Participating institutions included Construction Industry Education Foundation (CIEF) LA Trades Day, LA City Youth Source, GRID Rooftop Ready Job Fair, East LA College, Metro's Transportation Career Academy Program (TCAP), YouthBuild, and California Conservation Corps.
2. Metro staff will continue to expand engagement with youth to generate interest in trades and create a pipeline of opportunities. The SEED School is also introducing students to a variety of careers, including those within the infrastructure sector.
3. A partnership meeting was convened with both Youth Build and the Conservation Corps by PLA/CCP staff, with a path forward where staff will host 3 student field trips to Metro's new Talent Hub to introduce construction careers. The first field trip took place in October 2025 and additional trips are scheduled to take place in March 2026, and May 2026.
4. On August 6, 2025, Metro staff presented the Women Breaking Ground website and construction career pathways at Congresswoman Maxine Waters' outreach event at Imperial Courts in Watts. Hosted by the South Bay Workforce Investment Board, the event connected residents with information on pre-apprenticeship programs, building trades, and public works opportunities. Attendees engaged with representatives from several trade unions, training programs, and contractors.

Metro will also continue to collaborate with the LA/OC Building Construction Trades Council and its union affiliates to assist in the recruitment efforts of workers.

D. Status Update to Board Motion 13.1

During Metro's Board meeting on March 27, 2025, the Board approved Motion 13.1, which was proposed by Directors Horvath, Hahn, Dutra, Solis, and Yaroslavsky (refer to Attachment A). PLA/CCP staff have been actively engaged in implementing, developing, researching, and meeting to advance the following initiatives and recommendations:

1. Expand Cultural Competency Plan requirements to integrate Community Benefits and Workforce Equity Components into RFP procurements

- DEOD is working with the County Counsel, Vendor/Contract Management, and Office of Equity and Race to review the Cultural Competency Plan and receive guidance regarding the framework.

2. Establish a regional roundtable to activate discussions on goal setting for regional public contracting agencies

The first Regional Roundtable was held on June 24, 2025, with the regional workforce contributors in attendance. The second Regional Roundtable meeting was held on December 12, 2025. The Los Angeles County Department of Economic Opportunity and Los Angeles World Airports agreed to serve as the Co-Chairs for the Regional Roundtable. The agenda for this second meeting included the following items:

- Discuss Challenges: Examine the systemic barriers to attracting, recruiting, and retaining women in the construction workforce, and explore cross-agency opportunities to address these challenges;
- Identify Solutions: Collaboratively develop strategies to overcome identified barriers and support increased participation and retention of women in the skilled trades across the region; and
- Take Action: Implement agreed-upon strategies through individual agencies or as a coordinated Regional Roundtable effort.

3. Conduct a Women in the Trades Regional Summit

- PLA/CCP staff are coordinating with regional partners to plan the Women in the Trades Regional Summit. The goal of the Summit is to provide the next generation of female construction workers with insights regarding the benefits of working with trade unions, as well as connecting them to valuable resources. The anticipated date for the event is late 2026.

4. Establish a Female Advisory Group

- Advanced the development of a draft plan for a Female Advisory Group that will host its own Women in the Trades Regional Summit. The event will allow the future generation of female construction workers to learn about the benefits of working with the Trade Unions and connect them with resources. This will be coordinated with the Regional Roundtable described above.

5. Launch a targeted social media campaign (Built by HER!) focused on women, youth, and mentorship opportunities.

The “Built by HER!” campaign launched in July 2025, targeting young women between the ages of 18 to 24, introducing a pipeline to construction careers by way of sourcing future construction workers to the Women Breaking Ground website. Posters have been produced in both English and Spanish and are being distributed to High Schools and Youth Career and Employment programs throughout the Region. Guests of Metro’s Gateway Headquarters building were able to see the Built by HER! advertisement on the Video Wall that is located on the 3rd level of Metro’s Gateway building outside of the boardroom. The advertisement video streamed from August 13, 2025, through October 16, 2025. In coordination with the Metro Marketing team, plans to launch the social media portion of this campaign are also being planned.

Additionally, as a component of the approved Motion, an amendment by Director Dupont-Walker requested a report back on the status of efforts to address cultural competency requirements for historically underutilized populations, including other cultural sensitivities and disparities. In response to Director Dupont-Walker’s request in Motion 13.1, staff submitted a report on underutilized and underrepresented apprentices in the May 2025 quarterly update. The second part of the analysis will focus on journeyman workers in the same categories, which is underway.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro’s Project Labor Agreement/Construction Careers Policy (PLA/CCP) supports strategic plan goal #3 to enhance communities and lives through mobility and access to opportunity.

EQUITY PLATFORM

Metro’s Project Labor Agreement (PLA) and Construction Careers Policy (CCP) continue to create employment opportunities for marginalized community members in the construction industry for workers with historical barriers to employment.

Hundreds of disadvantaged workers, as defined in Section 1.8 of the PLA and Section 3.9 of the CCP, have benefited from obtaining a meaningful career through Metro’s PLA/CCP program which resulted in over \$132 million in paid wages to disadvantaged workers, from inception to September 2025. For the June-September 2025 reporting period \$2.9 million was paid to disadvantaged workers.

Metro has continued ongoing efforts undertaken by staff to increase female participation, including outreach to women in construction to obtain insight and best practices for contractors and female workers in the construction industry (details in Attachment B). In addition, Metro supports efforts to remove barriers and expand awareness of construction career opportunities for women by encouraging contractors to hire and sponsor females into the construction trades and by working with Metro’s Women and Girls Governing Council (WGGC) to continuously uplift women into the construction industry. During the January-March 2025 reporting period, staff presented the Workforce Disparity Report, that provided an assessment of the availability of female tradeswoman in the workforce, and recommendations to increase inclusion. Staff are moving forward with the next steps for the report, as directed by Motion 13.1 (Attachment A).

These strategies have contributed to an average female participation rate in Metro construction projects (3.75%) which is higher than historical participation rates in other non-Metro public works construction projects in the region (less than 2%) and the national average for women in construction (4%). Additionally, staff monitor each project's female attainment monthly and assist contractors in continually increase female participation. Furthermore, the response to Motion 13.1 will help staff introduce collaborative mechanisms to increase female participation and identify additional cultural sensitivities and disparities for historically underserved populations as they seek employment in the trades. Expanding upon this response will assist staff in eliminating barriers for employment from these populations.

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 is the goal of Metro's PLA/CCP program to provide employment opportunities to economically disadvantaged individuals of Los Angeles County. 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.

NEXT STEPS

Staff will continue to monitor the contractors' efforts and initiate the various strategies and activities as outlined in this report. Staff will continue to provide updates on actions related to Motion 13.1 within future quarterly PLA/CCP reports.

ATTACHMENTS

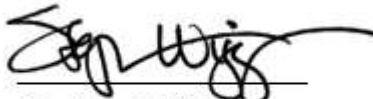
Attachment A - Motion 13.1
Attachment B - PLA/CCP Quarterly Brochure
Attachment C - Upcoming PLA/CCP Projects
Attachment D - Active National and Local Hire Charts
Attachment E - Motion 33.1
Attachment F - Female Participation Scorecard
Attachment G - Quarter Female Participation Percentage Chart
Attachment H - Women in the Trades Resource Guide
Attachment I - Metro DEOD PLA/CCP Outreach Activities

Prepared by:

Oluwatimilehin (Tim) Famuyibo, Diversity and Economic Opportunity Department Representative, (213) 922-2561
Angela Scott, Principal, Diversity and Economic Opportunity Department, (213) 922-1028
Maia Siprashvili, Director, Diversity and Economic Opportunity Department, (213) 922-2652
Wendy White, Deputy Executive Officer, Diversity and Economic Opportunity Department, (213) 922-2648
Tashai R. Smith, Executive Officer, Diversity and Economic Opportunity Department, (213) 922-2128

Reviewed by:

Sharon Gookin, Deputy Chief Executive Officer (213) 418-3101



Stephanie Wiggins
Chief Executive Officer



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0237, File Type: Motion / Motion Response

Agenda Number: 13.1

REVISED
REGULAR BOARD MEETING
MARCH 27, 2025

Motion by:

DIRECTORS HORVATH, HAHN, DUTRA, SOLIS AND YAROSLAVSKY

Meeting the Moment:
A Regional Approach to Realizing LA Metro's Workforce Equity Goals Motion

Related to Item 13: Female Participation In Project Labor Agreement/Construction Careers Policy
Construction Projects

In February 2023, the Metro Board approved Motion 29 (Horvath, Mitchell, Bass, Solis, Hahn, and Dupont Walker) directing staff to commission a refresh of the Agency's 2019 Construction Workforce Disparity Study. The motion further directed staff to report back on the study's findings and recommendations; the potential application of cultural competency requirements in contractor and staff training and similar qualitative metrics that could be used in Metro's proposal evaluation and contracting processes; and the feasibility of creating bid preference incentives that can be applied to increase the number of women working on Metro funded construction projects.

In April 2024, Metro commissioned the Workforce Disparity Study, which aims to determine the availability and participation of female workers to meet the demand for future infrastructure projects, and address gaps in workforce diversity with a focus on increasing female representation. While Metro's female construction worker utilization (3.6%) exceeds the regional average (1.8%), it still falls short of the goal set by federal guidelines and adopted by LA Metro (6.9%). Women's participation varies significantly across different construction trades, with higher engagement in fields like laborers, electricians, and plumbers, but less in trades such as inspectors and operating engineers.

The study highlights numerous barriers to female participation, including challenges in recruitment, retention, and career advancement in a traditionally male-dominated industry. Women face difficulty accessing training opportunities and support networks, which affect their long-term success in the field, as well as systemic barriers, including childcare accessibility, reliable transportation, supportive work environments, and a workplace culture which continues to hinder women's retention and career advancement in construction. Additionally, over 20% of the region's female construction workers are over the age of 55, signaling an aging workforce that may face a shortage of younger female workers entering the industry.

The study goes on to outline critical strategies to increase female representation in the construction workforce, address barriers, set clear targets, and foster collaboration for long-term systemic change. These recommendations include, investing in services such as childcare and ensuring harassment and discrimination-free workplaces; establishing a regional coalition to address broader challenges facing women in construction; the enforcement of stronger hiring goals for women across all construction trades, ensuring contractors make concerted efforts to meet the 6.9% target; and utilizing procurement levers, such as bid preferences for contractors with strong diversity records, to encourage companies to hire more female workers.

Metro has done significant work toward realizing its female participation goal. Since the initial workforce disparity study, Metro has launched several initiatives, including outreach efforts to high schools that promote careers in construction and launching the Women Breaking Ground website, which serves as an essential one-stop resource for prospective female workers that has successfully supported to over 900 individuals eager to start a career in construction.

Additionally, Metro's ongoing partnership with Women in Non-Traditional Employment Roles (WINTER), a non-profit organization dedicated to workforce development for women, has reinforced the Agency's commitment to these efforts by offering employment assistance to program graduates.

In response to the updated study, Metro has identified a series of next steps intended to bolster female participation outcomes. These next steps include the expansion of Cultural Competency Plan requirements and the integration of workforce commitments like female participation into RFP procurements; the establishment of a regional roundtable with key stakeholders to develop a strategic action plan to enact meaningful, lasting change in the construction industry; hosting a Women in the Trades Regional Summit; establishing a Construction Female Advisory Group intended to provide mentorship, guidance, and best practices in fostering a more inclusive and diverse workforce; and launching a targeted social media campaign (Built By Her) to help build a stronger and more diverse pipeline of talent.

However, in the wake of the rescission of Executive Order 11246 (1965) which established contractor participation goals for minority and female employment and training on federally-funded or federally-assisted construction projects, there is a need to provide the region's contractor community with clarity on Metro's workplace goals and objectives, such as providing for an inclusive workplace culture, supportive work environments, a zero-tolerance policy for workplace harassment and effective reporting mechanisms, reliable transportation, and the provision of childcare resources, among others. As such the Next Steps provided in the associated Board report (2025-0036) should be established as Board policy.

Additionally, the 2025 Construction Workforce Disparity Study offers a series of procurement levers to advance gender diversity in the construction industry, such as instituting new contractor requirements on policies, procedures, and training programs to combat harassment and discrimination in the workplace; making female hiring goals a part of Metro's procurement process for Jobs Coordinators; and revising Cultural Competency Plan requirements to include distinct community benefits and workforce equity components. Ensuring contractor accountability is key to reaching Metro's workforce objectives and the Agency should be evaluating and scoring a contractor's past performance and whether prior commitments to hiring goals were met, along with proposals to provide childcare

resources to their workforce, among other criteria.

**SUBJECT: MEETING THE MOMENT: A REGIONAL APPROACH TO REALIZING LA METRO'S
WORKFORCE EQUITY GOALS MOTION**

RECOMMENDATION

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

- A. expand the Cultural Competency Plan requirement to integrate Community Benefits and Workforce Equity components into RFP procurements, and identify mechanisms to embed workforce commitments, such as childcare accessibility, reliable transportation, supportive work environments and an inclusive workplace culture, ensuring alignment with Metro's broader workforce initiatives;
- B. establish a regional roundtable with the Program Management Office (PMO), general contractors' associations, contractors, the Los Angeles Department of Economic Opportunity (DEO), LA/OCBCTC, union trades, and other key stakeholders to develop a strategic action plan. Discussion should include, but not be limited to consistent goal setting for regional public contracting agencies, the provision and/or subsidization of childcare services similar to that of "TradesFutures" childcare pilots in Milwaukee and New York City, and "Care That Works" in Boston, and apprentice/journeyman ratios on construction sites. The roundtable should provide a unique forum for stakeholders to address the systematic barriers that confront the participation of women in the trades;
- C. conduct a Women in the Trades Regional Summit to bring together public agencies, trade unions, workforce development boards, and academic institutions to foster collaboration, share best practices, and drive commitments to increase female participation in the construction workforce;
- D. establish a Construction Female Advisory Group composed of experienced women in the Trades, which will provide mentorship, guidance, and best practices to help dismantle barriers for women in construction; and
- E. launch a targeted social media campaign (Built By Her) focused on women, youth, and mentorship opportunities. The social media campaign should be complemented with outreach to potential partners in the field of women's sports and the creative arts.

WE FURTHER MOVE that the Chief Executive Officer be directed to report back in June 2025 with a series of workforce equity components that could be embedded in RFP procurements, such as a contractor's previous commitments and attainment of workforce hiring goals, the maintenance of an inclusive and harassment-free workplace, and the provision or subsidization of childcare resources, that would generate more accountability for a contractor meeting proposed hiring goals.

DUPONT-WALKER AMENDMENT: Report back in May on the status of efforts to address cultural

competency requirements for the rest of the historically underutilized, including the other cultural sensitivities and the disparities that continue to exist and what factors to consider, and include best practices of those that took the scorecard seriously.

PLA/CCP



Metro's Project Labor Agreement and Construction Careers Policy

June 2025



Metro[®]



Overview

In January 2012, the Metro Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy (CCP). The primary benefit of the PLA is that it encourages construction employment and training opportunities in economically disadvantaged areas throughout the United States on federally-assisted contracts. Another benefit is that it prohibits work stoppages.

The PLA goals are:

- > **40% participation of construction workers residing in economically disadvantaged areas**
- > **20% apprentice participation**
- > **10% participation of disadvantaged workers (meeting two of nine disadvantaged criteria)**

Consistent with the Board-approved PLA/CCP, prime contractors are required to provide monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, per Metro's Labor Compliance policy, prime contractors provide Metro with worker participation data by ethnicity and gender. (See page 6).

Economically Disadvantaged – Area where the median household income is less than \$40K per year.

Disadvantaged – Economically disadvantaged; also satisfying at least two of the following nine categories: 1) homeless, 2) single custodial parent, 3) receiving public assistance, 4) lacking GED or high school diploma, 5) criminal record or history with criminal justice system, 6) chronically unemployed, 7) emancipated from foster care, 8) veteran from Iraq or Afghanistan war, or 9) apprentice with less than 15% hours needed to graduate to journeyworker. Criminal justice system percentages are a subset of the 10% Disadvantaged hours category.

Figures at a Glance

PLA CONTRACTS – INCEPTION TO DATE



CONTRACT AWARD VALUE



**Five projects have been awarded but has not yet started.*

APPRENTICE WORKERS



CRENSHAW/LAX
TRANSIT CORRIDOR
PROJECT (PROJECT
COMPLETED
12/2023)



REGIONAL
CONNECTOR
TRANSIT CORRIDOR
PROJECT (PROJECT
COMPLETED 1/2025)



WESTSIDE PURPLE
LINE EXT SEC 3 –
TUNNELS (PROJECT
BEGAN 5/2020)



WESTSIDE PURPLE
LINE EXT SEC 3 –
STATIONS (PROJECT
BEGAN 10/2020)



EAST SAN
FERNANDO VALLEY
PROGRESSIVE D/B
(PROJECT BEGAN
2/2025)

PLA WORKER HOURS (PROGRAM-WIDE) ACTIVE AND CLOSED PROJECTS

35,827,799.98 hours

TOTAL CONSTRUCTION HOURS
THROUGH JUNE 2025

26,472,256.89 hours

TOTAL APPRENTICEABLE HOURS
THROUGH JUNE 2025

57.42% (20,573,271.87 hours)

ECONOMICALLY DISADVANTAGED

21.52% (5,697,772.67 hours)

APPRENTICE

11.14% (3,991,723.74 hours)

DISADVANTAGED

Fast Facts on Metro's Project Labor Agreement

- > Metro is the **first** transit agency in the nation to adopt a PLA that includes a targeted hiring emphasis on apprentices, low income and previously excluded members of society into the trades.
- > The U.S. Secretary of Labor visited Metro and the Crenshaw/LAX Transit Corridor Project in August 2014 and highlighted the PLA/CCP as a success and national model.
- > **No** work stoppages or lockouts have occurred since the start of the program.



Female Participation in Construction

Through its Project Labor Agreement and Construction Careers Policy, Metro is striving to diversify the workforce on construction projects to improve access to career opportunities and serve as a catalyst for improving socio-economic status for minorities and women. Although the national average for women in the construction trades is below 3%, Metro's goal is to exceed a female participation goal of 6.9%. Metro's current female participation average is 3.72%.

In November 2017, Metro's board passed a motion authorizing the agency to create and publish a score card system that reflects percentages of women hired by Metro contractors; develop an incentive program to encourage contractors to exceed the national goal; and require contractors to demonstrate how they are promoting a diverse and inclusive work environment.

Women Build Metro LA (WBMLA)

Women Build Metro LA is a culmination of community advocates, stake holders and decision makers, including private and public sectors. Together we are committed to increasing the ranks of qualified women candidates for apprenticeship and placement with all Trades. With our partners and stake holders, including our Woman Build Metro LA Committee, we are passionate about increasing female participation, given that women currently make up less than 3% of the construction trade workforce. We are proud to educate and support women in construction under Metro's Project Labor Agreement and Construction Careers Policy.

Female Participation Score Card

JUNE 2025

The Metro Board voted to create a score card system to highlight those contractors who meet and exceed the female participation goal of 6.9% on Metro construction projects.

ACTIVE PROJECTS	PRIME CONTRACTOR	GRADE	%
Rail Operations Control (ROC) Chillers	Interior Plus	A	20.97%
Bus Divisions and Facilities Fire Alarm Replacements	Global Electric	A	16.14%
Div. 8 & Central Maintenance Facility (CMF) Bus Hoist Replacement	TransCal Services	A	8.26%
Division 20 Portal Widening Turnback	Tutor Perini Corp	B	6.14%
Crenshaw/LAX K-Line Paving and Improvement Project	Griffith Company	B	5.35%
Airport Metro Connector Transit Station	Tutor Perini Corp	C	4.43%
PS896166000 ESFV Progressive Design Build Phase 2	SFTC	C	4.42%
Westside Subway Extension Project, Section 1 – Design Build	Skanska, Traylor, Shea, JV	C	4.12%
Purple Line Extension, Section 3 – Tunnel Project D/B	Frontier Kemper/Tutor Pernin, JV	C	3.94%
Division 20 TPSS (PWT 2)	C3M Powersystems	C	3.79%
Crenshaw/LAX Construction Punch-out List	Griffith Company	C	3.67%
WPLE Section 3 Project VA Parking Structure	Swinerton Builders	C	3.27%
PS84667000 I-105 Expressway (CMGC)	Flatiron Myers JV	D	3.08%
Purple Line Extension, Section 3 – Stations Project D/B	Tutor Perini/ O&G, JV	D	3.05%
Division 9 Charging Infrastructure	Icon West, Inc	D	2.81%
Westside Purple Line Extension Project, Section 2 – Design Build	Tutor Perini/ O&G, JV	D	2.32%
PS85661000 G Line BRT Improvement	Valley Transit Partners	D	2.11%
I-605 South Street Off Ramp Improvements	Powell Constructors, Inc	F	0.78%
Fire Alarm Systems Replacement (5 Stations + Div. 20)	Cosco Fire	F	0.00%

A

6.9% and above

B

4.6% to 6.89%

C

3.1% to 4.59%

D

1.6% to 3.09%

F

0% to 1.59%

To view the Score Card detail summary, visit metro.net/pla.

Current PLA/CCP Project Attainments

TARGETED WORKER ACTIVITY BY ACTIVE PROJECT (CUMULATIVE)	% PROJECT COMPLETE	GOAL 40% ECON DISADV	GOAL 20% APPRENTICE	GOAL 10% DISADV	% OF DISADV WORKERS IN THE CRIMINAL JUSTICE SYSTEM CATEGORY
Westside Subway Extension Project, Section 1 – D/B	94.15%	63.89%	19.74%	11.67%	85.92%
Westside Purple Line Extension Project, Section 2 – D/B	89.95%	44.53%	20.18%	10.30%	49.85%
Purple Line Extension, Section 3 – Tunnel Project D/B	97.50%	42.25%	20.19%	10.97%	46.19%
Purple Line Extension, Section 3 – Stations Project D/B	85.83%	63.44%	21.32%	10.80%	83.17%
Purple Line Extension, Section 3 – Project VA Parking Structure	35.32%	51.52%	21.91%	12.79%	0.00%
Division 20 Portal Widening Turnback	79.60%	49.29%	20.17%	13.60%	37.58%
Division 20 TPSS (PWT 2)	88.27%	42.78%	32.32%	22.85%	75.06%
Crenshaw/LAX Construction Punch Out Work	87.18%	43.47%	20.20%	13.87%	86.94%
Rail Operations Control (ROC) Chillers	59.16%	74.68%	29.87%	61.42%	4.61%
Crenshaw/LAX K-Line Paving and Improvement Project	65.42%	37.43%	16.51%	1.50%	29.45%
I-605 South Street Off Ramp Improvements	87.17%	27.91%	22.85%	10.21%	0.00%
Division 9 Charging Infrastructure	41.16%	55.98%	16.23%	16.40%	61.89%
PS896166000 ESFV Progressive Design Build Phase 2	1.64%	36.33%	14.69%	8.27%	41.04%
PS85661000 G Line BRT Improvement	6.73%	48.70%	8.04%	5.21%	0.00%
Bus Divisions and Facilities Fire Alarm Replacements	30.30%	62.61%	50.69%	22.08%	0.00%
Div. 8 & Central Maintenance Facility (CMF) Bus Hoist Replacement	13.34%	38.68%	20.01%	4.81%	0.00%
Fire Alarm Systems Replacement (5 Stations + Div. 20)	10.41%	88.18%	37.70%	16.39%	14.65%
Airport Metro Connector Transit Project	100.00%	48.27%	21.02%	10.58%	59.19%
PS84667000 I-105 Expressway (CMGC)	3.89%	24.04%	9.41%	8.89%	24.02%

Project % completion is based on projected work hours
as provided by the prime contractors.

Data through June 2025

Current PLA/CCP Detailed Demographic Attainments

ACTIVE PROJECTS SUBJECT TO METRO'S PLA/CCP	AFRICAN AMERICAN	ASIAN	CAUCASIAN	HISPANIC	NATIVE AMERICAN	OTHER/ NOT SPECIFIED	GOAL 28.30% MINORITY	GOAL 6.90% FEMALE
Westside Subway Extension Project, Section 1 – D/B	6.65%	1.54%	18.02%	64.62%	0.72%	8.45%	73.53%	4.12%
Westside Purple Line Extension Project, Section 2 – D/B	4.59%	1.36%	18.09%	69.02%	1.21%	5.74%	76.18%	2.32%
Purple Line Extension Project, Section 3 – Tunnel Project D/B	6.36%	1.13%	22.49%	62.22%	0.80%	7.00%	70.51%	3.94%
Purple Line Extension Project, Section 3 – Stations Project D/B	5.77%	1.30%	16.67%	72.79%	0.22%	3.24%	80.08%	3.05%
Purple Line Extension Project, Section 3 – VA Parking Structure	2.36%	5.22%	3.90%	64.34%	0.12%	24.05%	72.04%	3.27%
Division 20 Portal Widening Turnback	4.42%	2.67%	16.79%	70.23%	1.29%	4.60%	78.61%	6.14%
Division 20 TPSS (PWT 2)	16.40%	0.08%	25.70%	53.31%	0.00%	4.51%	69.79%	3.79%
Crenshaw/LAX Construction Punch Out List	0.80%	0.26%	11.84%	52.53%	0.00%	34.57%	53.59%	3.67%
Rail Operations Control (ROC) Chillers	20.97%	0.00%	9.60%	67.54%	0.00%	1.88%	88.51%	20.97%
Crenshaw/LAX K-Line Paving and Improvement Project	2.71%	0.33%	11.65%	37.02%	0.00%	48.29%	40.06%	5.35%
I-605 South Street Off Ramp Improvements	0.65%	0.37%	10.51%	80.59%	0.02%	7.86%	81.63%	0.78%
Division 9 Charging Infrastructure	3.91%	2.29%	32.92%	23.72%	0.85%	36.31%	30.77%	2.81%
PS896166000 ESFV Progressive Design Build Phase 2	2.74%	2.30%	12.68%	43.66%	0.03%	38.59%	48.73%	4.42%
PS84667000 I-105 Expressway (CMGC)	1.99%	0.11%	21.51%	70.72%	0.23%	5.45%	73.05%	3.08%
PS85661000 G Line BRT Improvement	1.79%	0.00%	21.03%	38.91%	3.00%	35.27%	43.70%	2.11%
Fire Alarm Systems Replacement (5 Stations + Div. 20)	0.00%	1.16%	8.97%	37.68%	0.00%	52.19%	38.84%	0.00%
Airport Metro Connector Transit Project	2.70%	0.94%	13.77%	69.49%	0.77%	12.33%	73.90%	4.43%
Div. 8 & Central Maintenance Facility (CMF) Bus Hoist Replacement	0.00%	0.00%	10.76%	41.59%	0.00%	47.65%	41.59%	8.26%
Bus Divisions and Facilities Fire Alarm Replacements	0.00%	0.00%	31.02%	68.98%	0.00%	0.00%	68.98%	16.14%

Closed project attainments may be found by visiting Metro's PLA/CCP website at metro.net/pla.

Based on contractors reported data as of June 2025

Metro is building the workforce of tomorrow.

Metro's PLA/CCP facilitates new training and apprenticeship opportunities for workers across the region. These programs also help those who reside in economically disadvantaged areas to find jobs and training opportunities on Metro projects.

Here's a look at just a few of the workers who have found success working on PLA and Measure R projects:



Frances Macias Aguilar

Frances Macias Aguilar is a mother of eight who has a passion for the construction trades. As a member of Laborers Local 300, Frances is certified in lane closures and works on the team that handles traffic control for the Regional Connector Transit Corridor Project in the heavily congested streets of downtown Los Angeles. Frances' job is to close street lanes to traffic throughout the various active construction sites in the city. Francis says joining the laborers has changed her life dramatically, she looks forward to moving up the ladder and bringing more females into this male-dominated field.



Anna Aguirre

Anna Aguirre was born and raised in Downey, CA. She attended Downey High School and worked toward her higher education degree at Rio Hondo College in the field of Merchandising and Marketing. She continued to work in the retail industry for the next 10 years, until she decided to change her career path. Following this decision she attended an outreach event for women in the trades, where she was able to meet staff from Laborers Local 1309. Anna was so fascinated by the opportunities in trades, that she quit her job in retail and started to seek sponsorship opportunities into the Local 1309. With the sponsorship of the Local 1309 she was dispatched to The Griffith Company as a General Laborer, working on the Rail-to-Rail project. For the past two years, she has been working hard on this project and has rose to the level of a 3rd period apprentice. Besides being a General Laborer at The Griffith Company, Anna is a proud mother of one son, age 6. She credits the Local 1309 and Griffith Company for being able to provide a quality life for herself and her son.



Patricia Allen

As a child, Patricia was determined to be different and reject the gender roles that were expected of her. After making some mistakes within the justice system, Patricia decided that she needed to make a positive change in her life. Fourteen years ago, Patricia found the change she was looking for when a friend suggested that she look into a career in construction and encouraged her to register for the Laborers Union Bootcamp, and that's just what she did. While in training, Patricia earned the respect of her female peers and motivated them to push themselves as she had, to overcome the fear of entering a male dominated field and constantly reminded them to work hard because, "You are only as good as your training." Throughout her career in construction, Patricia has been able to provide a comfortable life for herself and her son. Patricia also has the distinction of being the only female miner on the Westside Purple Line Extension Project and hopes that her work will inspire other women to follow in her footsteps.



Sophia Burruel

Sophia Burruel was born and raised in San Pedro, CA. and is dedicated single mother of four, with two sons and two daughters. Sophia's career began working in the medical field at Torrance Memorial, and then moved on to working at a refinery. After giving birth to her fourth child, Sophia realized that she needed a new career path to support her family. Introduced to the building trades by her siblings, she joined Local Union 1309 in 2016, and is now a Journeyman working on Metro's Eastside Access Improvement Project in the Crenshaw District of South Los Angeles. Sophia shared that she has enjoyed working with her sisters and brothers in the Union, while creating a special bond with those around her. More importantly, the working in construction has allowed her to earn a more desirable wage, learn new skills, and provide a good life for her family.



Natalie Cervantes

Natalie Cervantes is a 29-year-old Electrical Inside Wireman who represents Local Union IBEW 11. Natalie has been working on the Purple Line Extension 1 project for the past year and a half. Prior to her career in construction, Natalie was self-employed and struggling to make ends meet. She decided that she wanted to go into the construction industry to have a more stable, well-paying job. Compared to her old career path, she finds that a career in construction is more fulfilling, since she can learn something new every day to keep the job interesting. The need for Natalie to find another career path was also necessary to support her family, since she is a single mother of 4. A career in construction provided her with great benefit that she can take advantage of. There are better working hours, which has allowed her to finish work and still have time to take care of her kids. With better pay, she has been able to consistently provide for her family and make ends meet.



Katherine Cruz

Katherine Cruz wanted a career that didn't keep her behind the desk. She wanted to be challenged, so she "traded in her high heels for steel toed boots". Starting off her construction career as a single mother of four, Katherine joined the Local 300 Laborer's Union and began to work on the Purple Line Extension 1 project as an Apprentice. She then worked her way up to Journeyman to help construct the Regional Connector project. Throughout Katherine's career she has been honored by local, state, and federal officials as she has been groundbreaking in her own right as one of the few women who first began working on these Mega projects. With her determination she was hired as the first female Instructor for Local 300's Laborer's Training School. Today, Katherine is not just a role model to her peers and students, but also to her daughter, Genesis who followed in her footsteps and joined Local 300 Laborer's Union.



Guy Denuccio

Guy is a 1st Period Laborers Apprentice on Metro's Purple Line Extension, Section 1 project. A native of Southern California, Guy enjoys baseball and was a standout athlete in his youth. Before working for Skanska on PLE Section 1, Guy made some regrettable decisions and was incarcerated for nine years. While incarcerated, he vowed to never repeat the same mistakes and promised himself he would get out and begin a life and career his family would be proud of. After being paroled, Guy enrolled in an MC3 training program. After completion, he was given the opportunity to begin working right away. Guy thinks back to his time in the criminal justice system and says, "I'm never going back; this opportunity has given me a chance to change my life and I am proud to be part of building the future of Los Angeles."



Catherine Dillon

Catherine Ann Dillon was born in Lancaster, CA, and was educated through the Saddleback Academy homeschool program. After high school, she worked at a Scout Camp for young adults. While working at the camp, Catherine watched her father welding, and she showed interest. He began to teach her basic welds. From that point, Catherine decided to reach out to Ironworkers Local 433 and register with their Union. Shortly after registering with Local 433, Catherine contacted Skanska, and seeing her potential, they sponsored her into the union. Catherine is now an Eighth Period Apprentice and loves being a part of the team working on Metro's Westside Purple Line Extension Project.



Jenna Dorrrough

In 2017, Jenna Dorrrough graduated from Women in Non-Traditional Employment Roles' (WINTER) pre-apprenticeship training program as a Carpenter. Since then, Jenna has become certified in OSHA 30, CPR and HAZPOWER training and recounts her story on how she became interested in the building trades. Originally a security guard on a construction project, she was inspired by women on the job site, considering construction is traditionally a male-dominated field. Currently, Jenna is working on Metro's Regional Connector project as a Carpenter where she works every day to gain as much knowledge as possible and ultimately achieve her goal of becoming a crane operator and welder. With her success, Jenna was honored by WINTER this past November 2018 as the Female Craft Worker of the Year.



Darius Douglass

Darius Douglass, a 37-year-old Compton, CA native, began his career in construction after serving in the United States Airforce for 3 years and retiring in rank as an Airman First Class. Through his friends, Darius was introduced to the Helmets to Hardhats Construction Apprentice Readiness Training Program. Due to his training, he was convinced that a career in the building trades would be interesting and exciting, while allowing him to support himself and his family. Five years ago, Darius entered the Pipefitters Local 250 and in 2022, he began to work on Metro's SEED LA School construction project. He shares his love for his work by stating that he built friendships and lifelong connections within his field.



Jermaine Edwards

Jermaine Edwards was born and raised in Southeast Los Angeles. After time in prison, he decided he wanted to turn his life around and begin a career in construction, and found an opportunity to work as a Skill Craft Laborer on the Crenshaw/LAX Transit project. Jermaine remains humble about his current success, and even mentors some of his fellow coworkers who have recently transitioned from the prison system into the workplace.



Eric Falcon

After spending 15 years of incarceration, Eric Falcon vowed to never return to prison. Eric wanted a better life for himself and his family, which led him to attend a pre-apprenticeship training sponsored by Southwest Carpenters Training through the "My Brother's Keeper" program. Upon completion of the program, Eric was hired as a Carpenter (Local 409) on the Westside Purple Line Subway Extension Project, Section 1. A husband and father of three, Eric grew up in the South Los Angeles area, where he continues to reside and raise his family. Eric is grateful for the opportunity that Westside Purple Line team has provided him.



Jessica Flores

Born in East Los Angeles, Jessica attended Eagle Rock High School. Later, Jessica obtained her Welding certificate from Pasadena City College. While working at the Broad Art Museum, Jessica observed the construction work taking place across the street at Metro's Regional Connector project site. Through this interest, Jessica made the courageous decision to begin a career in construction. Jessica registered and completed the Laborers Union Bootcamp construction training program. Upon completion of her rigorous training, she immediately applied for work at the Regional Connector project and was hired by Skanska. Proudly, Jessica is now a Sixth Period Apprentice and loves her new career.



Yurvina Hernandez

Before becoming a Laborer Apprentice, Yurvina Hernandez had never considered going into the field, even though her family owns a construction business and she grew up around the industry. Yurvina's sister-in-law encouraged her to join a construction training program along with her, and Yurvina quickly discovered that she enjoyed the job. She went on to graduate from the boot camp and joined her union, Local 300. Now, Yurvina is a Level 4 Apprentice on the Purple Line Extension Section 3 Tunnels project. Working at the ground level, she inspects segments of the massive tunnel boring machines, and guides crane operators as they lower equipment into the tail track exit shaft, which is the staging area that leads into the underground tunnels. Yurvina would tell anyone considering a career in construction, especially women, "Never be afraid to try something new." After all, that's exactly what she did.



Christina Lara

Christina Lara comes from a construction family; both of her parents retired from Laborers Local 300. Prior to this project, Christina installed industrial water pipelines in Pasadena. In the beginning of 2022, Christina followed in her parents' footsteps and became a Journeyman for Local 300. Shortly afterwards, Christina began to work on her first tunnels project, Metro's Purple Line Extension 3. At this project Christina has learned a lot from her colleagues and was recently promoted to a Miner position, which is an opportunity that few women have. In her position, Christina spends the entirety of her shift working underground as a bottom lander, where it is her responsibility to support the ongoing work in the tunnels by coordinating equipment going back and forth to the surface. So, while her work can be exhausting, it is also rewarding. "At the end of the day, you feel like you've had a purpose" she explains, "You've been successful in achieving something."



Dezdon Lewis

Dezdon Lewis was recently awarded the prestigious "Participant of the Year" award from Playa Vista Jobs (PV Jobs) and a Certificate of Recognition from Congresswoman Lucille Roybal-Allard. After being incarcerated for a number of years, Dezdon knew it was time to make a change and teamed up with PV Jobs, who helped him get a job placement within the building trades on Metro's Crenshaw/LAX Transit Corridor project. For Dezdon, what began as an entry-level ditch digging position has transitioned into a role of leadership and responsibility, where he is now an Inspector in Charge of Segment Eight Health, Safety and Environment on the project. Dezdon recounts his journey from his time in the criminal justice system to his new leadership role, and actively encourages former inmates to "look above" their situations, create life goals and stick to them.



Belia Lopez

Belia has always taken a nontraditional approach to life. Since her youth, she has always enjoyed working with her hands and was always fascinated with figuring out how things work. After working in autobody shops for over five years, Belia decided it was time to make a change. The construction industry seemed like a natural transition and she enrolled in an MC3 training program. Belia is currently a 1st Period Apprentice with IBEW Local 11 and is working as an electrician on Metro's Purple Line Extension, Section 1 project. Belia states that she has enjoyed every aspect of the challenges she has faced in the construction industry and looks forward to continuing her personal growth and development in the trades.



John Mackey

John Mackey works on the Regional Connector project in downtown Los Angeles. Although he struggled with finding a job, he says his new position changed his life dramatically and has allowed him to successfully save money, and he plans to start his own business. Due to this job, he is no longer living at the LA Mission on Skid Row and has moved to a transitional living home. John compared his new job on the Regional Connector project to "winning the lottery."



Marelly Mendoza

Marelly Mendoza is a single mother of four and native of Los Angeles, California. A few years ago, she was introduced to construction by family and found her calling in the building trades. Since then, she has completed the Laborer's Training Academy and began her career in the trades as Laborer with Local 300. Marelly's journey in the trades has led her to work on mega projects, including Metro's Crenshaw/LAX Transit Corridor and most recently, Metro's Purple Line Extension, Section 2.



Samantha Miramontes

Samantha Miramontes started as a "top lander" on the project. That means she helped to organize all of the supplies that needed to be sent to the miners underground. Over the past year-and-a-half, she has been promoted to Lead and now Surface Foreman, overseeing all of the heavy equipment and materials going down to the tunnels. Samantha has been a member of Laborers' Local 300 since 2015 and worked on major infrastructure projects throughout Los Angeles. She credits the strong leadership and communication on her teams for supporting her career. The job requires her to constantly grow and continue asking questions. Working in construction, Samantha believes, has helped to build her character and instill self-respect. She may work on the surface, but the job is much deeper than that.



Ricshawn Moore

Growing up, Ricshawn Moore faced all of the challenges many of our young men face in today's communities. Raised by a hardworking mother in Compton after his father passed away when Ricshawn was just two, he spent too much time on the streets as a teen and ended up struggling with gangs. Ricshawn kept an open mind, worked hard and today is earning a living as a union-scale laborer on the much-anticipated Crenshaw/LAX Transit Corridor Project.



Cynthia Piña

Cynthia Piña grew up in Rosemead, CA, and moved to Watts 10 years ago. During her time in Watts, she became involved with the wrong crowd and moved in and out of the justice system. As a mother of two, she was determined to turn her life around. She enrolled herself in a pre-apprenticeship program and upon completion was hired as a Laborer (Local 300) on the Westside Purple Line Subway Extension Project, Section 1. Through hard work and dedication, Cynthia now is a 4th Period Apprentice, continually learning new skills and progressing in her trade.



Lance Reed

Raised in Whittier, California, Lance Reed began his career in construction when a representative from the Laborers' Union visited the prison where he was incarcerated. The union offered a training program to help prepare individuals to apply for jobs in the industry, and Lance saw this as a chance to set himself up for success after his release. Lance was eventually hired by Valverde Construction, and today he is a General Superintendent. He manages field operations for Valverde Construction on Sections 2 and 3, where he mostly works underground, relocating and installing utility lines. Lance is proud of the work he does and looks forward to the project's completion, when he can visit the finished stations with his children and grandchildren to show them what he helped build. "If you never give up and continue working hard," Lance says, "anything can be done."



Rhonda Rodriguez

When asked why Rhonda Rodriguez chose to being her career in construction, she responded, "well, I had some challenges in my past that did not afford me to find a career that would allow me to feel fulfilled and sustained, so I decided to make a bad situation into a positive one". Now, the only female Foreman on Metro's SEED LA School project, Rhonda is calling the shots. Reigning from the San Gabriel Valley and standing a whopping 4' 113/4", Rhonda attended the construction pre-apprentice training school offered at Cerritos college and then joined the Iron Workers Union Local 433. Completing her apprenticeship, and graduating to Journey level, Rhonda had proven to her superintendent that she may be "small in stature, but big in performance and personality", and was promoted to foreman on the SEED LA School project. At her project site she is a well-respected team member and continues to enjoy and excel in her knowledge of her craft and promotes other women to enter the building trades as their next career path.



Petra Sanchez

Petra Sanchez is a single mother of two and a former Jobs Coordinator for Women in Non-Traditional Employment Roles, (WINTER). When her role with WINTER came to an end, Petra decided that she would pursue the very same path she had been leading other women to pursue in WINTER's pre-apprenticeship training program. Since completing her training, Petra has been working on Metro's Crenshaw/LAX Transit Corridor project as an Operating Engineer. Petra states that this new opportunity has provided the stability and flexibility that she was looking for and she is thrilled to be part of the city's transportation future.



Kimberly Taylor

Kimberly Taylor is a veteran of the construction industry. Seven years ago she decided that she wanted to be part of something more challenging, both mentally and physically; and she decided that construction was the career for her. Today, Kimberly is working on Metro's Westside Purple Line Extension Project as a Gas Detection Technician. Kimberly plays a vital role not only ensuring the safety of her fellow workers on this project but also keeping the project on schedule. She is proud of the work she does and the impact that women like her have made in this industry.



Jason Thomas

After spending some time in prison, Jason Thomas attended a pre-apprenticeship boot camp sponsored by the Los Angeles County Federation of Labor/LAOC Building Trades, Los Angeles Trade Technical College and ARC. The day after his graduation, Jason interviewed with Walsh Shea Corridor Constructors, and now is working on the Crenshaw/LAX Transit Corridor project, as an Operating Engineer (Local 12).



Melinda Thomas

Melinda Thomas is from Los Angeles, California and started her career in construction with the Local 300 Laborers' Union. She is currently a General Laborer for the Purple Line Extension Section 1 Project. For the past 7 years she has worked on the PLE1 construction site, to improve Los Angeles' public transportation infrastructure. Melinda manages a variety of duties, mainly at the entrance of the PLE1 site. There, she works as a traffic control flagger that allows worksite vehicles to enter/exit the construction site in a manner that doesn't create a traffic hazard. In addition, it is her responsibility to keep the construction site secure by monitoring and verifying that only authorized individuals are accessing the construction site. Lastly, she directs where the supplies go within the construction site, to keep the project area safe, and organized for all her fellow laborers.



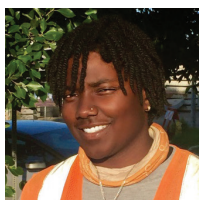
Angel Valles

Angel Valles is relatively new to the construction industry having only entered the "My Brother's Keeper" program for construction pre-apprentice training last year. Since then, Angel has relished the opportunity to develop the skills necessary to have an impactful and lasting career in the industry as a Carpenter. For the past seven months, she has been working as a 1st Period Apprentice on Metro's Regional Connector Transit Corridor project. When asked what triggered her interest in the trades, Angel responded, "I wanted a physically demanding career that would allow me to use my hands and teach me the skills I need to become a better carpenter."



Lorrie Williams

Lorrie is a 3rd Period Apprentice from the Pile Drivers/Carpenters Union working on the Regional Connector project. Lorrie started her career in the trades later than most, having spent many years working in refineries as fire-watch and performing other related tasks. Lorrie decided that she wanted to know more about the construction industry and work in something more hands on, which led her to join the trades. After completing the Maxine Waters MC3 program, Lorrie attended an event where she met representatives from Skanska, the prime contractor for the Regional Connector project. Lorrie found that safety is a big area of interest for her and hopes to work in safety coordination one day. Currently, she holds eight OSHA certificates and is working on obtaining the Construction Health and Safety Technician (CHST) certificate. Lorrie wakes up happy to go to work and loves that she can be a part of history by shaping the LA landscape for future generations.



Whitney Winans

Whitney Winans, a determined 25-year-old from Compton, CA, who now resides in South Los Angeles, does not let anything stand in the way of her success. As a participant of the Southwest Carpenters Training through the “My Brother’s Keeper” program, Whitney is now a 1st Period Apprentice working on the Crenshaw/LAX Transit Corridor Project. Whitney encourages other young women to consider a career in construction.



Marvin Wong

Marvin Wong started his career in construction in 2016, after serving as a United States Marine from 2003 to 2007. Once Marvin left the service and returned home, he fell into trouble and faced some legal issues, resulting in him serving time in prison. After his release, Marvin resided at the VA transitional housing, and wanted to change his life and get back on track. At the VA, Marvin was referred to a construction pre-apprenticeship program with Career Expansions, Inc. After graduating from the program, he was later sent to the Westside Purple Line Project 1 project and was hired as a First Period Apprentice. Through his newfound employment, Marvin has risen through the ranks quickly and will soon be at a Journey level. Marvin’s success has afforded him to gain a stable lifestyle and the opportunity to purchase his first home. Today, Marvin speaks to other veterans about the construction industry and how the benefits can change their lives as it has done for him.

Pilot Local Hire Initiatives

The Federal Transit Administration (FTA) has announced an initiative to permit FTA recipients and subrecipients to utilize geographic, economic, or other hiring preferences on FTA-Funded construction projects. This initiative will be carried out as a pilot program for a period of four years (unless extended) under authority provided in the Consolidated Appropriations Act, 2021, the Federal grants management regulation, and a recent Office of Management and Budget Memorandum (March 19, 2021). The new Pilot Local Hire Initiative enables Metro to implement local hiring requirements on United States Department of Transportation (USDOT) contract opportunities advertised during the four-year pilot period of May 21, 2021 through May 21, 2025.

Contact Us

For more information, please contact Metro's
Diversity & Economic Opportunity Department:

Tashai Smith, *Executive Officer*
213.922.2128

Wendy White, *Deputy Executive Officer*
213.922.2648

Angela Scott, *DEOD Principal*
213.922.1028

Tim Famuyibo, *DEOD Representative*
213.922.2561

PLA Hotline
888.887.3674



Metro[®]

Upcoming PLA/CCP Applicable Projects	Tentative PLA/CCP Reporting Start Date
PS120069000 Link Union Station CMGC	TBD
C130977000 Division 4 LASD Multi Modular Trailer	TBD
C129803C1237-2 Metro A&B Lines Comm. Trans Syst. Upgrade	TBD

Note: Construction work timelines are subject to change.

Attachment D – Active National and Local Project Charts

Chart A. - Active National Projects

Project Name	Prime Contractor	Project Completion Percent	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.9%) & Grade	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System (*)
Westside Subway Extension Project, Sec 1	Skanska-Taylor-Shea, JV	95.38%	63.96%	19.63%	11.64%	4.17% = B	85.95%
Purple Line Ext. Sec. 3 – Stations Project	Tutor Perini/O&G, JV	76.41%	64.51%	20.31%	10.25%	2.95% = D	60.78%

Please refer to Attachment A (PLA/CCP Brochure) for additional information on each project.
Project Completion Percent is based on estimated work hours as provided by the Prime.

Chart B. - Active Local Hire Projects

Project Name	Prime Contractor	Project Completion Percent	Local Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.9%) & Grade	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System (*)
Westside PLE Project, Section 2 – D/B	Tutor Perini/O&G, JV	95.79%	44.39%	20.18%	10.22%	2.29% = D	52.42%
Purple Line Ex. Sec 3 – Tunnels Project	Frontier Kemper/Tutor Perini Corp.	99.82%	42.35%	20.23%	10.96%	5.08% = B	45.84%
Div. 20 Portal Widening Turnback Project	Tutor Perini Corp.	82.74%	48.18%	20.21%	13.27%	6.12% = A	37.88%
Division 20 TPSS (PWT 2)	C3M Power Systems	89.60%	44.57%	32.26%	22.51%	3.73% = C	75.06%
CLAX Construction Punch Out Work	Griffith Company	88.62%	43.56%	18.20%	13.65%	3.61% = C	87.76%
WPLE Section 3 Project VA Parking Structure	Swinerton Builders	43.38%	48.97%	23.63%	11.59%	3.81% = C	0.00%
Crenshaw/LAX K-Line Paving and Improvement Project	Griffith Company	92.78%	38.52%	15.13%	5.39%	6.20% = A	29.79%
I-605 South Street Off Ramp Improvement	Powell Constructors Inc	97.67%	31.12%	19.80%	12.52%	1.50% = F	0.00%
Bus Divisions and Facilities Fire Alarm Replacement	Global Electric	68.85%	51.70%	42.41%	23.49%	12.91% = A	8.66%
ESFV Light Rail Transit Line Project	San Fernando Transit Constructors	2.73%	42.61%	16.15%	11.01%	4.40% = C	47.63%
G-Line BRT Improvement	Valley Transit Partners	18.18%	40.38%	9.64%	5.86%	2.92% = D	46.55%
105 Expressway Construction	Flatiron Myers JV	9.70%	30.10%	12.40%	8.90%	3.21% = C	27.69%
Division 8 and CMF Bus Hoists Replacement	Southwest Lifts & Equipment	34.83%	44.87%	18.17%	6.67%	13.30% = A	0.00%
Division 9 Charging Infrastructure	Icon West Inc	53.72%	58.47%	18.48%	13.99%	2.16% = D	61.87%
ROC Facility Chillers Replacement	Interior Plus	72.40%	73.53%	24.36%	62.95%	17.14% = A	3.68%
Fire Alarm Systems Replacement	Cosco Fire	18.39%	79.37%	39.10%	17.73%	3.25% = C	15.00%
Chatsworth Station ADA Improvements	Axiom Group	0.35%	22.22%	0.00%	0.00%	0.00% = F	0.00%
Regional Connector SSA Enhancements	Cyrcon Builders	27.50%	32.34%	5.05%	4.30%	0.00% = F	0.00%
NoHo to Pasadena Bus Rapid Transit	Myers-Shimmick	6.63%	58.03%	14.24%	14.67%	12.22% = A	76.43%

Please refer to Attachment A (PLA/CCP Brochure) for additional information on each project.
Project Completion Percent is based on estimated work hours as provided by the Prime.

*Part of Metro’s PLA/CCP workforce requirement is the utilization of disadvantaged workers on projects. One of the nine criteria (Attachment A) for a Disadvantaged Worker is having a criminal record or former involvement with the criminal justice system, a barrier that has been historically difficult for individuals to overcome. The data shown in the tables above (last column) is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system.



Board Report

File #: 2017-0786, **File Type:** Motion / Motion Response

Agenda Number: 33.1

REGULAR BOARD MEETING NOVEMBER 30, 2017

Motion by:

Kuehl, Hahn, Garcetti, Dupont-Walker, Solis, Barger, and Bowen

Related to Item 33: **Encouraging Contractors to Increase Women's Workforce Participation on Metro Construction Projects**

In 1978, Executive Order 11246 by then President Jimmy Carter, established the nationwide female utilization goal for hours worked on federally funded construction projects. In 1980, the specific goal of 6.9% was established by statute. While the goal has been in effect for more than 37 years, the attainment rate continues to fall short. The national average is below 3%, the state of California average is 2.1%, and Metro is currently averaging 3.35%.

Since 2012, Metro's Project Labor Agreement (PLA)/Construction Careers Program (CCP) has proven that diversifying the workforce on construction projects can improve access to career opportunities and served as a catalyst for improving socio- economic status. While the Metro PLA/CCP has met or exceeded its targeted hiring goals aimed to provide jobs to economically disadvantaged workers, females remain significantly underrepresented on construction projects.

With the passage of Measure M, Metro will oversee the largest public works program in the country. Forty major capital projects are planned over the four decades. Measure M projects are expected to generate more than 450,000 construction-related jobs. There are many benefits for women who consider employment in the construction field - namely, the relatively minor gender pay gap, women earn 93% of what men make in union construction jobs as opposed to 80% on average in other jobs.

A review of best practices from around the country found that cities like Seattle and Boston are exceeding the female utilization goal by integrating a supply and demand strategy to increase gender diversity on construction projects. Some of the barriers to attract women to the male dominated construction industry are: 1) a lack of awareness of job opportunities, 2) the need for supportive services (ie pre-apprenticeship opportunities), 3) the lack of owner/agency support, and 4) a lack of female gender supportive culture at the work site.

On the supply side, Metro is initiating a disparity study for female utilization on construction projects. This study, due to be completed in a year, will determine the availability and utilization of women on Metro projects. In addition, Metro programs, such as Women Build Metro LA, are hosting apprenticeship fairs and boot camps focused on introducing women to construction related jobs. On

the demand side, Metro's PLA/CCP and passage of Measure M ensure that jobs are available. Metro's recent establishment of the Women and Girls Governing Council applies a gender lens to Metro's policies and programs to increase opportunities for women in the workforce, both at Metro and its contractors. These programs are all great steps but more can and must be done. The Metro Board is in a unique position to promote accountability in this policy area. Workforce utilization goals should be a floor, not a ceiling. While there are limitations based upon Prop 209, there are opportunities for this Board to play an active role in recognition of contractors who meet and exceed the female utilization goal and encouraging contractors to provide supportive and inclusive work culture and conditions in the field.

**SUBJECT: MOTION BY DIRECTORS KUEHL, HAHN, GARCETTI,
DUPONT-WALKER, SOLIS, BARGER AND BOWEN**

**ENCOURAGING CONTRACTORS TO INCREASING WOMEN'S
WORKFORCE PARTICIPATION ON METRO CONSTRUCTION
PROJECTS**

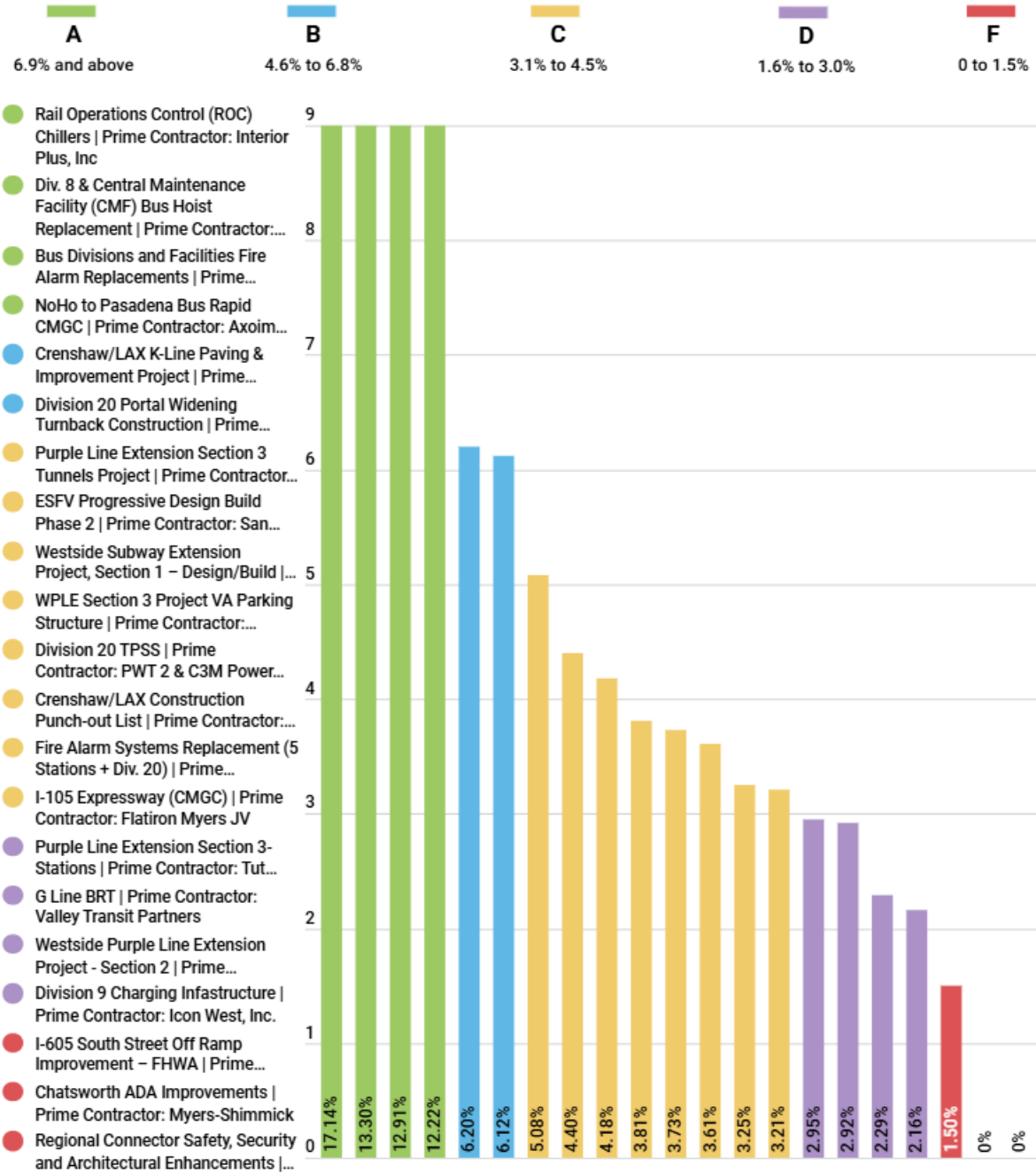
WE THEREFORE MOVE that the Board direct the Chief Executive Officer to:

- A. Create a report card/score card system reflecting attainment of the female utilization goals for Metro PLA contractors that is aimed at encouraging contractors to exceed the current goals;
- B. Publish the report card quarterly on the Metro website and as part of the quarterly PLA report to the Metro Board. In addition, report to the Metro Board on ways in which the report card could be reviewed and considered by Metro in upcoming contract opportunities;
- C. Develop an incentive program to encourage contractors to exceed the 6.9% female utilization goal, such as a one-on-one meeting comprised of the Chair, a Board Member, and the CEO; and
- D. Develop a provision to the Employment Hiring Plan that requires contractors to demonstrate how they create/promote a diverse and inclusive work environment in the field (i.e. child care, restrooms, sexual harassment prevention). This should include, encouraging contractors to work with the Los Angeles County Department of Public Social Services to learn of the current resources available to working women.

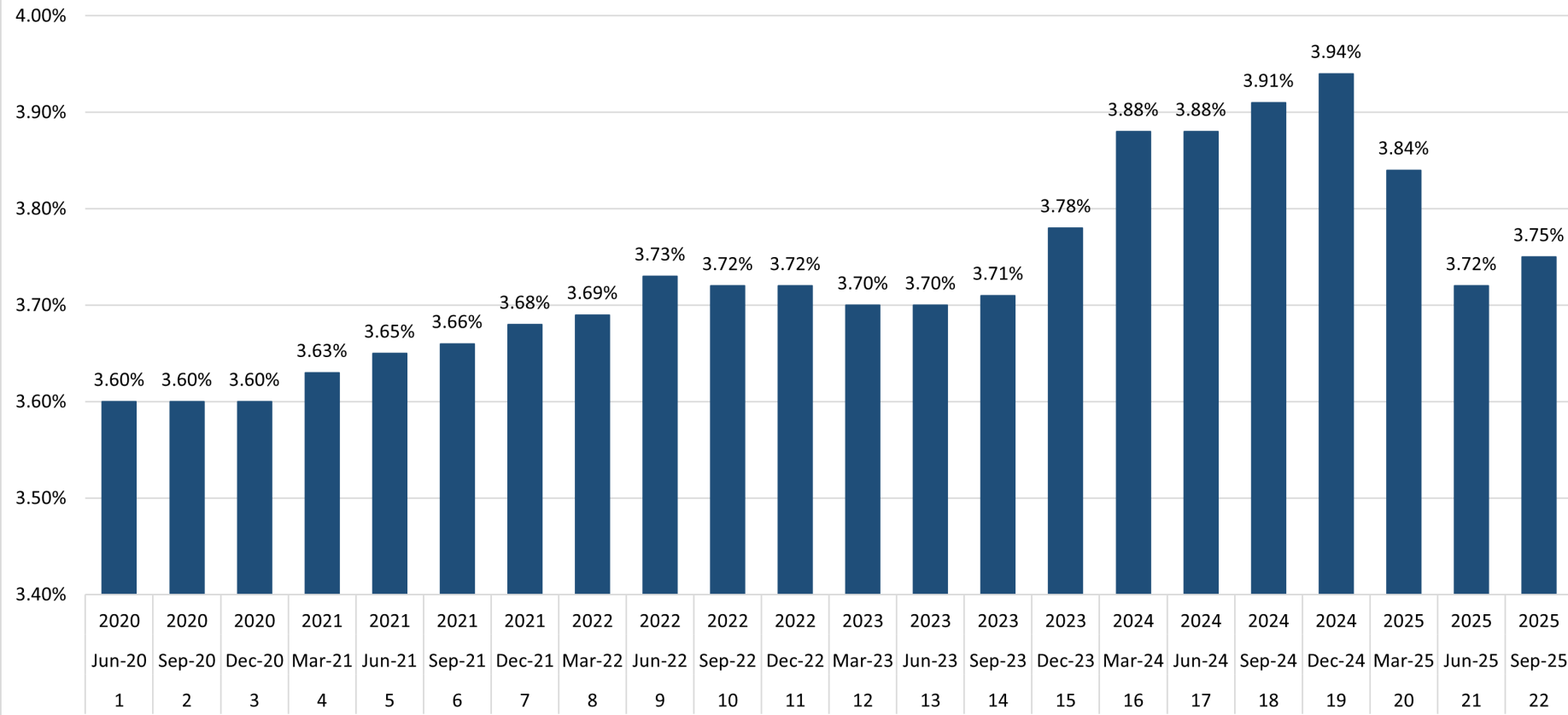
FEMALE PARTICIPATION SCORE CARD

In November 2017, Metro's Board of Directors authorized the creation of a score card system to highlight prime contractors attainment of the 6.9% female participation goal on Metro construction projects.

Quarterly Report - September 2025



Female Participation



PLA/CCP



Women in the Trades Resource Guide

A Comprehensive Guide to Recruit, Employ
and Retain Women in Construction Careers



Metro[®]




Encouraging Contractors to Increase Women's Workforce Participation on Metro Construction Projects

The purpose of this resource guide is to provide insight and best practices to contractors and female workers in the construction industry. This guide should be used as a toolkit for contractors to recruit, employ and retain women in construction careers. Metro encourages contractors to not only use the resources in this guide, but to share this information with their subcontractors, jobs coordinators, site foreman and construction workers. Additionally, contractors are to use the toolkit to promote an inclusive workforce to foster a safe, productive and diverse work environment.

Table of Contents

- 1. Outreach Strategies 1
- 2. Recruitment 4
- 3. Training Resources/Pre-Apprenticeship Recruitment 5
- 4. Worker Retention 7
- 5. Worksite Best Practices 8
- 6. Contractor Dos and Don'ts 9
- 7. Construction Resource Services 11





1. Outreach Strategies

An effective outreach strategy is critical in reaching women candidates interested in construction careers. Contractors should conduct outreach for each construction project and should participate in events sponsored by community-based organizations. Examples of the most effective outreach strategies include:

a. Conduct outreach job fairs for your construction projects.

- > Invite jobs coordinators, Metro staff and the Los Angeles/ Orange County Building and Construction Trades Council (LA/OCBCTC) to attend your outreach event and provide support. Contact the joint labor-management apprenticeship programs of the building trades-affiliated unions: laocbuildingtrades.org/apprenticeship-building-trades.
- > Conduct job fairs prior to the start of the construction project, periodically, or as needed as appropriate on large projects.
- > Properly advertise the job fair to receive maximum participation and highlight the opportunities and benefits that can spark interest for women construction workers in your advertisement.

b. Establish a collaborative workforce network with the job coordinators and workforce partners, such as America's Job Centers of California (AJCC). Participate in their outreach events, which are listed on their websites. A few of the workforce partner organizations are:

1. Women Build Metro Los Angeles outreach events
2. Women in Non-Traditional Employment Roles (W.I.N.T.E.R.)
3. Flintridge Center
4. LAX Pre-Apprentice Construction Training
5. Playa Vista Jobs (PV Jobs)
6. 2nd Call
7. Friends Outside in Los Angeles County
8. Youth Build

C. Utilize Los Angeles WorkSource Centers/AJCCs to sponsor or host on-site recruitments at their locations. Publicize your efforts to attract the candidate pool in which you need to fulfill your specialized hiring requirements. Below is a list of Los Angeles City and County-funded WorkSource/AJCC centers that have construction sector recruiting and/or training initiatives.

1. Goodwill Industries (Northeast Los Angeles WorkSource Center): info@goodwillsocal.org
2. Coalition for Responsible Community Development (Vernon – Central/LA Trade Tech College WorkSource Center): coalitionrcd.org
3. Arbor ResCare East Los Angeles:
rescare.com/workforceservices/locations/?state=California
4. Managed Career Solutions (MCS) Pomona Valley:
mcsocalifornia.com/locations
5. El Proyecto del Barrio (Sun Valley WorkSource Center):
elproyecto.us
6. Harbor Gateway (Harbor/San Pedro WorkSource Center):
pacific-gateway.org/harbor
7. South Los Angeles (LA Southwest College):
jvsla.org
8. South Bay/Inglewood One Stop: sbwib.org/home
9. Housing Authority of the City of Los Angeles: (HACLA Watts WorkSource) Center: ewddlacity.com/index.php/employment-services/adults-age-24-and-older/worksource-centers#watts-los-angeles
10. Asian American Drug Abuse Program (AADAP West Adams WorkSource Center): aadapinc.org
11. Veterans AJCC (Bob Hope Patriotic Hall, LA): jvs-socal.org/programs-and-services/worksource-center-services/overview

12. United Auto Workers (UAW Crenshaw South Los Angeles WorkSource Center): letc.com
 13. Watts Labor Community Action Committee (WLCAC Watts WorkSource Center): wlcac.org
 14. Pacific Asian Consortium in Employment (PACE WorkSource Center): pacela.org
- d. Coordinate with Metro's Workforce Initiative Now-Los Angeles (WIN-LA) to provide supportive services and career coaching for candidates seeking careers in the construction industry. To learn more about WIN-LA, please visit winla.metro.net.**
 - e. Coordinate with local Employment Development Department (EDD) office to track unemployed candidates through their base wage file and statewide database.**
 - f. Coordinate with Metro staff to utilize Metro's social media platforms (i.e. Facebook, Instagram, popular online job banks and event pages to reach potential candidates).**
 - g. E-blast your recruitment event flyers to share outreach efforts with community-based organizations and workforce partners.**
 - h. Attend workforce development meetings focused on providing training and employment opportunities for women in the construction industry.**
 - i. Participate in outreach events within the community, community colleges and vocational training schools.**
 1. Women Build Metro Los Angeles-Apprenticeship Readiness Fairs
 2. LA Metro Community Outreach and Veteran Events
 3. Los Angeles Community Job Fairs
 4. Los Angeles Trade Technical College Job Fairs
 5. Los Angeles Economic Development Department (EDD) Job Fairs
 6. California Community Connection Corporation (C4) Construction & Associated Careers Awareness Day (Los Angeles Trade Technical College)

Keep records of all outreach activities as required by your PLA/CCP contractor and jobs coordinator responsibilities. Inform PLA/CCP staff of outreach events to be posted on Metro's PLA/CCP upcoming events page.



2. Recruitment

Best practices for a successful recruitment are the pillars of every great employment hire. By utilizing the suggested best practices below, one can effectively outreach to skilled and qualified construction applicants.

- a.** Contractors and jobs coordinators must have an accurate understanding of open and upcoming craft positions that need to be filled.
- b.** The contractor's Employment Hiring Plan (EHP) should also include estimates of which crafts will be needed and when they should be used during the project.
- c.** In the event a contractor's workforce participation has a female percentage below 6.9%, their hiring focus should be on recruiting female workers for the crafts to be used for upcoming scopes of work.
- d.** The contractor should assess their outreach efforts and follow up with workforce partners through the job coordinator to receive possible candidates that are qualified for the upcoming scopes of work.
- e.** Host your recruitment event at a location that is easily accessible for candidates, such as America's Job Center, Union Hall, or a community-based organization facility, such as Inglewood One Stop, LAUSD MC3 Location, Local 300 Bootcamp location.

- f.** Work with Metro staff to advertise your recruitment by posting to LA Metro's social media platforms (i.e. Facebook, Instagram, as well as popular online job banks, or event pages).
- g.** E-blast flyers of recruitment events to reach the maximum number of female candidates as possible.
- h.** Work with your community-based organization partner to assist with prescreening, recruiting and scheduling interviews with candidates prior to the recruitment event.
- i.** Ensure that new candidates entering the construction field have been enrolled in or have completed the MC3 training curriculum. Refer to Section 7.
- j.** Track the status of interviewed candidates and create a list of potential recruits that have not yet been selected. This list should be utilized when future hiring needs arise.
- k.** Utilize the [Request for Craft Employees](#) form and keep record of your requests. The Request for Craft Employees form is used to request workers that help the contractor meet their Targeted Worker, Apprentice Worker, Disadvantaged Worker, Minority and Female Worker percentage goals.

3. Training Resources/ Pre-Apprenticeship Recruitment

The following is a list of Pre-Apprenticeship training programs approved by the Building Trades (LA/OCBCTC) that offer the MC3 curriculum. Please see Attachment A for additional information.

1. Anti-Recidivism Coalition
2. Flintridge Center
3. Women in Non-Traditional Employment Roles (WINTER)
4. Antelope Valley College
5. Cerritos College
6. Career Expansion, Inc.
7. Long Beach City College

8. Los Angeles Southwest College
9. Los Angeles Trade Tech College
10. Los Angeles Unified School District Local District North West (High School Programs)
11. YouthBuild Charter School of California (16- to 24-year-olds, 15 locations in LA County)
12. Los Angeles Unified School District Adult Education/ East Los Angeles Occupational
13. Los Angeles Unified School District Adult Education/ Maxine Waters Employment Preparation Center

Contractors must ensure that all new construction candidates have enrolled in an MC3 training course. It is important for contractors to use job coordinators that will refer MC3 graduates to contractors and LA/OCBCTC-recognized apprenticeship training facilities.



4. Worker Retention

Contractors are highly encouraged to focus on retaining female workers. Some best practices for retention are listed below.

- a.** Work with Metro staff and job coordinators to transition workers from projects that are 80% complete to lower any lag time from one project to the next. Utilize the [Female Worker Transition Tracking](#) sheet to support this effort.
- b.** Implement gender-specific portable toilets on the construction site.
- c.** Engage female workers and offer training and support for career advancement.
- d.** Allow new construction workers to job shadow other apprentices and/or journeymen.
- e.** Create a women's supportive network group on the project/ worksite during the onboarding process. This will allow new female employees to gain both professional and personal support from their peers.
- f.** Network with other job coordinators to assist with placing women on other regional construction projects.
- g.** Be proactive! Encourage your workers to learn additional skills in their trade that will allow for advancement in their trade.
- h.** Provide supportive resources for workers, such as child care, transportation, gender-specific restrooms, financial literacy, a harassment free workplace, and other services mentioned in Section 7.



5. Worksite Best Practices

- a.** Ensure all construction staff are aware that the construction site has a zero tolerance for discrimination and sexual harassment.
- b.** Post Equal Employment Opportunity, Non-Discrimination and Sexual Harassment policies in inconspicuous locations at the project site.
- c.** Implement separate male and female restrooms for privacy.
- d.** Follow up with female construction apprentices to ensure they are learning new skills and preparing for advancement.
- e.** Consider implementing child care services for construction workers, or build relationships with service providers to foster assistance with child care.
- f.** Consider joining business networking groups that are specific to the construction industry, or can be a pipeline to recruiting new construction candidates.

6. Contractor Dos and Don'ts

Outreach Dos

1. Conduct outreach events/job fairs for your construction projects.
2. Work with your job coordinators and Metro PLA/CCP staff when implementing outreach events.
3. Maintain an open line of communication with your job coordinator.
4. Work with your local community-based organizations, as well as the city and county WorkSource Centers with outreach efforts.
5. Know your local America's Job Centers of California (AJCC) and Employment Development Department (EDD) office to locate unemployed female construction workers.
6. Advertise and promote outreach efforts on social media outlets.
7. Create a strong community-based e-mail distribution list to e-blast outreach events.
8. Build relationships with local vocational schools for outreach and recruiting events.

Outreach Don'ts

1. Do not forget to stress that Metro strives to increase the representation of females on Metro construction projects.
2. Do not work in silos. Work with your job coordinator for outreach, recruitment, retention and other PLA/CCP requirements.
3. Do not disengage with the community. Inform community-based organizations and partners of your upcoming projects and/or current projects with Metro.
4. Do not solely promote outreach efforts internally. Use social media.
5. Do not hold outreach events during the same time. (Example: always 8-11 am on Fridays). Host events at different times to allow female candidates with various schedules the opportunity to attend.

Recruitment Dos

1. Meet regularly (weekly or monthly) with your job coordinator to understand the project's workforce needs.
2. Review the project's Employment Hiring Plan (EHP) and utilize the Request for Craft Employees form to recruit women and under-represented workers for the project.
3. Find qualified candidates through your job coordinator and their workforce partners.

4. Host recruitments at easily accessible locations to hire female and targeted workers, such as local AJCCs, WorkSource Centers, union halls, and other community-based organizations.
5. Use social media to promote your recruiting efforts (i.e.) Instagram, Facebook, LinkedIn, Indeed.com, Construction Jobs, Inc., (*constructionjobs.com*).
6. Provide support for your job coordinator's recruitment efforts. Supply signage, job availability, access to prime contractor business agents and recruiters, upcoming craft or training openings, marketing materials, etc.
7. Communicate with Metro when hiring issues arise (both positive and negative).
8. Share Best Practices at Metro job coordinator quarterly meetings.
9. Highlight female participation success stories.

Recruitment Don'ts

1. Do not ignore or circumvent your job coordinator's efforts.
2. Do not dismiss your Targeted Worker Summary Report as this identifies where the project's workforce needs exist.
3. Do not implement hiring practices without using the *Request for Craft Employees* form. This form can be referenced as proof of your efforts to recruit female workers and comply with PLA/CCP requirements.

Training Resources/Pre-Apprenticeship Recruitment Dos

1. Work closely with your job coordinator to develop relationships with MC3 approved pre-apprentice training facilities to refer candidates interested in construction careers.
2. Closely review the Targeted Worker Summary Reports for your project and tailor your recruitments to address low female participation and other low categories.
3. Use the approved Request for Craft Employees form to recruit workers for the project. Use this form to recruit female and minority workers to document your efforts to promote a diverse workforce.

Training Resources/Pre-Apprenticeship Recruitment Don'ts

1. Do not refer potential construction candidates to non-MC3 pre-apprenticeship training schools. The MC3 Curriculum is proven to assist with training job-ready construction candidates and maintain strong retention on projects.
2. Do not ignore the Targeted Worker Summary Report, or *Request for Craft Employee* form. Identify if and when a recruitment will be needed to continue to maintain your efforts of having a diverse workforce.

7. Construction Resource Services

Women's Support Services, FamilySource, WorkSource and YouthSource Services

Bradley/Milken Family Source Center	1773 E Century Bl LA, CA 90002	213.473.3607	cdd.lacity.org/fam_index.html
WLCAC (Watts Action Labor Community Action Committee) FamilySource, & WorkSource Center	1212 E 108th St LA, CA 90059	323.563.5639	wlcac.org
HACLA (Housing Authority of the City of Los Angeles) Imperial Courts	2220 E 114th St LA, CA 90059	323.249.7751	ewddlacity.com/index.php/employment-services/adults-age-24-and-older/worksource-centers#watts-los-angeles
1736 Family Crisis Center (emergency crisis, legal, youth, and mental health services)	2116 Arlington Av LA, CA 90018	323.737.3900	1736familycrisiscenter.org
NEW Economics for Women Family Source Center	Los Angeles & Valley Locations	213.483.2060	neweconomicsforwomen.org
El Nido Family Source Center	4060 S Figueroa St LA, CA 90037	323.998.0093	elnidofamilycenters.org
Brotherhood Crusade YouthSource Center (after-school program/tutoring)	4401 Crenshaw Bl LA, CA 90043	323.545.1130	brotherhoodcrusade.org/venue/youthsource-center
Vernon Central WorkSource Center	400 W Washington Bl, LA, CA 90015	213.763.5951	coalitionrca.org
Archdiocesan South LA – Exposition Park YouthSource Center	4060 S Figueroa St, LA, CA 90037	323.731.8596	ayela.org
Challengers Boys & Girls Club (before- and after-school pick up & drop off)	5029 S Vermont Av, LA, CA 90037	323.971.6161	bgcmla.org

Para Los Niño's Pico Union/Central LA YouthSource Center	234 S Loma Dr LA, CA 90026	213.413.1466	paralosninos.org/services/ student-community-services/ youth-workforce-services
CRCD (Coalition for Responsible Community Development) VCN YouthSource Center	1006 E 28th St LA, CA 90011	323.521.1910 x 210	coalitionrcd.org

Child Care & After-School Programs

Crystal Stairs, Inc. (child care services)	5110 Goldleaf Cir LA, CA 90056	323.299.8998	crystalstairs.org
Children's Collective, Inc. (child day care, women & family services)	8616 La Tijera Bl Suite 100 LA, CA 90045	310.733.4388	childrenscollective.org
After-School All-Stars	5670 Wilshire Bl Suite 620 LA, CA 90036	323.938-3232	afterschoolallstars.org
Youth Policy Institute (YPI)	6464 Sunset Bl Suite 650 LA, CA 90028	800.999.6877	ypiusa.org
LA's Best Afterschool Enrichment	711 E 14th Pl LA, CA 90021	213.745.1900	lasbest.org
arc After School Programs (elementary, middle and high schools)	370 Amapola Av Suite 208 Torrance, CA 90501	310.671.4400	arc-experience.com/ programs/los-angeles
YMCA (before- and after-school care)		213.380.6448	ymcala.org/metro/classes/ school-age-child-care
MOMSLA (after-school, summer camps, and more)			info@MomsLA.com https://momsla.com/11- school-programs-los-angeles
LA County Parks & Recreation Centers (homework clubs, sports)			http://parks.lacounty.gov/ kids-family/?row=1#afterSc hoolProgramsColumn
LA Public Library System (Youth STEAM=Science! Technology! Engineering! Art! Math! academic, homework club & adult literacy tutoring)			lapl.org/steam/welcome

Gender Sensitivity & Management Training Resources

Traliant On-Line Sensitivity Training	929.223.4336	traliant.com/online-anti-harassment-anti-discrimination-sensitivity-training
Minority Aids Project, (M.A.P.)	323.936.4949	minorityaidsproject.org
Southern California Sanitation (Port-O-Potty Rental)	800.850.8871 Construction Sales: 626.786.4479	southerncaliforniasanitation.com
A&J Portables Los Angeles, Orange, Riverside & San Bernardino	562.299.8582	ajportabletoilets.com
National Construction Rentals	323.838.1800	rentnational.com/los-angeles
Eagle Portables, Inc.	310.537.0516	eagleportables.com
Associated General Contractors of America (AGC) On-Line Gender Sensitivity Training		www.agc.org/learn/resource-library/training-video-diversity-rules-harassment-sensitivity-correction-training
Pro Trade Craft Breaking Down Gender Bias: A Tool Kit for Construction Business Owners		protradecraft.com/breaking-down-gender-bias-toolkit-construction-business-owners
Slide Share on LinkedIn		slideshare.net/MrP26/basic-gender-sensitivity-training

Ex-Offender/New Contributor Resources

PV Jobs	4112 S Main St LA, CA 90037	323.432.3955	pvjobs.org
Shields for Families	11601 S Western Av, LA, CA 90047	213.242.5000	shieldsforfamilies.org/contact-us
Friends Outside	1827 E 103rd St LA, CA 90002	323.249.9683	friendsoutsidela.org
Volunteers of America Los Angeles	543 Crocker St LA, CA 90013	213.286.0333	voala.org
Timelist	3801 Somerset Dr LA, CA 90008	323.389.8664	timelistgroup.org
Clean 360	212 W Regent St Inglewood, CA 90301	424.702.5555	clean360.org

Homeboy Industries (gang/ex-offender training and employment)	130 W Bruno St LA, CA 90012	323.526.1254	homeboyindustries.org
Legal Aid Foundation (various locations within LA County)		800.399.4529	lafla.org
California Department of Corrections and Rehabilitation Female Offender Treatment & Employment Program	Various Locations throughout Southern California		cdcr.ca.gov/rehabilitation/ FOTEP.html
Help For Felons			helpforfelons.org
LARRP (The Los Angeles Regional Reentry Partnership)			lareentry.org
Jobs for Felons Hub			jobsforfelonshub.com

Healthcare/Housing Resources

WIC (Women Infants & Children)		855.942.7867 WICVendorInfo@ cdph.ca.gov	cdph.ca.gov/Programs/ CFH/DWICSN/Pages/ Program-Landing1.aspx
South LA Health Projects (women & children's health services)	2930 W Imperial Highway, Suite 601, Inglewood, CA 90303	323.757.7244	slahp.org
South Central Family Health Center	4425 S Central Av LA, CA 90011	323.908.4200	scfhc.org
Watts Health Care	Various locations throughout South LA	323.564.4331	wattshealth.org
Village Health	4077 W. Pico Bl LA, CA 90019	323.733.0471	villagehealthfoundation. org
California Black Women's Health Project	9800 S La Cienega Bl, Suite 905 Inglewood, CA 90301	310.412.1828	cabwhp.org
T.H.E. Clinic, Inc.	Various locations in Los Angeles & South LA	323.730.1920	tohelpeveryone.org

Healthcare/Housing Resources (cont.)

Umma Community Clinic	711 W Florence Av LA, CA, 90044	323.789.5610	ummaclinic.org
H.O.P.I.C.S. Homeless Outreach Program/Integrated Care System	5715 S Broadway, LA, CA 90037	323.948.0444	hopics.org
P.A.T.H. People Assisting the Homeless	Los Angeles, Hollywood, & Ventura locations	323.644.2200	epath.org
Union Rescue Mission	545 S San Pedro St, LA, CA 90013	213.347.6300	urm.org
The Los Angeles Homeless Services Authority (LAHSA)	811 Wilshire Bl Suite 600 LA, CA 90017	213.683.3333	lahsa.org
L.A. Opportunity Youth Collaborative “Ruth’s Place”	4775 S Broadway LA, CA 90037	323.432.8440	laoyc.org/location/ ruths-place
Operation HOPE (home buyers program)	707 Wilshire Bl LA, CA 90017	213.891.2900	operationhope.org
Jenesse Center, Inc. (domestic violence shelter)		323.299.9496 800.479.7328	jenesse.org
Covered California			healthofcalifornia.com
Good Shepherd Shelter (domestic violence shelter)			goodshepherdshelter.org
Los Angeles County Housing Resource Center			housing.lacounty.gov

Financial Literacy Resources

LA Public Library Financial Literacy Training	630 W 5th St LA, CA 90071	213.228.7700	lapl.org/money-matters
U.S. Small Business Administration	330 N Brand Bl Suite 1200 Glendale, CA 91203	818.552.3437	sba.gov/learning-center.org
MCS Hollywood BusinessSource Center	4311 Melrose Av LA, CA 90028	323.454.6115	mcscalifornia.com/hollywood-businesssource
Vermont Slauson Economic Development Corporation BusinessSource Center	1130 W Slauson Av LA, CA 90044	323.753.2335	vsedc.org
West Angeles Community Development Corp.	6028 Crenshaw Bl LA, CA 90043	323.751.3440	westangelescdc.org/financial-literacy
PACE Women's Business Center	1055 Wilshire Bl Suite 900B LA, CA 90017	323.353.9400	pacelabdc.org/programs-and-services/small-business-consulting-services
Operation HOPE	(Located inside Los Angeles Youth Empowerment) 750 W 7th St LA, CA 90081		operationhope.org/losangeles
CalCPA Education Foundation			www.calcpa.org

The provided list of services and providers is to be used as a guide, and is not inclusive of all services and providers in the LA region.

Contact Us

For more information, please visit metro.net/pla or contact Metro's Diversity & Economic Opportunity Department:

Tashai Smith, *Executive Officer*
213.922.2128

Wendy White, *Deputy Executive Officer*
213.922.2648

Angela Scott, *DEOD Principal*
213.922.1028

Tim Famuyibo, *DEOD Representative*
213.922.2561

PLA Hotline
888.887.3674



Metro DEOD PLA/CCP Outreach Activities (December 2023 to September 2025)

Job Fair Events

- GRID Rooftop Ready Job Fair (September 26, 2025)
- 3rd Annual South Bay WIB Carson Career Fair (August 29, 2025)
- SoCal Trades Tour (August 01, 2025)
- SEED 10th grade Career Expo (June 05, 2025)
- USEC Spring Job and Resource Fair (April 24, 2025)
- CII Job Fair Readiness (March 25, 2025)
- East Los Angeles Construction Career Fair (March 13, 2025)
- LINXS STEAM Construction Career Fair (March 11, 2025)
- Whittier HS Career Fair (March 10, 2025)
- EXP Women in STEM Career Day (March 06, 2025)
- Pomona HS Pathway to Success Event (February 11, 2025)
- California HS Career Fair (February 07, 2025)
- GREENBUILD NE LA Job Fair (December 18, 2024)
- USEC Fall Job and Resource Fair (November 13, 2024)
- South Bay Workforce Investment Board (WIB) LA Air Force Base Job Fair (October 2, 2024)
- Rio Hondo College Fall Job and Internship Fair (September 10, 2024)
- WINTER Building Her Future: Women In Construction Resource Fair (August 10, 2024)
- WINTER Graduates Rail to Rail Hiring Event (June 10, 2024)
- LA County Office of Education The 2024 American Dream Hiring Spree Event (May 29, 2024)
- International Brotherhood of Electrical Worker Apprentice Fair (May 17, 2024)
- East Los Angeles Construction Career Fair (April 19, 2024)
- LA Cleantech Incubator Green Jobs Career Fair (March 27, 2024)
- Drivers for Economic Opportunity Empowerment Event (March 19, 2024)
- Construction Career & Apprenticeship Resource Fair (March 7, 2024)
- Chrysalis Job Fair (February 7, 2024)
- City of Los Angeles Career Fair (January 25, 2024)
- Women in Non-Traditional Employment Role Hiring event (January 7, 2023)

Community Presentation and Outreach Events

- WINTER Equal Representation Outreach Event (monthly)
- In-person presentation at San Fernando High School (May 20, 2025)
- In-person attendance to WINTER Cohort Graduation (April 5, 2025)
- In-person attendance to COTA Women's History Month Luncheon (April 5, 2025)

- In-person presentation at North Hollywood HS (April 02, 2025)
- In-person Women in Construction presentation at MetroConnect Salutes Women's History Month T.C.E.W Talk (March 27, 2025)
- In-person WINTER/Griffith Company site tour and photo shoot (March 25, 2025)
- Virtual Construction Careers Presentation with San Fernando High School LAUSD (March 14, 2025)
- In-person JCOD/Metro site tour at WINTER (March 12, 2025)
- In-person PLE 3 Photo shoot and interviews with female construction workers for Metro blog the Source and El Pasajero (March 5, 2025)
- In-person Metro Girls Empowerment Summit (February 18, 2025)
- In-person Metro Meet the Primes (February 10, 2025)
- TCAP 3rd External Partner's Quarterly Meeting (January 8, 2025)
- In-person presentation at the South Bay WIB, Inglewood One Stop Construction Careers Orientation (December 6, 2024)
- In-person presentation to the Tri-Cities Regional Occupational Program (ROP) at HS Students Frontier High School (November 20, 2024)
- Attended virtually, Metro TCAP College & University 2nd Quarterly External Partners Meeting (November 6, 2024)
- Metro Moves LA Luncheon Honoring Janice Hahn (October 23, 2024)
- Winter Gala (October 26, 2024)
- Women in Construction Photo shoot Rail to Rail Project Griffith Company (October 16, 2024)
- In-person presentation to the Tri-Cities Regional Occupational Program (ROP) at HS Students California High School (October 11, 2024)
- In-person presentation to the Tri-Cities Regional Occupational Program (ROP) at HS Students Pioneer High School (October 4, 2024)
- Virtual presentation to the Pomona AJCC Youth Los Angeles Performance Partnership Pilot (LAP3) (October 3, 2024)
- Virtual presentation to the Metro TCAP College & University (1st Quarter) External Partners Meeting (October 1, 2024)
- In-person attendance at the NABTU Trades Women Build Nations Conference in New Orleans, LA (September 26 – 29, 2024)
- Port of LA SoCal Trades Days (September 26, 2024)
- YO Watts Youth Career Day (September 20, 2024)
- Metro's Transportation Career Academy Program (TCAP) In-Service Training Session (July 19, 2024)
- California State Senate Bill 150 Roundtable Meeting (June 28, 2024)
- 26th Annual Tribute to Veterans & Military Families, Hosted by Kathryn Barger's office (May 25, 2024)
- SEED School Career Event (May 22, 2024)

- Laborers Union (Local 300) Contractors Mixer (May 3, 2024)
- Los Angeles City Workforce Partnership Event (April 24, 2024)
- City of Los Angeles Economic and Workforce Development Dept. (April 2, 2024)
- Women in Non-Traditional Employment Role event (March 29, 2024)
- Compton High School Construction Careers Outreach Event (March 22, 2024)
- Crenshaw Crossing Community Event (March 6, 2024)
- SunBurst Youth Academy (February 28, 2024)
- ERICA Grant Collaboration (February 20, 2024)
- Women in Heavy Civil Luncheon (January 8, 2024)
- Evermont Community Advisory Committee (December 6, 2023)
- Flintridge Center (December 12, 2023)
- Hard Hat Women Equity Education Initiative Coalition (December 7, 2023)



Project Labor Agreement (PLA)/ Construction Careers Policy (CCP) Report

Construction Committee
January 14, 2026

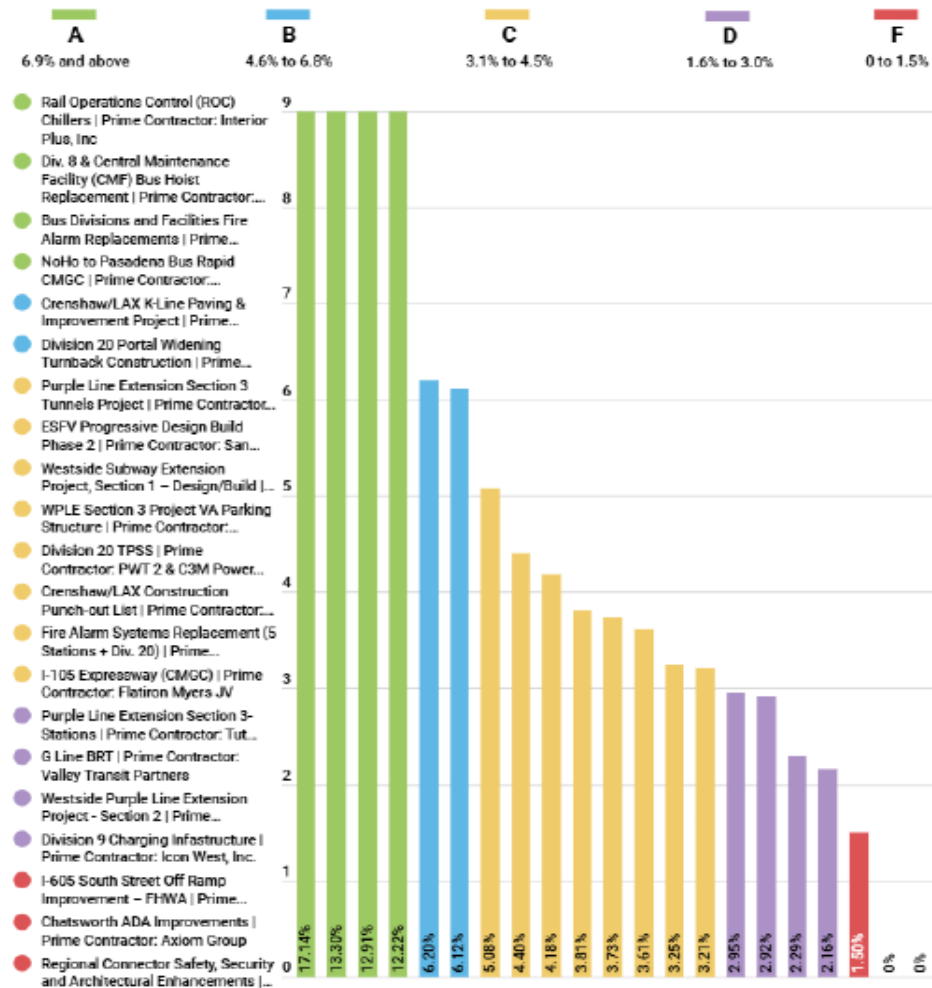
PLA/CCP Program Achievements

- **24 Construction Projects subject to PLA/CCP**
 - **21 active projects**
 - **3 projects (have yet to begin construction)**
- **Attainment - Program Inception to September 2025**
 - **57.29% Economically Disadvantaged**
 - **21.41% Apprentice**
 - **11.09% Disadvantaged**
- **>\$682 Million paid to Targeted Workers***
 - **>\$132 Million paid to Disadvantaged Workers***
 - **>\$188 Million paid to Apprentice Workers****
- **Exceeded Targeted/Apprentice/Disadvantaged Worker Goals**
- **No work stoppages or lockouts**

Female Participation Score Card

Quarterly Report - September 2025

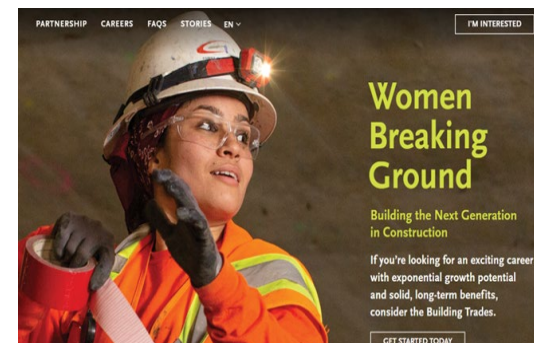
- ❖ Overall female participation attainment is 3.75%
- ❖ Highest project grade attainment as of this reporting period is A grade



Women Breaking Ground website

LA Metro, in partnership with the Los Angeles/Orange Counties Building and Construction Trades Council, AFL-CIO, has created a joint awareness campaign to build the construction industry's future workforce capacity with a special focus on women.

- LA Metro's "Women Breaking Ground" website gives women that are interested in a career in construction an avenue for learning more about how to join an apprenticeship readiness training program and get connected to resources.
- Through the end of September 2025, over 1,300 individuals have been triaged and given information and resources on starting a career in construction. Over 388 individuals were referred to a pre-apprenticeship training program sponsored by the LAOCBCTC Apprentice Readiness Fund. Thus far, 38 individuals have enrolled in pre-apprenticeship training, and 33 have graduated from the program. 5 of these individuals have been placed in union apprenticeship jobs.
- The Women Breaking Ground website will run through FY26 in partnership with the LA/OCBCTC.



PLA/CCP Outreach Activities



Built by HER!

Are you HER? You can become the next generation in construction.



Learn more, visit womenbreakground.com today.



Metro



PLA/CCP & Motion 13.1 Updates

No.	Recommendation	Action	Status
1.	Expand Cultural Competency Plan Requirements	Staff are in the process of strategizing with V/CM and PMO to determine the applicability of community benefits and workforce equity components to the current cultural competency requirements.	Continued Discussions
2.	Establish a Regional Roundtable to activate discussions on goal setting for regional public contracting agencies	The first Regional Roundtable meeting was held on June 24, 2025, and hosted regional workforce contributors, and Metro leadership in attendance. The next Regional Roundtable was held on December 12, 2025. It was co-chaired by LA County's Department of Equal Opportunity, and Los Angeles World Airports.	Ongoing
3.	Conduct a Women in the Trades Regional Summit	The Women in Trades Regional Summit is meant to educate female construction workers about union benefits and connect them with the necessary resources. The event aligns with the establishment of a Female Advisory Group as part of the Regional Roundtable and is proposed for Q4FY27.	In Development
4.	Establish a Female Advisory Group	Development of a female advisory group that will host its own Women in the Trades Regional Summit. It will allow future female construction workers to learn about Trade Union benefits and connect them to resources; it will be done in conjunction with the Regional Roundtable.	In Development
5.	Launch a Targeted Social Media Campaign	The "Built by HER!" Campaign launched in July 2025 and targets young women between the ages of 18 to 24 to introduce a pipeline to construction careers through various methods. In coordination with the Metro Marketing team, plans to launch the social media portion of the campaign are also being planned.	Ongoing
6.	Metro WINTER Program	Continued Metro support to facilitate WINTER, and the LA County JCOD collaboration to launch its first all-female Pre-Apprentice Construction Readiness training cohort confirmed to begin January 2026.	Upcoming



Board Report

File #: 2025-1011, File Type: Contract

Agenda Number: 16.

CONSTRUCTION COMMITTEE JANUARY 14, 2026

SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING an increase in total authorized funding and executing Modification No. 14 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-To-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$149,782,000 to an NTE amount of \$184,782,000, and exercising the second, one-year (1) option extending the contract term from April 25, 2026 to April 25, 2027; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

ISSUE

At its April 2018 meeting, the Board approved awarding a seven-year cost reimbursable fixed fee, Task Order (TO) based contract with three, one-year options, to SECOTrans, a Joint Venture for Systems Engineering and Support Services (SESS) Consulting. The approval required staff to return to the Board on an annual basis as projects progressed and new project requirements were identified to update contract expenditure authorization. The funds previously authorized by the Board for FY25 and FY26 will be exhausted by April 2026; therefore, the recommended increase will allow staff to continue with work anticipated for the remainder of the contract term ending through April 25, 2027.

BACKGROUND

The challenge presented by the simultaneous implementation of numerous projects is to ensure the integration and standardization of the systems elements within and across the current Metro system. Consistent development and design ensure that the required integration is achieved within civil and electrical infrastructure, vehicles, control systems, communications, operations, maintenance,

security, and training.

Prior to the award of the SESS contract, each project would use a different consultant for systems engineering work, resulting in inconsistent applications. This approach is no longer feasible or advisable with the large volume of projects now underway. With a single SESS design team on board, the standardization of design, construction, and functionality of systems elements will keep Metro's long-term interest in system interoperability, maintainability, and safety at the forefront. A fully integrated network requires consistency of systems design and not a collection of potentially incompatible independent designs arising from separate projects. This approach has been implemented successfully in other transit agencies nationwide, and the benefits of full systems standardization include:

- Interoperability and efficient maintainability
- Improved commercial viability
- Reduced spares requirements
- Reduced training requirements
- Flexibility to adapt to changing circumstances

As of 12/15/2025, staff have executed 34 Task Orders and 170 Task Order Modifications (MODs) totaling \$129,829,604.82 with \$19,952,395.18 remaining that is available for future anticipated Task Orders, through April 25, 2026. Upon Board approval of this recommended action, staff would execute a Contract Modification to exercise a one-year option extending the Contract term to April 25, 2027. Examples of projects supported by this contract include Metro Operational Simulation Analyses, Metro Command and Control Center (formerly known as Rail Operations Control and Bus Operations Control Centers or ROC/BOC), Metro G Line BRT Improvements, Westside D Line 2/3, East San Fernando Valley Light Rail Transit, Eastside Phase 2, and Southeast Gateway Line (SGL). As indicated, staff is now seeking additional funding authorization to support Systems Engineering, Measure R, and Measure M projects through most of FY27.

DISCUSSION

With the approval of Measure M, the ongoing implementation of Measure R, and required State of Good Repair initiatives, staff have engaged the SESS consultant to provide a broad range of systems engineering design and related support services to supplement current Systems Engineering Department resources. Metro's capital program requires extensive resources with the ability to react quickly to a wide range of complex technical issues. With a strong core of consultant staff located in Los Angeles County, the SESS Consultant is capable of applying and withdrawing resources as project workloads fluctuate over time. The SESS Consultant has extensive experience and capability to support the complete project lifecycle, from the conceptual phase to final design and construction.

Due to the intensive system integration requirements and the length of time needed to deliver major capital improvement projects, this contract has enabled Metro to efficiently and effectively augment its Program Management staff where necessary, ensuring that the proper project resources are available to Metro.

The SESS Consultant provides a single systems engineering team, and associated sub-specialties,

with the necessary resources to assist in the planning, development, and delivery of Metro's aggressive schedule of projects for the next decade. Examples of systems engineering disciplines include traction electrification, overhead contact systems (OCS), train control, communications, supervisory control and data acquisition (SCADA), rail simulations, corrosion control, systemwide electrical, and other specialized disciplines.

The Systems Engineering Services estimated level of effort for the additional NTE amount of \$35,000,000 was developed using the current master schedule, construction estimates, and completed work to date from the Project Controls department. An estimated level of effort cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Systems Engineering level of effort costs were distributed across each fiscal year according to the master schedule.

In addition to the projects identified above and in Attachment B, staff expect the SESS Consultant to continue providing systems engineering services for current and future rail and bus transit projects, and other capital improvement projects, including, but not limited to, the following:

- Metro Command and Control Center (MC³) formerly known as Rail Operations Control and Bus Operations Control Centers (ROC/BOC)
- East San Fernando Valley Transit Corridor
- Eastside Phase 2 Extension
- Southeast Gateway Line Transit Corridor
- Sepulveda Pass Transit Corridor
- Vermont Transit Corridor
- G Line BRT Improvements
- Westside D Line Extension Section 2/3

DETERMINATION OF SAFETY IMPACT

The use of a consistent systems design process has a positive safety benefit during the construction and subsequent operations of Metro's Bus and Rail transit network.

FINANCIAL IMPACT

The requested NTE contract funding is based on the anticipated level of services that will be required through most of FY27. Funding for the individual TOs is included in the Board approved life-of-project (LOP) budgets or annual budgets; therefore, this work is within the various project budgets.

Since this is a multi-year contract, project managers, cost managers, and the Chief Program Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Funding for TOs issued under this contract is provided by the specific project(s) utilizing the services. These projects are typically funded by a mix of federal, state, and local funds, including Measure R and Measure M. Where appropriate, certain Operations projects are funded with operating eligible funds.

EQUITY PLATFORM

The Systems Engineering and Support Services funds Conceptual Engineering, Preliminary Design and Specifications, Final Design, including Design Services During Construction of Transit Rail and Bus Projects for various Metro projects including Southeast Gateway Line, East San Fernando Valley Transit Corridor, and other Metro transit projects, including in and serving riders from Equity Focus Communities. All services supported by this contract are centered on avoiding project delays and promoting cost saving measures to effectively deliver the projects with minimal impacts and provide enhanced mobility and regional access to Metro's customers, who are primarily low-income households (89% as of our 2024 Annual On-Board Survey).

SECOTrans JV made an overall 15% DBE commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance.

Although the DBE commitment is not a factor in the staff's recommendation, there are 12 certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through design and engineering activities that unify Metro's system design, construction, and functionality of systems elements improving and further encouraging 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.

*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 Systems Engineering Support Services contract supports the following strategic goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Through this contract, the systems engineering consultant team will continue to implement innovative and state-of-the-art engineering solutions to provide efficient mobility options throughout the LA County area.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The contract ensures the timely delivery and implementation of systems that provide essential communications, security, comfort, and reliability to all users. These factors are important areas of concern identified by Metro management and annual customer surveys.

Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. With a regular annual authorization update to the Board, Metro staff will offer transparency and accountability of Systems related work involved in the Measure M program and other major capital projects.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and request staff to re-procure these services through a RFP; staff does not recommend this. The use of a qualified SESS consultant has allowed the agency to secure highly technical expertise without the necessary increase in Metro's long-term labor costs. Further, by providing for an extended term contract, the Board has afforded staff the resources that seek to provide an integrated and consistent network design that serves Metro's interests.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 14 to Contract No. AE47810E0128 and specific task orders will be issued on an as needed basis.

ATTACHMENTS

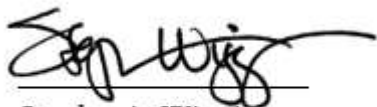
Attachment A - Procurement Summary

Attachment B - Task Order Log

Attachment C - DEOD Summary

Prepared by: Ron Tien, Executive Officer, Systems Engineering, (213) 418-3445
Michael Ratnasingham, Deputy Chief Program Management Officer, Systems Engineering, (213) 418-3440
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-2250
Conan Cheung, Chief Operations Officer, (213) 418-3034

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

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SYSTEMS ENGINEERING SUPPORT SERVICES / CONTRACT NO. AE47810E0128

1.	Contract Number: AE47810E0128			
2.	Contractor: SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc.)			
3.	Mod. Work Description: Increase the Contract Not-To-Exceed funding amount and exercise the second, one-year option term.			
4.	Work Description: Systems Engineering Support Services			
5.	The following data is current as of: November 19, 2025			
6.	Contract Completion Status:		Financial Status:	
	Award Date:	April 26, 2018	Board Approved NTE Funding:	\$149,782,000
	Notice to Proceed (NTP):	N/A	Pending Funding (including this action):	\$35,000,000
	Original Completion Date:	April 25, 2026	Value of Task Orders and Mods. Issued to Date:	\$129,829,604.82
	Current Est. Complete Date:	April 25, 2027	Total Contract NTE Funding (with this action):	\$184,782,000
7.	Contract Administrator: Chelsea Bajorunas		Telephone Number: (213) 922-5344	
8.	Project Manager: Ron Tien		Telephone Number: ((213) 418-3445	

A. Procurement Background

This Board action is to execute Modification No. 14 to Contract No. AE47810E0128 to exercise the second, one-year option term extending the contract term from April 25, 2026 to April 25, 2027 and to increase the authorized funding by \$35,000,000, increasing the total authorized funding from \$149,782,000 to an NTE amount of \$184,782,000.

On April 26, 2018, the Board of Directors approved the award of a cost-plus fixed fee Task Order based Contract No. AE47810E0128 for Systems Engineering and Support Services to SECOTrans (Joint Venture), with the total authorized funding amount Not-To-Exceed (NTE) \$28,932,000. The purpose of this contract is to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The base term for the

Contract is seven (7) years, plus three (3), one-year options, to be exercised at Metro's sole discretion, pending Board approval. Subsequently, the Board has approved additional funding in the amounts listed below:

- \$15,000,000 for the ROC/BOC project, on February 27, 2020;
- \$22,500,000 for FY21 on May 28, 2020;
- \$28,850,000 for FY23 / FY24 on June 23, 2022;
- \$19,500,000 for FY25 on November 30, 2023; and
- \$35,000,000 for FY25 and FY26 on December 5, 2024.

There have been 35 Task Orders and Modifications executed to date, totaling \$129,829,604.82. In addition, 13 Administrative Contract Modifications have been executed to date.

B. Cost/Price Analysis

The negotiated cost and fixed fee amount or lump sum price for future Task Orders will be determined to be fair and reasonable based upon fact finding, technical evaluation, Independent Cost Estimate, cost analysis, and negotiations, before issuing the Task Order authorizing the work to the SESS Consultant. Task Orders will be processed in accordance with Metro's Acquisition Policy and Procedures.

ATTACHMENT B**TASK ORDER LOG****SYSTEMS ENGINEERING SUPPORT SERVICES / CONTRACT NO. AE47810E0128**

Mod./Task Order (TO) No.	Description	Status (Approved or Pending)	Date Issued	Task Order Issued Including MODs \$ Amount	Adjustments Pending TO Close-Out¹	TO / Mods Pending (Currently) Est. \$ Amount
N/A	Initial Authorized NTE Funding \$28,932,000	Approved	4/26/18	---	---	---
E0128-TO-016	Board of Directors Authorized NTE \$15,000,000 for TO-016	Approved	2/27/20	---	---	---
N/A	Board of Directors Authorized NTE \$22,500,000 for FY 2021	Approved	5/28/20	---	---	---
N/A	Board of Directors Authorized NTE \$28,850,000 for FY 2023 / 2024	Approved	6/23/22	---	---	---
N/A	Board of Directors Authorized NTE \$19,500,000 for FY25	Approved	11/30/23	---	---	---
N/A	Board of Director Authorized NTE of \$35,000,000 and the first one (1) year option exercised	Approved	11/20/24	---	---	---

Approved Task Orders and Task Order Modifications

E0128-TO-001	Systems Engineering Support for Crenshaw Project	Approved	7/9/18	\$14,085,003.40	---	---
E0128-TO-002	Program-wide System Engineering Support Services for Systems Engineering Group	Approved	7/27/18	\$11,639,504.43	---	---
E0128-TO-003	Overhead Contact Systems (OCS) Support for Maintenance of Wayside Engineering	Approved	9/11/18	\$603,041.25	---	---
E0128-TO-004	System-wide Electrical Support for Rail and Bus Projects	Approved	9/11/18	\$145,244.00	---	---
E0128-TO-005	Crenshaw Project Design Services During Construction	Approved	9/12/18	\$161,992.00	---	---
E0128-TO-006	Rail Systems Engineering Support for New Blue	Approved	10/3/18	\$4,688,560.70	---	---
E0128-TO-007	West Santa Ana Branch Systems Support	Approved	10/1/18	\$120,666.74	---	---
E0128-TO-008	System-wide Operations and Maintenance Plan	Approved	10/10/18	\$569,256.67	---	---
E0128-TO-009	Division 20 Portal Widening Turnback	Approved	10/30/18	\$17,701,135.35	---	---

	Project Systems Engineering Support					
E0128-TO-010	West Santa Ana Branch (WSAB) Project Conceptual Engineering	Approved	11/16/18	\$2,889,788.57	---	---
E0128-TO-011	East San Fernando Valley (ESFV) Conceptual Engineering	Approved	12/3/18	\$11,571,582.55	---	---
E0128-TO-012	Metro Blue Line Track and OCS Refurbishment	Approved	3/21/19	\$1,528,845.32	---	---
E0128-TO-013	Metro Systems Support for Green Line/Crenshaw Operations	Approved	4/10/19	\$249,069.86	---	---
E0128-TO-014	Metro Red/Purple Line and Regional Connector Operational Simulation Support	Approved	4/25/19	\$754,295.85	---	---
E0128-TO-015	Airport Metro Connector Engineering Support	Approved	9/12/19	\$6,400,947.00	---	---
E0128-TO-016	Rail Operations Center (ROC) / Bus Operations Center (BOC) Architectural and Engineering Systems Design Services	Approved	4/9/20	\$46,957.87	---	---
E0128-TO-017	Centinela Grade Separation Conceptual Engineering	Approved	11/4/19	\$993,872.43	---	---

E0128-TO-018	Metro Gold Line Foothills 2B Extension Systems Engineering Support	Approved	4/16/20	\$795,007.00	---	---
E0128-TO-019	Metro Gold Line Eastside Phase 2 Conceptual Engineering	Approved	4/24/20	\$6,037,139.00	---	---
E0128-TO-021	Systems Engineering DSDC Support for Purple Line Extension Sec. 1	Approved	1/29/20	\$6,048,740.00	---	---
E0128-TO-022	Systems Engineering DSDC Support for Regional Connector Project	Approved	4/24/20	\$3,692,599.00	---	---
E0128-TO-023	Metro C Line (Formerly Green Line) Extension to Torrance Conceptual Engineering	Approved	12/08/20	\$3,018,151.00	---	---
E0128-TO-024	Purple Line Extension Section 3 Systems Engineering Support Services	Approved	12/29/20	\$9,731,720.81	---	---
E0128-TO-025	Systems Engineering Design Services During Construction Support for Metro Center Project - FY21 Level of Effort	Approved	3/18/21	\$292,399.02	---	---
E0128-TO-026	Purple Line Extension Section 2	Approved	9/17/21	\$3,975,216.00	---	---

	Systems Engineering Support Services					
E0128-TO-027	Metro G Line (formerly Orange Line) Systems Engineering Support	Approved	7/20/21	\$1,980,476.00	---	---
E0128-TO-028	Sepulveda Transit Corridor Projects Systems Engineering Support	Approved	8/10/22	\$633,009.00	---	---
E0128-TO-029	West Santa Ana Branch Systems Engineering Support	Approved	11/9/22	\$10,639,472.00	---	---
E0128-TO-030	Rail Operations Control Center (ROC) / Bus Operations Control Center (BOC) Feasibility Study	Approved	10/3/22	\$6,594,232.00	---	---
E0128-TO-031	Metro Bungalow A Replacement Project	Approved	9/5/23	\$850,000.00	---	---
E0128-TO-032	Metro Operations Simulations Support	Approved	12/5/23	\$213,773.00	---	---
E0128-TO-033	K Line TPSS – Systems Engineering Support Services	Approved	3/13/2024	\$799,195.00	---	---
E0128-TO-34	ZEB Charging Infrastructure Design Criteria	Approved	6/17/2025	\$249,566.00	---	---
E0128-TO-035	C and K Line Platform Extension Project – Systems	Approved	9/24/2025	\$129,146.00	---	---

	Engineering Support Services FY26					
Approved Contract Modifications						
E0128-00-MOD-00001	Update to Advanced Cost Agreement (LTK, DE, GF and IC)	Approved	9/6/18	\$0.00	---	---
E0128-00-MOD-00002	Updates to Advanced Cost Agreement (Home Office Rates 2019: Atkins, FN, GF, IEI, ICI, RCS)	Approved	12/14/18	\$0.00	---	---
E0128-00-MOD-00003	Revise Spec. Section CP-04 Payment & Invoicing Part C.1 - Invoicing	Approved	1/11/19	\$0.00	---	---
E0128-00-MOD-00004	Direct Hourly Labor Rates Adjusted for 2019	Approved	2/6/19	\$0.00	---	---
E0128-00-MOD-00005	Updates to Contract: Form of Contract, ACA Rates, Add/Delete Subconsultants and Corrections	Approved	4/20/21	\$0.00	---	---
E0128-00-MOD-00006	Updates to Contract: Form of Contract, ACA Rates, New Positions and Delete Subconsultant FNC	Approved	3/14/22	\$0.00	---	---
E0128-00-MOD-00007	Updates to Form of Contract and Special Provisions Section	Approved	11/10/22	\$0.00	---	---
E0128-00-MOD-00008	Updates to Contract: Administrative	Approved	5/4/23	\$0.00	---	---

	Modification, Updates to Exhibit 1 – Advanced Const Agreement					
E0128-00- MOD- 00009	Extend Period of Performance for Multiple TOs	Approved	6/2/23	\$0.00	---	---
E0128-00- MOD- 00010	Updates to Exhibit 1- Advanced Cost Agreement & Contract	Approved	3/19/24	\$0.00	---	---
E0128-00- MOD- 00011	Extend Period of Performance for Multiple TOs & Consultant Name Change	Approved	5/20/24	\$0.00	---	---
E0128- MOD- 00012	Administrative Modification No. 12 – Exercise Option Year One (1), Update Exhibit 1 - Advanced	Approved	1/28/25	\$0.00	---	---
E0128- MOD- 00013	Extend the Period of Performance for Multiple TOs and Update Exhibit 1- Advanced Cost Agreement & Contract	Approved	6/24/25	\$0.00	---	---
	Subtotal Approved TOs and Contract Mods			\$129,829,604.82		
Pending Task Orders and Task Order Mods						
TBD	Future Anticipated Task Orders through April 25, 2026	Pending	TBD			\$19,952,395.18

TBD	Future Anticipated Task Orders for FY27, through April 25, 2027	Pending	TBD	---	---	\$35,000,000
	Subtotal Pending TOs and TO Mods					\$54,952,395.18
	Task Orders Approved	---	---	\$129,829,604.82	---	---
	Adjustments Pending TO Close-Out	---	---	---	---	---
	Pending TOs and TO Mods	---	---	---	---	---
	Future Anticipated Task Orders for FY26-FY27, through April 25, 2027	---	---	---	---	\$54,952,395.18
	Total Contract NTE Amount Plus Funding Needed for Future Anticipated Task Orders from FY26-FY27	---	---	---	---	\$184,782,000

NOTES:

¹ Task Orders and Task Order Modifications will be closed-out and unused Not-To-Exceed (NTE) authorized amount will be credited back to the Project. The Authorized NTE for the Task Order will be adjusted to actuals expended.

BOARD ACTIONS	
Board Approved Funding – Current Contract Value	\$149,782,000
This Board Action	\$35,000,000
New Contract Value	\$184,782,000

DEOD SUMMARY**SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT / AE47810E0128****A. Small Business Participation**

While SECOTrans JV made a 15% Disadvantaged Business Enterprise (DBE) commitment on this contract, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program. As such, contract goals, enforcement, and counting of participation are suspended effective October 3, 2025. Although the DBE commitment is not a factor in the staff recommendation, there are 12 certified small businesses participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. 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.

E. Manufacturing Careers Policy

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

METRO CONSTRUCTION COMMITTEE
JANUARY 14, 2026



Board Item 2025-1011

SYSTEMS ENGINEERING SUPPORT SERVICES CONTRACT



Metro Los Angeles County Metropolitan Transportation Authority

Board item 2025-1011

Systems Engineering Support Services Contract

Consider:

- APPROVING an increase in total authorized funding and executing Modification No. 14 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-To-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$149,782,000 to an NTE amount of \$184,782,000, and exercising the second, one-year (1) option extending the contract term from April 25, 2026 to April 25, 2027

Board item 2025-1011

- Consultant provides specialized systems engineering support for Metro's projects from design through testing and pre-revenue service.
- Singular team is used to promote consistency of systems on Metro projects for maintainability, interoperability, safety, reduction of lifecycle costs and training.
- Consultant is a Joint Venture with 3 primes and 19 subconsultants. Twelve firms are certified small businesses.



Board Report

File #: 2025-1028, **File Type:** Contract

Agenda Number: 17.

CONSTRUCTION COMMITTEE JANUARY 14, 2026

SUBJECT: METRO A LINE/GOLD LINE FOOTHILL EXTENSION PHASE 2B2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to approve programming of \$95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

ISSUE

The Metro Gold Line Foothill Extension Construction Authority (Authority) is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B Project ("Project"), a proposed extension of the Metro A Line from Pomona to Claremont, with an option to extend to the City of Montclair. The overall Phase 2B project is divided into two sections: Phase 2B1 extends from Glendora to Pomona and opened to the public on September 19, 2025; and Phase 2B2, which will extend from Pomona to Claremont. Phase 2B2 from Pomona to Claremont requires the establishment of a budget to support planned procurement activities, anticipated contract award for design services, and other critical project development efforts. This action is necessary to align Metro's Project budget with the previously allocated funding.

BACKGROUND

The Metro Gold Line Foothill Extension Phase 2B Project extends approximately 11.4 miles from Glendora to Claremont and includes 5 stations. The overall Phase 2B Project is divided into two segments: Phase 2B1 (Glendora to Pomona) and Phase 2B2 (Pomona to Claremont). Phase 2B2 spans approximately 2.3 miles and includes one station terminating at Claremont. Phase 2B2 was anticipated to extend to the City of Montclair in San Bernardino County, however, in September 2025, the San Bernardino County Transportation Authority (SBCTA) Board of Directors voted to stop negotiating a Memorandum of Understanding (MOU) with the Authority and to remove \$39 million of local SBCTA funding that had been set aside for the portion of the project segment from Claremont to Montclair (in San Bernardino County). Phase 2B2 will share right-of-way with the Southern California Regional Rail Authority (Metrolink) and the Burlington Northern Santa Fe (BNSF) freight line.

Metro and the Authority executed a Funding Agreement to define roles, responsibilities, and funding commitments for the overall Phase 2B Project. In July 2019, the Metro Board and San Gabriel Valley

Council of Governments approved an additional \$126 million for Phase 2B1, bringing the total contribution to the full Phase 2B Project to \$1.531 billion. This amount included a \$290.2 million Transit and Intercity Rail Capital Program (TIRCP 2018) grant award, of which \$41 million was withheld by the State when the project scope was reduced to terminate in Pomona . Additional discussion with the State is ongoing for the \$41 million, considering the Phase 2B2 extends beyond Pomona.

Separately, SB 198-part of the FY23 State Budget-identified \$4 billion for transportation projects to be distributed in FY24 and FY25. In March 2023, the Metro Board reaffirmed this Project and the Southeast Gateway Line as its top two priorities for SB 198 funds. Subsequently, the State enacted SB 125 in July 2023, allocating \$495.65 million to Metro in FY24 and \$499.9 million in FY25.

Metro submitted a formal allocation package in December 2023, requesting \$798 million in SB125 funds for the Project. The State approved the request in July 2024 and formally allocated \$798 million to Metro for the Los Angeles County portion of the Project. In October 2024, the Metro Board approved Amendment No. 4 to the Funding Agreement to reflect this allocation and update funding responsibilities. This amendment reflects the funding to allow the Project to extend further east from the City of Pomona to the City of Claremont.

DISCUSSION

Los Angeles County voters approved Measures R (2008) and M (2016) to fund a transformative suite of transportation projects intended to improve mobility, reduce air pollution, and enhance quality of life across the County. These local sales tax measures were structured to provide critical local match funding to leverage significant state and federal sources in order to fully implement priority transportation projects identified in their respective expenditure plans.

In January 2025, the Authority received one bid under a planned design-build procurement, and the bid amount was millions of dollars above expert estimates and available funding. The Authority rejected the bid, and in March 2025, the Authority Board of Directors directed staff to cancel the design-build procurement and pursue a new plan to deliver the project using the Construction Manager at Risk (CMAR) delivery method. Under this approach, the Authority will procure a design/engineering team and a separate construction manager. The procurement process to hire the design/engineering team is currently underway, and the Authority will soon hire a separate construction manager. The procurement process for the design/engineering team kicked off in June 2025 with the issuance of the Request for Proposals (RFP), and the Authority received proposals in October 2025.

The Authority expects to award the design/engineering services contract in January; the same month, the agency expects to issue the RFP for the construction manager.

The Authority identified a revised total cost estimate for the Phase 2B2 segment of approximately \$798 million for the design and construction of the Project to the City of Claremont, this is inclusive of \$95 million which has been identified to support the design and procurement activity (see Attachment A - Project Funding and Attachment B - Expenditure Plan).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funds required in FY26 of \$11 million to support initial project activities for the Metro Gold Line Foothill Extension Phase 2B Project, Phase 2B2 are included in the FY26 Budget under Cost Center 8510, Project Number 865202. Upon Board approval, a new project number will be set up for Phase 2B2 from Pomona to Claremont. Budgeting for future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The design and procurement activities budget for Phase 2B2 is estimated at \$11 Million for FY26, \$49 Million for FY27, and \$35 Million for FY28 (see Attachment B, Expenditure Plan), and will be funded through SB125 Funds allocated to Metro by the California State Transportation Agency (CalSTA) under the Transit and Intercity Rail Capital Program (TIRCP).

SB125 is a dedicated state funding source intended for capital transportation projects and is not eligible for bus operations or non-capital uses. These funds have been programmed for the Los Angeles County portion of the Project and are consistent with the approved Funding Agreement and Amendment No. 4 between Metro and the Authority (see Attachment A - Project Funding).

EQUITY PLATFORM

Approval of this action enables continued design of the Gold Line Foothill Extension Phase 2B2 Project, which, upon delivery, increases affordable transportation options for the population near the Claremont station, which can lead to better access to jobs, housing, education, healthcare, entertainment, recreation, and other opportunities within the San Gabriel Valley, Los Angeles County, and beyond. Twenty-five percent (25%) of the project corridor is within Equity Focus Communities (EFCs), such as in the cities of Azusa and Pomona.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning 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.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board Action supports Metro's Strategic Plan goals by establishing the financial framework to advance a Board-prioritized capital project. It ensures continued progress on a key regional rail extension and enables the use of available SB125 grant funding.

ALTERNATIVES CONSIDERED

The Board may choose not to establish the design and procurement phase budget at this time. However, deferring this action would delay advancement of Phase 2B2 from Pomona to Claremont and project readiness.

NEXT STEPS

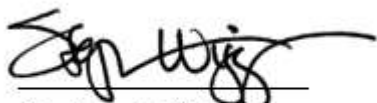
Upon Board approval, staff will incorporate the approved design and procurement budgets into the respective FY budgets. This will allow the Authority to execute the Design and Engineering Services Contract to complete the design, as well as continue procurement activities to bring a Construction Manager at Risk (CMAR) contractor onboard for Phase 2B2, Pomona to Claremont.

ATTACHMENTS

Attachment A - Project Funding
Attachment B - Expenditure Plan
Attachment C - Project Description

Prepared by: Kavita Mehta, Executive Officer, Regional Rail (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROJECT FUNDING

Metro Gold Line Foothill Extension Phase 2B Pomona to Claremont

(in millions of dollars escalated to the year of the expenditure) 12-31-32

Sources of Funds	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
SB125 FUNDS (LA County)	11.0	49.0	35.0	220.0	210.0	203.0	70.0	798.0
Total Project Funding	11.0	49.0	35.0	220.0	210.0	203.0	70.0	798.0

**Fiscal year distribution subject to change*

ATTACHMENT B

EXPENDITURE PLAN - COST AND CASHFLOW BUDGET*

Metro Gold Line Foothill Extension Phase 2B Pomona to Claremont

(in millions of dollars escalated to the year of the expenditure) 12-31-32

	FY	FY	FY	FY	FY	FY	FY	Total
Uses of Funds	26	27	28	29	30	31	32	
Professional Services	1.0	5.0	7.0	10.0	10.0	9.0	8.0	50.0
MCA	1.0	2.0	1.0	1.0	1.0			6.0
Right of Way Alignment		4.0	9.0	8.0	6.0			27.0
Design	8.0	30.0	11.0					49.0
Design Support				2.0	2.0	2.0		6.0
CMAR	0.5	4.0	3.0	1.5				9.0
Construction		3.0	3.0	156.5	139.0	137.0	33.5	472.0
Construction Parking				12.0	19.0	19.0	5.0	55.0
Metro Costs	0.5	1.0	1.0	8.0	8.0	8.0	5.5	32.0
Metro Vehicles				8.0	8.0	8.0	8.0	32.0
Project Contingency				13.0	17.0	20.0	10.0	60.0
Total Project Costs	11.0	49.0	35.0	220.0	210.0	203.0	70.0	798.0

*Subject to change

ATTACHMENT C – Project Description

The Project includes approximately 2.3 miles of double light rail main track; tail tracks beyond the interlocking east of the Claremont platform; new LRT bridges; improvements to existing culverts; retaining walls and sound walls; embankment improvements; drainage and storm water improvements; one at-grade LRT passenger station; modification to an existing parking lot; intermodal interfaces; station public art; traction electrification system comprised of traction power supply substations (TPSS) and overhead contact system (OCS); grade crossings and adjacent roadway/traffic signal improvements; Utility work; station equipment; wayside equipment; communications systems; light rail train control/signal system; approximately 0.8 miles of freight rail track and signal system upgrades; approximately 1.4 miles of Metrolink commuter rail track relocation and corresponding signal system modifications, including data for the modification of the existing positive train control (PTC) system on the Metrolink Corridor (modifications to be completed by SCRRA) and a wireless crossing nearside station stop system (WCNSS); a new Claremont Metrolink platform; pedestrian undercrossing; landscaping; signage; and all related appurtenances, accessories, and subsystems. A general overview of the Project alignment is provided below:

Pomona Station to Freight/Metrolink Tie-in (Segment 1)

This segment of the alignment is approximately 1.2 miles of LRT track and 0.8 miles of freight track and includes an LRT grade separation at Garey Avenue, one freight at-grade crossing at Towne Avenue, as well as an LRT/freight flyover at Towne Avenue. This segment of the alignment contains an existing freight mainline track and an existing siding, both of which are to remain active and in compliance with all FRA and CPUC requirements during the entire Project. The Metrolink commuter rail tracks are immediately to the south of the LRT tracks in this segment and are not to be disturbed with the exception of improvements to the grade crossing at Towne Avenue and the WCNSS.

Freight/Metrolink Tie-in to Claremont (Segment 2)

This segment of the alignment is approximately 1.1 miles, runs mainly at-grade, and includes two LRT at-grade crossings at Cambridge Avenue and College Avenue; one LRT grade separations at Indian Hill Boulevard; three freight/Metrolink commuter rail at-grade crossings at Cambridge Avenue, Indian Hill Boulevard, and College Avenue. This segment

of the alignment contains an existing freight/Metrolink commuter rail track which shall be relocated and remain active and in compliance with all FRA and CPUC requirements during the entire Project.

This segment of the Project has one center platform LRT station in Claremont (west of College Avenue). The Claremont LRT station shall have at-grade pedestrian connections from both ends of the platform.

A new Metrolink station shall be constructed approximately 800 feet east of College Avenue with a pedestrian undercrossing that connects the parking facility to the north and accommodates a future connection to the recreational area to the south. The joint Claremont LRT and Metrolink parking facility shall consist of a parking structure (to be designed and built by others) located east of College Avenue and north of the LRT tracks as well as modifications to the existing Claremont Metrolink parking lot to provide approximately 46 new parking spaces on the east end with ramps and stairs to the pedestrian undercrossing to the new Metrolink platform.



GOLD LINE FOOTHILL EXTENSION PHASE 2B2

2025-1028, Construction Committee

January 22, 2026

GOLD LINE FOOTHILL EXTENSION PHASE 2B2

RECOMMENDATION:

AUTHORIZE the Chief Executive Officer or designee to approve programming of \$95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

GOLD LINE FOOTHILL EXTENSION PHASE 2B2



BACKGROUND

- The Metro Gold Line Foothill Extension Phase 2B is divided into two phases: Phase 2B1 (Glendora to Pomona) and Phase 2B2 (Pomona to Claremont).
- Phase 2B1 or Metro A Line to Pomona, extending from Glendora to Pomona, opened to the public on September 19, 2025
- Phase 2B2 will extend the A Line approximately 2.3 miles from Pomona to Claremont; the Gold Line Foothill Construction Authority (Authority) is responsible for design and construction of the Project.
- In October 2024, Metro Board authorized allocation of \$798 Million of California State Transportation Agency (“CalSTA”) Transit and Intercity Rail Capital Program (“TIRCP”) formula funding authorized by Senate Bill 125 (“SB125 Funds”) to allow the Project to extend further east of Pomona to Claremont.

PURPOSE OF BOARD ACTION

Approval will:

- Authorize programming of \$95 million from allocated SB 125 funds (\$798M) for Phase 2B2 design and procurement activities:
 - FY26 - \$11M
 - FY27 - \$49M
 - FY28 - \$35M
- This authorization will enable the Authority to award the design and engineering services contract and advance procurement activities.

NEXT STEPS

Upon Board approval:

- Staff will incorporate the approved design and procurement budgets into the respective FY budgets.
- The Authority will execute the Design and Engineering Services Contract to complete the design, as well as continue procurement activities to bring a Construction Manager at Risk (CMAR) contractor onboard for Phase 2B2, Pomona to Claremont.



Board Report

File #: 2025-1041, **File Type:** Oral Report / Presentation

Agenda Number:

CONSTRUCTION COMMITTEE JANUARY 14, 2026

SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

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

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. Program Management oversees the construction of capital projects. The attached Project Status Report (Attachment A) provides significant information about the progress of 12 major capital projects.

DISCUSSION

The project status report includes a summary of 12 major projects including cost and schedule performance, small business project participation status, safety, risk, and equity (Westside Purple Line Sections 1, 2, and 3, Division 20 Portal Widening Turnback, I-5 North County Enhancements, North Hollywood to Pasadena BRT Project, G Line BRT Improvements, I-105 Express Lanes, East San Fernando Valley Light Rail Transit Project, Southeast Gateway Line, Vermont BRT, and Link Union Station). The report highlights construction activities and safety data based on the latest available information through November 2025.

EQUITY PLATFORM

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

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

VEHICLE MILES TRAVELED OUTCOME

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

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

Project Name	Vehicle Miles Traveled (VMT)
Westside Purple Line Ext 1	This item will likely decrease VMT
Division 20 Portal Widening Turnback	This item will likely decrease VMT
Westside Purple Line Ext 2	This item will likely decrease VMT
I-5 North County Enhancements	This item will likely increase VMT
Westside Purple Line Ext 3 (C1151)	This item will likely decrease VMT
Westside Purple Line Ext 3 (C1152)	This item will likely decrease VMT
North Hollywood to Pasadena BRT Project	This item will likely decrease VMT
G Line BRT Improvements	This item will likely decrease VMT
I-105 Express Lanes	This item will likely increase VMT
East San Fernando Valley Light Rail Transit Project	This item will likely decrease VMT
Southeast Gateway Line	This item will likely decrease VMT
Vermont Transit Corridor	This item will likely decrease VMT
Link Union Station	This item will likely decrease VMT

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

SAFETY

The average national safety rate is 2.3. Below are the project's recordable injury rates as compared to the national average.

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

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

NEXT STEPS

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

ATTACHMENT

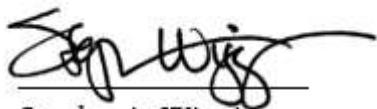
Attachment A - Project Status Report

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

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

Stephanie Wiggins
Chief Executive Officer

Program Management

Project Status Report























Tim Lindholm

Chief Program Management Officer

Construction Committee

January 2026

Project Budget & Schedule Status Summary Chart

	Cost Performance		Schedule Performance		
Project	Variance Original Budget	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
1. Westside Purple Line Extension Section 1					Project is 99% complete. The Revenue Service Date is Winter 2026. Due to the imminent PLE1 opening, the project contingency is below the 3% Project Reserve threshold as expected. Equity: This Project is not located within or adjacent to Equity Focus Communities.
2. Division 20 Portal Widening Turnback					Project is 87% complete. Project is proceeding towards completion and closeout within LOP Budget. Construction continues from the completion of West Portal - East demolition, legacy Traction Power Substation demolition, Shoofly track demolition and Cutover A completion. Equity: 100% of the project is located within or adjacent to Equity Focus Communities.
3. Westside Purple Line Extension Section 2					Project is 86% complete. The Project is currently targeting an RSD date of Spring 2027. The project contingency has dropped below the 3% Project Reserve threshold during the February 2025 reporting period. Project will seek an LOP amendment in early 2026. This amendment will include resolution of time-related claims and costs to complete the Project. Equity: This Project is not located within or adjacent to Equity Focus Communities.
4. I-5 North County Enhancements Project		N/A		N/A	Project is 59% complete. There is no change to the approved LOP of \$679.3M. The current schedule forecasts a variance of 181 days (10%) from the contract baseline. Equity: This project is not located within or adjacent to Equity Focus Communities.
5. Westside Purple Line Extension Section 3					Project is 76% complete. The Project revised Revenue Service Date is Fall 2027 and staff continue to closely monitor progress. Equity: 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
6. North Hollywood to Pasadena BRT*	N/A	N/A	N/A	N/A	Project is 32% complete. Program Management Support Service (PMSS), Architect & Engineering and Construction Manager/General Contractor (CM/GC) Phase 1 (Pre-Construction) contracts have been approved by the Board. Equity: 60% of the project is within or adjacent to Equity Focus Communities.
7. G Line BRT Improvements		N/A		N/A	Project is 27% complete. Project LOP approved by Board in September 2024. Executed Early Works Package to commence construction on grade separations, station and bike path improvements. Advancing design on gated Intersections alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings. Equity: 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.
8. I-105 Express Lanes		N/A		N/A	Project is 23% complete. Design is 97% complete overall. Segment 1 construction started on 2/3/25. Currently we are 44% in completion. Segments 2 and 3 Design is at 92% complete. Segments 2 and 3 phase 2 supplement was executed in Nov 2025. Equity: Segment 2 & 3 Equity Assessment was presented to the Board with the Segment 2 & 3 construction contract in October. 62% of Seg 2/3 is within or adjacent to Equity Focus Communities.
9. East San Fernando Valley Transit Corridor*	N/A	N/A	N/A	N/A	Project is 18% complete. Budget Updated Opinion of Probable Cost was received on 11/15. Negotiations are ongoing with the Contractor for Phase 2. Schedule Forecasted Start of Revenue Operations - Fall 2031. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
10. Southeast Gateway Line*	N/A	N/A	N/A	N/A	While the report reflects 0% overall progress, the Project continues to progress with design of utilities, freight, and grade crossings. Advanced Works design advancing to 60%. Pre-construction LOP budget approved by Metro Board in Feb 2025. Completed FTA Project Development requirements and have requested approval to enter the Engineering phase. Equity: 65% of the project is within or adjacent to Equity Focus Communities.
11. Vermont Transit Corridor*	N/A	N/A	N/A	N/A	Project is 17% complete. Preliminary Design Completed and NEPA approved. Equity: 87% of the project is within or adjacent to Equity Focus Communities.
12. Link Union Station (LINK US)*	N/A	N/A	N/A	N/A	A request for an increase to the Preconstruction Budget to fund Early Works Packages is planned for the February 2026 Board meeting. Equity: 100% of the project is within or adjacent to Equity Focus Communities.



*Projects without a LOP budget

January 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

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

*Projects without a LOP budget

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









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



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

*Projects without a LOP budget

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

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



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



*Projects without a LOP budget

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

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



Westside Purple Line Extension Section 1



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

FFGA Budget Amount: \$2,822M

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

**Excludes finance costs.

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline*	Previous Period	Current Forecast
	November 2023	Winter 2026	Winter 2026	Winter 2026
	Variance from Original:		+874d (27.1%)	+874d (27.1%) 
	Variance from Revised Schedule:		+207d (5.3%)	+0d (0%) 

*Re-baseline Schedule September 2025.



Westside Purple Line Extension Section 1

Safety

Project Construction Hours: 11,133,962;

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

Updates

Overall Project Progress is 99% complete.

Construction Contract Progress is 99% complete.

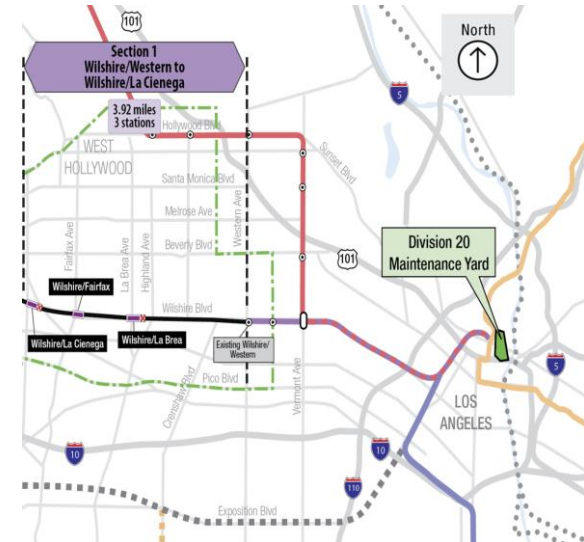
- **Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega**

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

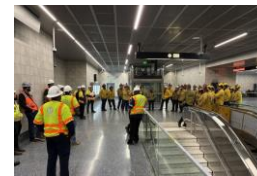
- Emergency Drills are progressing and Pre-Revenue Service Trials are on hold.
- SIT2 testing is over 85% complete. Over 8,000 SCADA points have been tested and passed.
- CPUC Track & Signal Inspections at Wilshire/La Brea station were held.

Equity

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



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



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



Wilshire/Fairfax
Station: View of
Plaza Level





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



January 2026 Construction Committee



Los Angeles County Metropolitan Transportation Authority

Division 20 Portal Widening Turnback

BUDGET				
	Original Budget*	Revised Budget**	Previous Forecast	Current Forecast
	\$801.75M	\$1,056M	\$1,056M	\$1,056M
	Variance from Original Budget:		\$254.73M (31.8%)	\$254.73M (31.8%) 
	Variance from Revised Budget:		\$0M (0%)	\$0M (0%) 

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

**LOP increase approved at October 2024 Board meeting.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline*	Previous Period	Current Forecast**
	June 2024	Spring 2026	Summer 2026	Summer 2026
	Variance from Original:		+733d (46.7%)	+733d (46.7%) 
	Variance from Revised Schedule:		+29d (1.3%)	+29d (1.3%) 

*Re-baseline Schedule April 2024.

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



Division 20 Portal Widening Turnback

Safety

Project Construction Hours: 1,502,661;

Recordable Injury Rate: 1.33 vs. National Average: 2.3.

Updates

Overall Project Progress is 87% complete.

Construction Contract Progress is 86% complete.

C1136 TPC Portal Widening Turnback Contract

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

C1184 C3M Traction Power Substation Contract

- Contract progress is 97%
- Substation energized in April 2024 and will feed new improvements

Coordination with Adjacent Projects

- Purple Line Extension (PLE1), Regional Connector; Metro Center Project, HR4000, and A650 Vehicle Delivery

Equity

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



Division 20 Portal Widening Project Map



East Portal Demolition





Legacy TPSS Demolition



January 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Westside Purple Line Extension Section 2

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



FFGA Budget Amount: \$2,499M

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

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

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

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

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

*Re-baseline Schedule September 2025.



Westside Purple Line Extension Section 2

Safety

Project Construction Hours: 5,981,940;

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

Safety information is updated as of October 30, 2025.

Updates

Overall Project Progress is 86% complete.

Construction Contract Progress is 86% complete.

Century City Station (CCS):

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

Beverly Dr Station (BDS):

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

Tunnels:

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

Equity

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

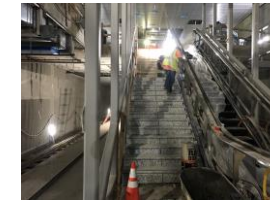
D Line Subway Extension Project



Purple Line Extension Projects Alignment



BL R4 Completed
Second Stage Invert
Track Concrete
Pour



BDS - Granite
Installation at Stairs
6




CCS - West Upper
Concourse
Installation of Metal
Ceiling Panels




January 2026 Construction Committee

I-5 North County Enhancements Project

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

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

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

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



I-5 North County Enhancements Project

Safety

Project Construction Hours: 1,241,196;

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

Updates

Overall Project Progress is 59% complete.

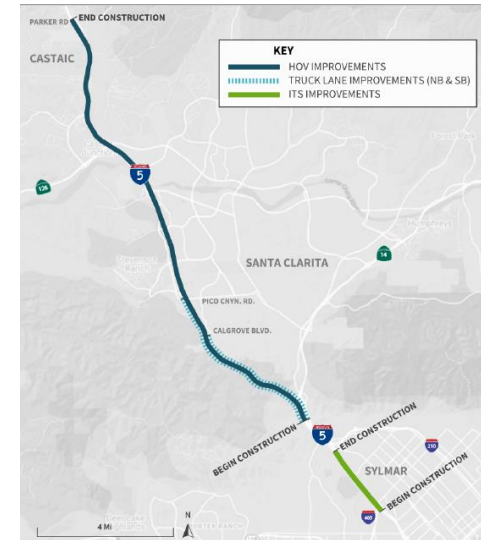
Construction Contract Progress is 67% complete.

Quarterly Work Summary (Stage 2 Outside):

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

Equity

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



I-5 North County Enhancements Project Map



Drain System 406
Formwork Install





SW 2676 Pile
Concrete Pour



Sign Structure Truss
Installation





Westside Purple Line Extension Section 3

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

FFGA Budget Amount: \$3,599M

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

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

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

*Based upon executed modification.



Westside Purple Line Extension Section 3

Safety

Project Construction Hours: 5,115,505;

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

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

Updates

Overall Project Progress is 76% complete.

Construction Contract Progress is 76% complete.

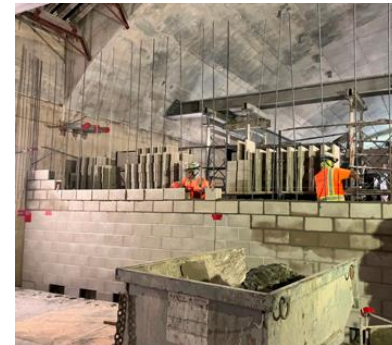
- Final design progress is 99.5% complete.
- **Westwood/UCLA Station:** Main box appendage concrete placement is completed and backfill is ongoing. Concrete placement for platform and main entrance interior and exterior walls is ongoing. Equipment installation and Mechanical/Electrical/Plumbing work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

Equity

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



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




Westwood/VA Hospital Station: Upper Interior Masonry Wall Construction



Tunnels: Steel Walkway Construction BL Tunnel



North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction	\$135.18M*	\$135.18M	\$135.18M
	Project	N/A	\$308M - \$515M	\$308M - \$515M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

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

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

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



North Hollywood to Pasadena BRT

Safety

Project Construction Hours: N/A;

Recordable Injury Rate: N/A

Reporting will start after 80,000 hours.

Updates

Overall Project Progress is 32% complete.

Pre-Construction Progress is 88% complete.

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

Equity


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




Project Map



G Line BRT Improvements

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

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



G Line BRT Improvements

Safety

Project Construction Hours: 223,805;

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

Updates

Overall Project Progress is 27% complete.

Construction Contract Progress is 7% complete.

Design

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

Construction

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

Utility Owner-Performed Advanced Utility Relocation (AURs)

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

Property Acquisitions

- Metro has obtained possession of all required properties

Equity

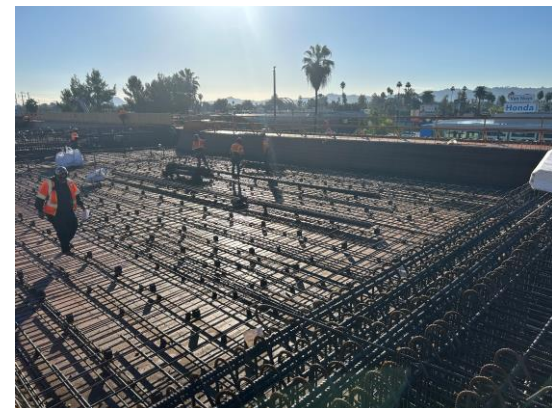
15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.



Falsework for Van Nuys Bridge




Aerial View of Van Nuys Bridge Construction




Rebar Installation at Van Nuys Bridge



I-105 Express Lanes

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

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

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

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



I-105 Express Lanes

Safety

Project Construction Hours: 169,305;

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

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

Updates

Overall Project Progress is 23% complete.

Design Progress is 97% complete.

Segment 1

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

Segments 2 and 3

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

Equity

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



Project Map



105EB Stanford bridge
falsework




105WB RW 270 Soil Nail
Wall Exterior



105WB first pour of
base material on
pavement



East San Fernando Valley Transit Corridor

BUDGET				
		Approved Budget To Date*, **	Previous Forecast**	Current Forecast**
	Pre-Construction	\$1,488M	\$1,488M	\$1,488M
	Project	N/A	\$3,513M	\$3,513M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

FFGA Budget Amount: \$3,573M

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

**Excludes finance costs.

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

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



East San Fernando Valley Transit Corridor

Safety

Project Construction Hours: 303,938;

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

Updates

Overall Project Progress is 18% complete.

Construction Contract Progress is 7% complete.

Real Estate

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

PDB Contract

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

Light Rail Vehicle (LRV) Procurement

- LRV Manufacturing Contract scheduled for award in Summer 2026.

Equity


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



ESFV Project Map



Southeast Gateway Line

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction*	\$997.75M	\$997.75M	\$997.75M
	Project**	N/A	\$8,200M - \$9,500M	\$8,200M - \$9,500M***
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

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

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

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

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

*Current schedule forecast reflects Metro's Internal Schedule.



Southeast Gateway Line

Safety

Project Construction Hours: N/A;

Recordable Injury Rate: N/A

N/A - Construction not started.

Updates

Entry to Engineering

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

Advanced Engineering

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

Advanced Works Construction Contract (CM/GC)

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

Other work

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

Equity

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



Southeast Gateway Line Project Map



January 2026 Construction Committee

Vermont Transit Corridor

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	N/A	Spring 2028
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A



Vermont Transit Corridor

Safety

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

Updates

Overall Project Progress is 17% complete.

Environmental Progress is 100% complete.

- NEPA clearance received
- Construction Management Task Order (TO) executed
- Final Design TO executed
- Construction Manager/General Contractor proposals received 11/25/2025
- 30% Design complete

Equity


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



Vermont - Project Map



Link Union Station (LINK US)

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction	\$297.82M	N/A	\$297.82M
	Project	N/A	N/A	\$1,500M - \$1,800M
	Variance from Approved Pre-Construction Budget:		N/A	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	N/A	Summer 2031
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A



Link Union Station (LINK US)

Safety

Project Construction Hours: N/A;
Recordable Injury Rate: N/A
Reporting will start after 80,000 hours.

Updates

Design Progress is 75% complete.

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

Equity

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



Life Storage demolition and paving completed November 2025



Life Storage demolition and paving completed November 2025





Board Report

File #: 2025-0946, **File Type:** Oral Report / Presentation

Agenda Number: 19.

CONSTRUCTION COMMITTEE JANUARY 14, 2026

SUBJECT: CALTRANS QUARTERLY UPDATE

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

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

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

- **SR-71 South Segment Project (SR-71 South):** Caltrans is the lead agency delivering this project. SR-71 South has been under construction for almost four years. The Project is substantially complete. All northbound lanes were opened to traffic on October 31, 2025. The southbound HOV lane will be opened to traffic in the coming weeks. At the August 2025, California Transportation Commission meeting, Caltrans requested and was granted 13 additional months to complete the plant establishment period for the Project.
- **SR-57/60 Interchange Improvements Project:** While Caltrans is a key partner, the construction phase is being led by SGVCOG, with Metro serving as the funding agency. SR 57/60 has been under construction for more than two years; it is identified as a 28x28 project; and substantial project completion is expected by July 2028 before the start of the 2028 Olympic Games. The project is 42% complete and approximately six months behind schedule, primarily due to Southern California Edison delays. Value engineering proposals to revise bridge construction staging and soil settlement periods are under Caltrans and the Engineer of Record review to mitigate schedule impacts.

EQUITY PLATFORM

SR-71 South Segment Project

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 average rate by 19%. Collisions usually 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.

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

SR 57/60 Interchange Improvements Project

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

The Project is administered by SGVCOG and has identified a 24% Disadvantaged Business Enterprise (DBE) goal. Per the recent DBE Interim Final Rule published in the Federal Register on October 3, 2025, effective immediately, DBE contract goal setting along with DBE monitoring and compliance on all federally funded projects, is suspended until further notice.

Project-Based Equity Considerations

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

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

Community Engagement

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

may arise are addressed on a case-by-case basis by the appropriate project partners.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. The projects identified in this Board Report will likely increase VMT in LA County, as it includes updates to Measure M funded highway projects. 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, 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.

SR-71 South Segment Project

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

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

SR 57/60 Interchange Improvements Project

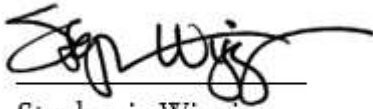
SR 57/60 Interchange Improvements Project is likely to increase VMT in Los Angeles County, as it includes the construction of a new travel lane, new eastbound on- and off-ramps, and the reconstruction of the Grand Avenue Bridge to reduce merging conflicts. While these improvements may encourage solo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

Prepared by:

John Yang, Deputy District Director, Caltrans District 7, (213) 761-3255
Kevin Lai, Director of Capital Projects, SGVCOG, (626) 457-1800

Robert Machuca, Deputy Executive Officer, Complete Streets & Highways, (213) 418-3467
Michelle E. Smith, Executive Officer, Complete Streets & Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317

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





January 2026

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: 94% complete. All widened roadway completed. Punchlist is being worked on with the contractor.



Metro

January 2026 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 





State Route 71 (SR-71) South Segment

- Project reached substantial completion milestone on 10/31/25. Working with the contractor to complete punchlist items.
- Striping for Southbound (SB) high-occupancy vehicle (HOV) lane completed at the county line. Working with District 8 to match the lane configuration.
- Plant Establishment will be completed in November 2026.



State Route (SR)-71

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: 42 % complete. <ul style="list-style-type: none"> Current Delay: The project is approximately 133 working days (6 months) behind schedule. This includes a schedule delay attributable to a late notification to Southern California Edison (SCE) by the contractor. <ul style="list-style-type: none"> Working on value engineering with Caltrans seeking approval on revised staging for concurrent bridge construction, potentially mitigating months of delay. Working on value engineering with Engineer of Record (EOR) to evaluate soil settlement periods at Grand Avenue, potentially mitigating months of delay. Contractor is looking at options to accelerate bridge.



Metro

January 2026 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 September 2025)	Current Forecast
	\$275.6M	\$275.6M	\$113.2M	\$275.6M
	Variance from Approved Construction Funding Agreement:		\$0 (0%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 

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

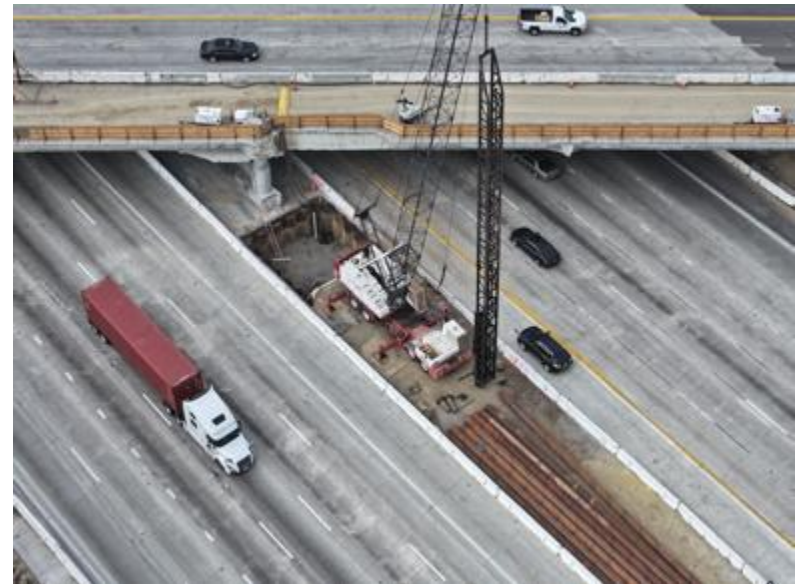
*Substantial completion is anticipated in July 2028 (ahead of the 2028 Olympic Games).

State Route (SR) 57/60 Interchange Improvements

- Construction Progress: 42% complete as of September 2025.
- Completed columns and began falsework for Eastbound (EB)-SR60 Bypass Bridge deck.
- Began foundation work for Grand Avenue Bridge (Replacement).
- Continued retaining wall construction at various locations.
- Continued storm drain relocations at various locations.
- Continued Civil Work for Eastbound SR-60 mainline and Golden Springs Drive Undercrossing Roadway.
- Continued foundation work for Retaining Wall #110 (Grand Avenue Eastbound SR-60 On-ramp).



Falsework for EB SR-60 Bypass Bridge Deck



Foundation work for Grand Avenue Bridge (Replacement)



Board Report

File #: 2025-1030, **File Type:** Informational Report

Agenda Number: 20.

CONSTRUCTION COMMITTEE JANUARY 14, 2026

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 September 1, 2025, to November 30, 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 September 1, 2025, to November 30, 2025. The OIG gathers the data, reviews all the change orders over \$500,000, and selects change orders from the major projects. The information for the Spot Checks was collected from the Program Management Information System (PMIS), which is the department’s database system. Also, virtual meetings and telephonic interviews were conducted with Metro Program Management, Project Control, and Procurement staff from each involved project office.

For each Spot Check, we summarized:

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

Metro’s Program Control department has provided informal responses to this report before its

issuance, and they are asked to provide written responses to the recommendations in this OIG Spot Checks Report within 30 days after this Report is issued. Included with this report is a spreadsheet with the status of responses concerning previous OIG Spot Check Report recommendations (Attachment B).

DISCUSSION

Spot Checks Performed in this Quarter

Spot Check #1 -The LAX/Metro Transit Connector Project

This OIG Spot Check report pertains to the LAX/Metro Transit Center Station Project (Contract C1197 MOD 00071). Design Modification to the Photovoltaic (Solar Power System).

Change Order Detail

See Attachment A Spot Check #1 table.

Summary #1

Scope of Work - This \$1,120,314 change order, MOD 00071, pertains to the LAX/Metro Transit Center Station Project (C1197). It compensates the Contractor for additional labor, materials, and equipment required due to unforeseen conditions encountered during the installation of the Photovoltaic (PV) system in the landscape area.

The modification was initiated following a Metro design directive, issued after field verification confirmed that the basis-of-design solar panel model specified in the original contract documents had been discontinued and was no longer commercially available from the manufacturer.

The revised scope of work includes structural modifications to existing support elements and the fabrication and installation of additional structural members to support the replacement PV panel specifications. The total cost of the modification includes all labor, materials, and equipment necessary to complete the system installation and achieve full system integration within the designated area.

Technical Issue:

The original design specified manufacturer-specific mounting embeds engineered for the discontinued panel model. Upon evaluating alternative solar panel manufacturers, it was determined that the existing embed configuration is incompatible with the mounting hardware and structural connection requirements of the available replacement panels. The dimensional tolerances, load-transfer mechanisms, and attachment-point locations differ significantly across manufacturers, preventing direct substitution.

Required Modifications:

- 1. Structural Rework:** Remove and/or modify existing embedded anchor systems installed

based on the original panel specifications

- 2. Additional Structural Members:** Install supplementary structural steel components and foundation elements to accommodate the revised mounting requirements of the replacement PV panel model
- 3. System Integration:** Ensure all modifications maintain structural integrity, meet load requirements, and comply with applicable structural and engineering standards

Schedule Enhancement:

To mitigate schedule impacts and improve the overall project completion timeline, the construction methodology was revised. The foundation work was executed using a revised embed system that allowed for independent construction sequencing. This approach enables parallel work activities and reduces dependencies on the critical path. Steel components can be fabricated, delivered, and installed on a separate timeline, improving construction efficiency and reducing field coordination conflicts.

Budget - This change order for MOD 00071 had an agreed-upon amount of \$1,120,314, which included costs that weren't captured in the Contractor's Cost Scheduled Proposal (CSP) and aligned with the Independent Cost Estimate (ICE). The CSP was \$1,055,610, and ICE was \$1,287,001. The ICE is \$231,391 (21.92%) over the CSP, and the negotiated amount is \$166,687 (12.95%) less than the ICE. The project staff stated that funds for this change order are within the Life-of-Project budget.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on October 23, 2025, and the staff completed all signature approvals within twenty-four workdays. Under the prior Board approval method for change orders, assuming presentation at a December Board meeting date, it would have taken a total of forty-eight workdays to complete the transaction.

Safety - The LAX/Metro Transit Center Station Project has 387,164 Project hours through May 2025, with a Total Recordable Injury Rate (TRIR) of 2.06 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .155 (the Bureau of Labor Statistics National Average is 1.5).

Recommendations/Lessons Learned - No recommendations by the OIG.

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

This OIG Spot Check report pertains to the Purple Line Extension Section 3 Transit Station Project (Contract C1152 MOD 00158). Construction costs resulting from design changes to the power and communication distribution systems for both bicycle hubs at the UCLA and the Veterans Affairs (VA)

Hospital Station.

Change Order Detail

See Attachment A Spot Check #2 table.

Summary #2

Scope of Work - This change order in the amount of \$760,999.51 is for MOD 00158. This modification addresses construction costs for the Purple Line Extension 3 (PLE3) Transit Station Project (C1152) for both bicycle parking facilities (bike hubs) at the UCLA Station and the VA Hospital Station. During the final design phase, Metro Planning introduced scalable revisions to the electrical and communication distribution systems and added cabinets to house the access control equipment. These scope elements were not incorporated into the base contract.

Potential Cost Savings That Could Have Occurred:

1. Early Identification: Providing these requirements for bike hub access equipment during the initial bike hub planning could have avoided administrative costs of processing separate modifications and potentially secured better pricing through competitive bidding as part of a larger scope.

Budget - This change order for MOD 00158 was negotiated to the amount of \$760,999.51. The Contractor's Cost and Schedule Proposal (CSP) was \$789,406.90, and the Independent Cost Estimate (ICE) was \$877,910.92. The ICE is \$88,504.02 (11.21%) over the CSP, and the agreed-upon amount is \$116,911.41 (13.32%) less than the ICE. The project staff stated that funds for this change order are within the Life-of-Project budget.

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

Safety - The Purple Line Extension 3 Transit Project for the C1152 contract has 3,024,123 Project hours through November 2025, with a Total Recordable Injury Rate of 1.22 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .20 (the Bureau of Labor Statistics National Average is 1.5).

Recommendation/Lessons Learned - Earlier identification of construction task sequencing and its alignment with the project definition drawings could have resulted in cost savings.

Spot Check #3 - The East San Fernando Valley Transit Corridor Project

This OIG Spot Check report pertains to the East San Fernando Valley Transit Corridor Project (Contract C1220 MOD 00012). Incorporating the self-performed work by the Los Angeles

Department of Water and Power into the design work schedule.

Change Order Detail

See Attachment A Spot Check #3 table.

Summary #3

Scope of Work - This change order in the amount of \$918,581 is for MOD 00012. This modification pertains to the East San Fernando Valley (ESFV) Transit Corridor Project (C1220). The Los Angeles Department of Water and Power is self-performing an underground electrical duct bank installation within the three-mile underground segment of the ESFV LRT alignment, extending from San Fernando Road to south of Parthenia Street.

The Los Angeles Department of Water and Power (LADWP) is self-performing this work under a separate agreement with Metro, rather than including it within the contractor's initial design scope. During the development of this contract, Metro and LADWP leadership agreed not to move forward with the proposed undergrounding of electrical lines, which was later changed when LADWP came under new leadership. As such, the original contract did not account for the level of effort required for the coordination and integration of this third-party utility work into the final project design.

This modification provides compensation to the contractor for the additional professional design and coordination services necessary to integrate the LADWP electrical duct bank into the project design.

The scope of work includes:

- **Design Plan Integration:** The Contractor will incorporate the LADWP electrical duct bank design into the current project design documents and utility profile plans. This work includes reviewing and integrating the LADWP designs to identify any conflicts with existing or proposed infrastructure, coordinating with other utility systems shown in the project plans, and evaluating constructability impacts that may affect sequencing, access, or construction methods.

Budget - This change order for MOD 00012 was negotiated to amount of \$918,581. The Contractor's Cost and Schedule Proposal (CSP) was \$1,011,149, and the Independent Cost Estimate (ICE) was \$779,906. The ICE is \$231,243 (22.87%) under the CSP, and the negotiated amount is \$138,675 (17.78%) over the ICE.

Potential Cost Savings That Could Have Occurred:

1. **Early Identification:** The three-mile underground duct bank design was initially agreed not to be included in the scope of the Design Work. Earlier recognition of the agreement between Metro and LADWP could have allowed this scope to be negotiated into the original design contract, but it would have had a significantly greater impact on the overall project budget. The original undergrounding agreement would have resulted in a higher cost because it was expected that Metro would be responsible for all related undergrounding costs and schedule impacts. Metro leadership resumed negotiations with LADWP in 2024, and now the undergrounding is being done at LADWP's expense, resulting in a reduction of risk for Metro. If the original agreement had remained in place, the project could have prevented the

additional administrative expenses associated with processing a modification.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on October 31, 2025, and the staff completed all signature approvals within nineteen workdays. Under the prior Board approval method for change orders, assuming presentation at the December Board meeting date, it would have taken a total of twenty-six workdays to complete the transaction.

Safety - The East San Fernando Valley Light Rail Transit Line Project C1220 contract has 303,065 Project hours through October 2025, with a Total Recordable Injury Rate of 1.33 (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 and lessons learned - No recommendations by the OIG.

Spot Check #4 - The Rail-to-Rail Active Transportation Corridor Project

This OIG Spot Check report pertains to the Rail-to-Rail Active Transportation Corridor Project (Contract C1166 MOD 00166.1), Consolidation of three previous change orders (CO-00003, CO-00003.1, and CO-00003.2 for unforeseen subsurface conditions within the public right-of-way.

Change Order Detail

See Attachment A Spot Check #4 table.

Summary #4

Scope of Work - This change order in the amount of \$537,294.30 is for MOD 00166.1. It pertains to the Rail-to-Rail Transportation Corridor Project (C1166). This contract modification consolidates and supersedes three previous change orders (CO-00003, CO-00003.1, and CO-00003.2) into a single comprehensive agreement between LA Metro and the Contractor to address unforeseen subsurface conditions within the public right-of-way.

Budget - This change order MOD 000166.1 had an agreed-upon amount of \$537,294. The Contractor's Cost and Scheduled Proposal (CSP) was \$537,294, and the Independent Cost Estimate (ICE) was \$631,750. The ICE is \$94,456. (17.58%) over the CSP, and the negotiated amount. The staff stated that funds for this change order are within the Life-of-Project budget.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on October 17, 2025, and the staff completed all signature approvals within twenty workdays. Under the prior Board approval method for change orders, assuming presentation at the December Board meeting date, it would have taken a total of thirty-two workdays to complete the transaction.

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

Recommendations/Lessons Learned - Program Management assessed risks and possible public impacts, including traffic effects, and determined it was acceptable to proceed without exploring subsurface conditions in the public right-of-way.

FINANCIAL IMPACT

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

Impact to the Budget

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

- Spot Check #1) \$1,120,314 LAX/Metro Transit Connector Project
- Spot Check #2) \$760,999.51 Purple Line Extension Section 3 Transit Station Project
- Spot Check #3) \$ 918,581 ESFV Transit Corridor Project
- Spot Check #4) \$537,294.30 Rail-to-Rail Active Transportation Corridor Project

EQUITY PLATFORM

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

VEHICLE MILES TRAVELED OUTCOME

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

NEXT STEPS

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

ATTACHMENTS

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

Attachment B - OIG Recommendations and Responses Tracking Sheet

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

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


Karen Gorman
Inspector General

Spot Check #1 – The LAX/Metro Transit Connector Project – Contract C1197**Change Order Detail**

<u>Description of Modification or Change Order – MOD 00071</u> Design Modification to the Photovoltaic (Solar Power System)	
<u>Change Order Dates:</u>	
Scope of Work approved	October 28, 2025
Awarded to the Contractor	October 23, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process	24 workdays
Estimate using former Board approval process Agenda for the December Board Meeting	48 workdays
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$1,287,001
Contractor Stated Proposal (CSP)	\$1,055,610
Agreed Amount	\$1,120,314
Percentage of negotiated amount under the (ICE)	12.95%
Amount over than the Contractor's Proposal (CSP)	\$64,704

Spot Check #2 – The Purple Line Extension Section 3 Transit Station Project - Contract C1152**Change Order Detail**

<u>Description of Modification or Change Order – MOD 00158</u> Construction costs resulting from Metro driven design changes to the power and communication distribution systems for both bicycle hubs at the UCLA and the Veterans Affairs (VA) Hospital Station	
<u>Change Order Dates:</u>	
Scope of Work approved	November 14, 2025
Awarded to the Contractor	October 30, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	11 workdays
Estimate using former Board approval process Agenda for the December Board Meeting	25 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$877,910.92
Contractor Stated Proposal (CSP)	\$789,406.90
Negotiated Amount	\$760,999.51
Percentage of negotiated amount under the (ICE)	13.32%
Amount less than the Contractor's Proposal (CSP)	\$28,407.39

Spot Check #3 – East San Fernando Valley Transit Corridor Project - Contract PS89616000

Change Order Detail

<u>Description of Modification or Change Order – MOD 00012</u> Incorporate the Work Self-Performed by LADWP in the Design Work Schedule	
<u>Change Order Dates:</u>	
Scope of Work approved	November 20, 2025
Awarded to the Contractor	October 31, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	19 workdays
Estimate using former Board approval process Agenda for the December Board Meeting	26 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$779,906
Contractor Stated Proposal (CSP)	\$1,011,149
Negotiated Amount	\$918,581
Percentage of negotiated amount over the (ICE)	17.78%
Amount less than the Contractor's Proposal (CSP)	\$92,568

Spot Check #4 – The Rail-to-Rail Transportation Corridor Project - Contract C1166

Change Order Detail

<u>Description of Modification or Change Order – MOD 00166.1</u> Consolidation of three previous change orders (CO-00003, CO-00003.1, and CO-00003.2 for unforeseen subsurface conditions within the public right-of-way	
<u>Change Order Dates:</u>	
Scope of Work approved	November 13, 2025
Awarded to the Contractor	October 17, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process,	20 workdays
Estimate using former Board approval process Agenda for the December Board Meeting	32 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$631,750
Contractor Stated Proposal (CSP)	\$537,294.30
Agreed Amount	\$537,294.30
Percentage of negotiated amount under the (ICE)	17.58%
Amount less than the Contractor's Proposal (CSP)	\$0

ATTACHMENT B (OCTOBER 2025)

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

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

--	--	--	--

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
<p>#1 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00045) LRT Excessive Deflection.</p>	<p>The OIG requested a response from the Project Management team to a series of questions to justify Metro's reasoning for approving the cost.</p> <p>To streamline future adjustments, it is recommended to implement engineering controls and monitoring systems to detect anomalies early in the project lifecycle. Additionally, Metro's quality assurance protocols could benefit from enhancements that balance safety, quality, time, and budget considerations. For instance, ensuring adequate time for structural completion before commencing finishing works could prevent similar change orders in the future.</p>	<p>Response and justification from Management:</p> <ul style="list-style-type: none"> 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. 	<p>November 13, 2024</p>
<p>#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>	<p>I have requested a response from the Project Management team to a series of questions to justify Metro's reasoning.</p> <p>The prime contractor and infrastructure designer did not account for the sewer lateral in their plans because there was no indication in reference documents provided by the Los Angeles Bureau of Engineering (LABOE). The contractor utilized utility location methods (i.e., potholing and GPR) which were unsuccessful. I reviewed the contractor processes and as-build utility records with the Los Angeles Bureau of Engineering (LABOE), which revealed no records of the private sewer lateral and supports the justification of the change order.</p>	<p>The cost for the modification encompassed temporary remediation and repair of the sewer lateral, which was an unforeseen condition not reflected in the city-provided as-built drawings. These unexpected circumstances necessitated immediate corrective action to maintain project continuity and further impact residents.</p> <p>The OIG accepts Management's justification of the modification.</p>	<p>November 7, 2024</p>

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

#4 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector 96 th St Transit Station (Contract C1197, MOD 00049) Improvements of the north-end perimeter site fencing.	The OIG requested Management’s justification to the modification and reasoning that necessitated the improvements to north-end perimeter site fencing.	The change includes costs associated with the design, materials, and construction that were necessitated by the increased number of bus chargers and modifications implemented by the LADWP.	October 24, 2024
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 LAWDP Change to Electrical Rooms and Equipment, Construction and Design with minor changes.	<p>The OIG recommends staff work closely with SCE and LADWP to confirm their approvals for the requested work and to update any MRDC standard or specification to ensure that Metro corrects any out of date standards in relations to SCE or LADWP.</p> <p>It is recommended that Management discuss with the Diversity and Economic Development Department if the standard change order language might be revised to indicate a particular SBE/DBE goal for the change order “unless the contractor has already met the SBE/DBE goal for the contract as a whole”.</p>	<p>#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 subcontractors are paid timely.	Project Management agreed with the recommendation.	December 27, 2024

File#
2025-1030

Office of the Inspector General Construction Change Order Spot Check Report

Presented By:
Karen Gorman
Inspector General

January 14, 2026
Construction Committee
Los Angeles County Metropolitan Transportation Authority



Spot Checks 1 & 2

File#
2025-1030

1 – The LAX/Metro Transit Connector Project

Unforeseen Conditions - Construction costs to the Solar power system in the landscape area. The original basis-of-design solar panel model was discontinued by the manufacturer, necessitating rework of the already installed support elements and replacement of the solar panel equipment.

Recommendation:

Award: \$1,120,314

No Recommendations by the OIG

2 – The Purple Line Extension Section 3 Transit Station Project

Construction Costs Resulting from Design Changes - Metro Planning introduced revisions to the electrical and communication systems and added cabinets to house access-control equipment for bicycle hubs at the UCLA and Veterans Affairs Stations.

Recommendation:

Award: \$760,999.51

Earlier identification of construction task sequencing and its alignment with the project definition drawings could have resulted in cost savings.

January 14, 2025
Construction Committee
Los Angeles County Metropolitan Transportation Authority



Spot Checks 3 & 4

File#
2025-1030

3 – East San Fernando Valley Transit Corridor Project

Incorporate the Work Self-Performed by LADWP into the Design Work Schedule - This modification provides compensation to the contractor for the additional professional design and coordination services necessary to integrate the LADWP electrical duct bank into the project design.

Recommendations/Lessons Learned

Award: \$918,581

Under the revised agreement with LADWP, the 3-mile duct bank will be completed at LADWP's expense, reducing risk and minimizing impacts to Metro's project budget. Metro will assume the cost for integration and critical component management. By comparison, the original agreement would have had a greater impact on Metro's budget.

4 – The Rail-to-Rail Active Transport Corridor Project

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

Recommendations/Lessons Learned

Award: \$537,294.30

Program Management assessed the risks and possible public impacts, including traffic effects, and determined it was acceptable to proceed without exploring subsurface conditions in the public right-of-way.

Spot Check Schedule Comparison

File#
2025-1030

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 LAX/Metro Transit Center Station Project	Unforeseen Conditions – Design Changes to Photovoltaic System	24	24	48
The Purple Line Extension Section 3 Transit Station Project	Construction Cost Resulting from Metro Planning Design Changes	14	11	25
The East San Fernando Valley Transit Corridor Project	Incorporating LADWP Self-Performed Work into the Design Work Schedule	7	19	26
The Rail-to-Rail Active Transport Corridor Project	Differing Site Conditions – Unforeseen Subsurface Conditions within the Public Right-of-way	12	20	32

January 14, 2026
Construction Committee
Los Angeles County Metropolitan Transportation Authority

