



Board Report

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Agenda Number: 19.

CONSTRUCTION COMMITTEE MAY 16, 2024

SUBJECT: FISCAL YEAR 2025 PROGRAM MANAGEMENT ANNUAL PROGRAM EVALUATION

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on FY25 Program Management Annual Program Evaluation.

ISSUE

The Annual Program Evaluation (APE) is a priority initiative to provide transparency into the performance of Metro's capital program. A comprehensive review of the risks associated with the costs and schedules of the program is conducted annually due to challenges managing a multi-billion-dollar capital program. This report summarizes the results of the FY25 APE review performed by the Program Controls and Program Management Departments, with additional participation from Countywide Planning and Development and the Operations Departments.

BACKGROUND

Metro implemented the Annual Program Evaluation initiative in 2016 to evaluate Metro's capital program. Metro delivers the largest transportation infrastructure program in the country and the APE provides transparency into the performance of capital projects. The APE is a project management tool providing a summary of initiatives to improve cost and schedule certainty and provides the Board with the current status of the various project budgets through completion.

The APE aligns with the Program Management department's mission statement that "together we build World Class transportation to transform the quality of life in our communities." In support of the mission statement, the APE initiative comprehensively evaluates Metro's capital program, including Transit, Highway, and Regional Rail, in addition to Planning projects anticipated to transition to construction during fiscal year 2025.

Project costs and schedules were updated to reflect current conditions and are included in the FY25 APE.

DISCUSSION

The Program Management Department is responsible for a diverse portfolio of projects. The APE is primarily focused on new projects that will carry-over through FY25, and all other projects estimated at \$5 million or greater. In addition to covering these active projects under Program Management which are either in development or implementation phases, this year's APE also includes projects which are anticipated to transition from planning to implementation during FY25. The number of APE projects increased from 36 projects in implementation in FY24 to 39 projects in FY25. The total value of projects in development and implementation did not change appreciably from \$25.2-\$26.8 billion in FY24 to \$25.7-\$27.2 billion in FY25. The FY25 Program Management APE presentation includes a complete project listing. The list of projects is grouped into the following categories:

- Preparing for capital projects transitioning from planning
- Major design build transit projects under construction with a life of project (LOP) budget greater than \$1 billion
- Capital projects with a LOP less than \$1 billion
- Alternative delivery projects
- Projects in development/shovel ready
- Projects in closeout

With the significant number and size of Program Management projects and the accelerated implementation schedule for delivering Metro's capital program, Metro's capability and capacity to deliver multiple complex projects on-time and within budget creates unprecedented challenges to project delivery. Program Management and Program Control have implemented several strategic initiatives to improve planning, consistency, transparency, and discipline to project delivery. These strategic initiatives are complementary and performed in conjunction with the Early Intervention Team (EIT) strategic initiatives. Key initiatives implemented and advanced in FY24, which are consistent with the OIG Construction Best Practice report, regarding contracting strategy and cost containment include:

Organization

- As part of Metro's Best Practices review, Program Management has:
 - Updated and issued our Metro Rail System Design Criteria (MRDC) with the help of an external consultant and with the assistance and benchmarking of major transit agencies.
 - Focused on several lessons learned from contract changes and contract provisions, including reviews from newly completed major projects like the Regional Connector and Crenshaw/LAX, and ongoing major projects like the Purple Line Segments 1, 2, and 3.
 - Updated and rewrote templates for design build contracts.
 - Created a new configuration management procedure for contract document version control.
- Program Management has developed and implemented training programs to further increase skills and the level of competency within the department and track training through staff annual Individual Performance Plans to invest in staff careers and improve corporate knowledge and growth on projects.

Streamlined Processes

- CEO delegated authority is utilized to accelerate the contract change process within the Board

adopted the life of project budget resulting in contract savings.

- Stage Gate Reviews at key points during project development are conducted in conjunction with the EIT to provide cross agency collaboration and cost control as outlined within the Early Intervention Team status report.

Alternative Delivery Process

- Program Management is continuing to deliver the Metro G Line Bus Rapid Transit (BRT) Improvements, I-105 Express Lanes, East San Fernando Valley, as the first alternative delivery projects utilizing the new Construction Manager/General Contractor (CMGC) and Progressive Design-Build (PDB) contract delivery methods.
- Pasadena to North Hollywood BRT and Southeast Gateway Line are advancing into CMGC procurement.
- Additional upcoming procurements are being evaluated for alternative delivery models.

Risk Issues

- Updated the risk and contingency procedure and following the FTA risk process in accordance with FTA requirements.
- Redrafted specification for Geotechnical Investigation protocol based on risk driven analysis.
- Updated technical design build and design bid build contract specifications to incorporate current requirements.

Scope Issues

- Metro successfully issued a Master Cooperative Agreement with the City of Los Angeles to ensure better scope control, streamline requirements, and control betterments.
- Metro is starting to negotiate an agreement with the Department of Water and Power.
- Professional services soft costs are being monitored in accordance with FTA guidelines and mitigation plans are being developed since they can account for up to a third of project costs.

Metro's primary focus remains on completing the projects within the Board-approved Life of Project (LOP) budgets and schedules. The majority of projects currently in implementation are forecast to be completed within the LOP budget. This year's APE identifies three projects with potential cost increases, which were not forecast during the FY24 APE process. The Metro Center Project, the Purple Line Extension Section 2 and the Division 20 Portal Widening Turnback Facility are forecasting they will need additional funds in FY25. The FY25 Program Management APE presentation includes project specific details.

Metro Center Project - The forecasted LOP increase is anticipated early in FY25 to address impacts related to differing site conditions, design delays, the extended completion schedule, and close out.

Purple Line Extension Section 2 - The forecasted LOP increase is to address current Project issues and risks. The Contractor has submitted multiple Requests for Changes (RFCs) asserting schedule impacts for various reasons and Metro is currently analyzing for merit.

Division 20 Portal Widening Turnback Facility - The forecasted LOP increase is anticipated at end of FY25 to address design-related issues, extension of professional services, and close out.

FINANCIAL IMPACT

The FY25 Program Management APE report has no specific budgetary or financial impacts. The APE report serves as an annual and early notice instrument to assess the scope, cost, and schedule risk items affecting the respective projects under the oversight of Program Management. Risk items affecting scope, cost, and schedule are identified on a project-by-project basis within the APE Presentation.

Should any potential project risks affecting scope, cost, and schedule parameters be realized, the Chief Program Management Officer will return to the Board with separate recommendations to address the identified risks and adjust the project cost and/or schedule accordingly.

EQUITY PLATFORM

All of the capital projects have project-specific community engagement activities and equity impacts. The projects have been grouped and assessed under six categories of high-level equity impact, as described below.

Major Transit Capital Projects

These major projects support transit access and connectivity through new construction and expansion across Los Angeles County. While specific project areas vary in demographics, land use, and jurisdiction, these projects are all intended to improve access to key destinations, such as jobs, health care, school, and neighborhood amenities, via high-quality transit. Other potential anticipated equity benefits include a reduction in single occupancy vehicle use and reliance, improved air quality, and a reduction in household transportation costs.

Multi-modal Capital

These projects are anticipated to expand multi-modal options for travelers through a variety of interventions, including light rail, active transportation infrastructure, and high-occupancy vehicle lane improvements. While project types and geographies vary, the shared impact is anticipated to diversify modes and costs of travel choices. In particular, transit and active transportation infrastructure enhancements are anticipated to improve safety for people walking and rolling.

Assets Capital

Capital improvements for Metro asset projects will serve Metro employees as well as the public. These projects will update equipment and other assets, which are anticipated to maintain safe working conditions for Metro employees and minimize project and service delivery disruptions for Metro riders. Specifically, the Transit Learning Center is an exciting resource for a new generation of potential Metro workforce members to gain skills and connections for future career opportunities.

Infrastructure Capital

Infrastructure maintenance and improvements contribute to safe and accessible conditions for Metro riders and the general public, including soundwall protection, wayfinding, grade and modal

separation, and transit station upgrades.

Regional Rail

The projects that fall under the Regional Rail capital program are anticipated to expand transit and other multi-modal choices for travelers in Los Angeles. Anticipated improvements include improved station access, increased rail capacity, and safer right-of-way improvements between different modes.

Highways

The highway capital projects are anticipated to improve safety conditions for travelers and the surrounding project areas of existing highway corridors via soundwall protection, high-occupancy vehicle lane expansion, highway safety design, and some multi-modal infrastructure. These projects are not anticipated to encroach on surrounding communities or further burden neighborhoods adjacent to existing highways.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

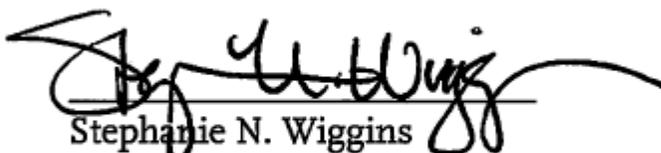
The recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. This will be accomplished by planning and delivering multiple capital projects on time and on budget.

NEXT STEPS

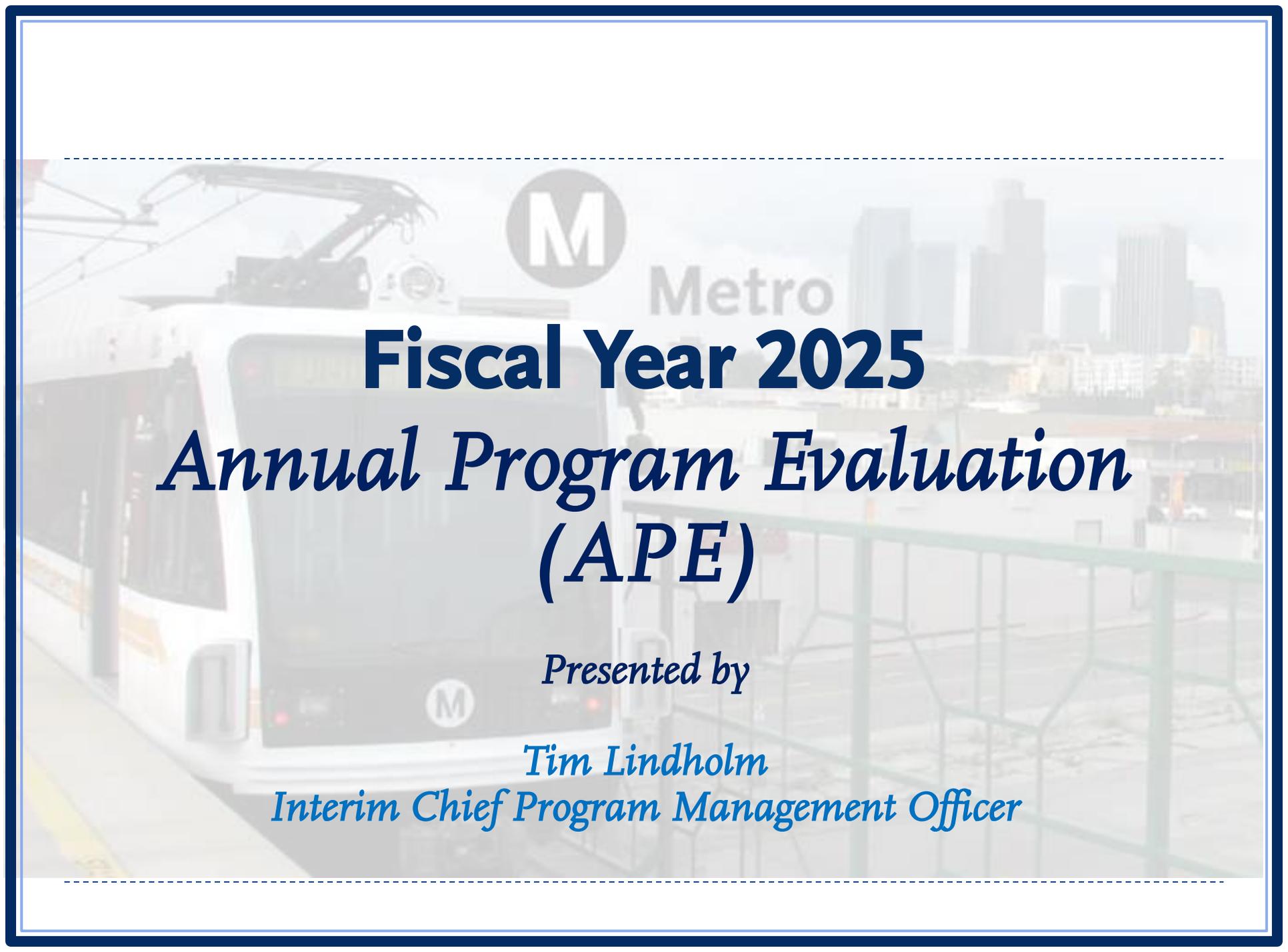
Program Management will request the resources required for project delivery success through the FY25 Budget process for Board approval. Project managers will work to deliver projects safely, on time and within the Board-approved budgets. Bi-monthly project updates will continue to be provided to the Board throughout the year. Projects with Individual LOP identified increases will return to the Board for a request for approval as necessary.

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Stephanie N. Wiggins
Chief Executive Officer



Fiscal Year 2025
Annual Program Evaluation
(APE)

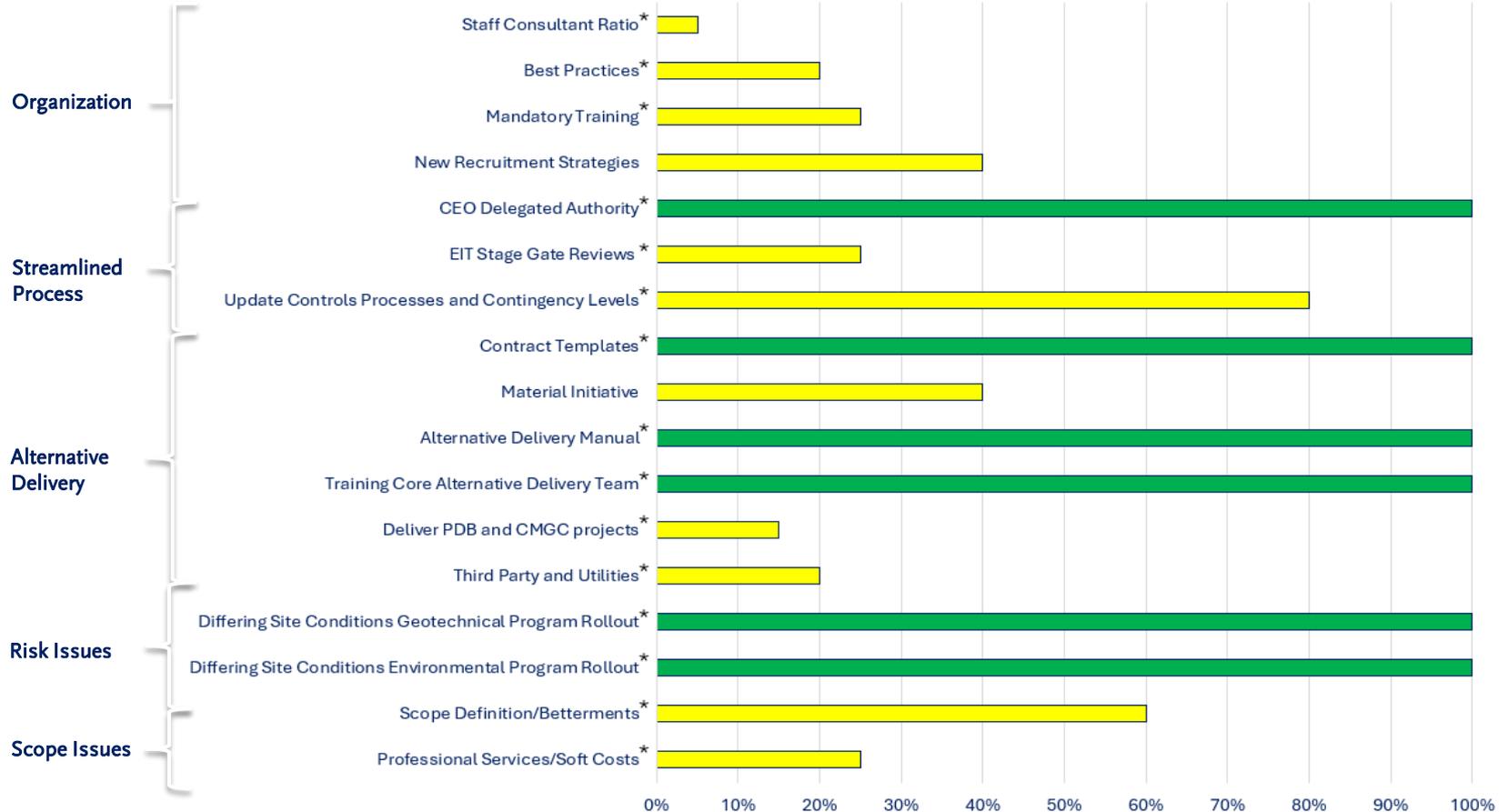
Presented by

Tim Lindholm
Interim Chief Program Management Officer

FY25 Annual Program Evaluation

- Strategic initiatives – a foundation for growth.
- Capital program is growing - we are preparing for the next phase of upcoming capital projects transitioning from planning to implementation.
- Growing our team to deliver these projects, with sound training in the new procedures and foundation documents.
- Providing better certainty on cost and schedule.

FY24 Strategic Initiatives and Mitigation Measures



*Consistent with OIG Construction Best Practices.

Progress on Strategic Initiatives and Mitigation Measures



*Consistent with OIG Construction Best Practices.

FY25 Program Summary

- The number of APE projects increased from 36 projects in implementation in FY24 to 39 projects in FY25.
 - 3 projects were completed and are no longer reported in the APE.
 - Project volume did not change appreciably from \$25.2-\$26.8 billion in FY24 to \$25.7-\$27.2 billion in FY25.
- 3 Projects are nearing transition from planning to implementation phase, which are currently estimated at \$17.0-\$17.7 billion.



Capital Projects – Planning to Implementation

	Current Phase	Phase Completion Date	Est. Cost Range (in Mil.)
Final EIR Anticipated for Release			
Southeast Gateway Line – Initial Operating Segment	NEPA/CEQA	Summer 2024	\$7,167
Eastside Extension Phase II – Initial Operating Segment	CEQA NEPA	Spr/Sum 2024 Spr/Sum 2025	\$7,895
Anticipating an LPA			
C Line Extension to Torrance/Green Line	CEQA	Fall 2025	\$1,900-\$2,900
Early Planning Phase or LPA not yet selected			
Vermont Transit Corridor BRT	CEQA	Spring 2025	TBD
ROC/BOC	Feasibility	Spring 2031	TBD
Sub-total:			\$16,962-\$17,692

Capital Projects With LOP > \$1Bn

Project Listing	Delivery Method	Current Approved LOP (in Mil.)	Current Forecast at Completion (in Mil.)	% Complete
Westside Purple Line Extension Section 1 Project	DB	\$3,129	\$3,354*	91%
Gold Line Foothill Extension Phase 2B Project - Pomona	DB	\$1,533	\$1,533	83%
Westside Purple Line Extension Section 2 Project	DB	\$2,575	\$2,700	66%
Westside Purple Line Extension Section 3 Project	DB	\$3,277	\$3,277	51%
Sub-total:		\$10,514	\$10,864	

*Increase reported in FY24 APE.

Capital Projects With LOP < \$1Bn

[All Values in Millions]

Project Listing	Delivery Method	Current Approved LOP	Current Forecast	% Complete
Metro Center Street Project	DB	\$144	\$152	90%
Rosecrans/Marquardt Grade Separation	DB	\$156	\$156	75%
Airport Metro Connector Project	DBB	\$899	\$899	72%
Division 20 Portal Widening Turnback Facility	DBB	\$957	\$1,007	64%
Rail to Rail Corridor Active Transp. Connector	DBB	\$166	\$166	59%
Crenshaw/LAX Catch-All	DBB	\$57	\$57	51%
Systemwide Signage	DBB	\$24	\$24	40%
Soundwall Package 10	DBB	\$73	\$73	34%
I-5 North County Enhancement Project	DBB	\$679	\$679	31%
Division 9 40ft Electric Bus Procurement and Charging Infrastructure	DBB	\$164	\$164	30%
Transit Learning Center (SEED School)	DBB	\$20	\$21	35%
I-605/South Street Interchange Improvement	DBB	\$33	\$33	15%
Eastbound SR-91 Atlantic to Cherry Auxiliary Lane Improvements	DBB	\$174	\$174	5%
North San Fernando Valley BRT (Ops Led)	DBB	\$180	\$180	< 1%
Division 1 Street Closure	DBB	\$10	\$10	0%
Regional Connector Catch-All	DB	\$10	\$10	0%
Subtotal:		\$3,746	\$3,805	

Alternative Delivery Projects

Preconstruction Budget Development

Project List	Delivery Method	Current Approved Pre-Construction Budget	Funding to Date (in Mil.)	Est. Cost Range (in Mil.)	% Complete (Design)
I-105 Express Lanes	CM/GC	\$119	\$1,100	\$1,000 - \$1,440	80%
Metro G Line Bus Rapid Transit (BRT) Improvements	PDB	\$150	\$391	\$488-\$511	54%
East San Fernando Valley	PDB	\$498	\$3,573*	\$3,573	50%
LINK Union Station Project	CM/GC	\$298	\$950	\$1,500 - \$1,800	40%
Depot Charging Infrastructure for Division 18/Division 7	PDB	\$0	\$125	\$175-\$300	30%
NoHo to Pasadena BRT	CM/GC	\$0	\$317	\$308 - \$515	25%
Sub-total:		\$1,065	\$6,456	\$7,044 - \$8,139	

*Aligns with the Letter of Intent.

Projects in Development – Shovel Ready

Project Listing	Delivery Method	Funding to Date (in Mil.)	Est. Cost Range (in Mil.)	% Complete (Design)
Chatsworth Station ADA Improvements	DBB	\$4	\$5 - \$6	100%
Westbound SR-91 Improvement Project Shoemaker Av to Alondra Blvd	DBB	\$43	\$200 - \$213	100%
I-710 Early Action Soundwalls P. 2	DBB	\$9	\$8 - \$10	98%
I-605 Beverly Blvd. On/Off-Ramp Improvements	DBB	\$27	\$31-\$35	90%
Brighton to Roxford Double Track	DBB	\$154	\$500 - \$625	90%
Lone Hill to White Double Track	DBB	\$19	\$230 - \$288	65%
Doran Street and Broadway/Brazil Grade Separation Project	DBB	\$79	\$254 - \$318	65%
Gold Line Foothill Extension Phase 2B Project – Montclair	DB	\$0 *	\$800 - \$900	40%
Doran Street Active Transportation	DB	\$3	\$15 - \$18	15%
K Line TPSS	DB	\$52	\$20 - \$40	0%
C Line Platform Extensions	DB	\$52	\$90 - \$100	0%
Subtotal:		\$442	\$2,153-\$2,553	

*Pomona to Montclair segment awaiting funding.

Projects in Closeout

Project List	Delivery Method	Funding to Date (in Mil.)	Est. Cost Range (in Mil.)	% Complete
Regional Connector Transit Project	DB	\$1,756	\$1,756	100%
Eastside Access	DBB	\$30	\$30	95%
Subtotal:		\$1,786	\$1,786	



Metro Project Completion Summary

Project Completion in FY24	Regional Connector Transit Project
	Eastside Access Improvements
Project Completion Planned in FY25 	Airport Metro Connector
	Rail to Rail
	Transit Learning Center
	I-605 South Street Off-Ramp Improvements
	Division 1 Improvements - 6th/Central Downtown LA Industrial District
	Metro Center Street Project

Construction LOP

Projects for LOP

Construction

Alternative Delivery

Metro G Line Bus Rapid Transit Improvements

East San Fernando Valley

I-105 Express Lanes, Civil Work

Design Build/Design Bid Build

SR-91 Westbound Improvement

Division 9 40ft Electric Bus Procurement and Charging Infrastructure

Anticipated FY25 LOP Budget Adjustments

Construction

Purple Line Extension Section 1 (carryover from FY24 APE)

Purple Line Extension Section 2

Division 20 Portal Widening Turnback Facility

Metro Center Project

Individual project details are in the Appendix.

Pre-Construction Budget

Projects for Pre-Construction Budget in FY25

Southeast Gateway Line [Pioneer to Slauson] - Utilities/Freight Relocation

North Hollywood to Pasadena BRT

Division 7 and 18 Electrification

Anticipated FY25 Pre-Construction Budget Adjustment

East San Fernando Valley

Individual project details are in the Appendix.





An aerial, slightly faded view of a city street scene. A yellow and white tram is moving along a track in the lower-left quadrant. The street is lined with modern, multi-story buildings and trees. Pedestrians and cars are visible on the sidewalks and road. The overall tone is light and professional.

CAPITAL PROJECTS – PLANNING TO IMPLEMENTATION

Southeast Gateway Line - Initial Operating Segment

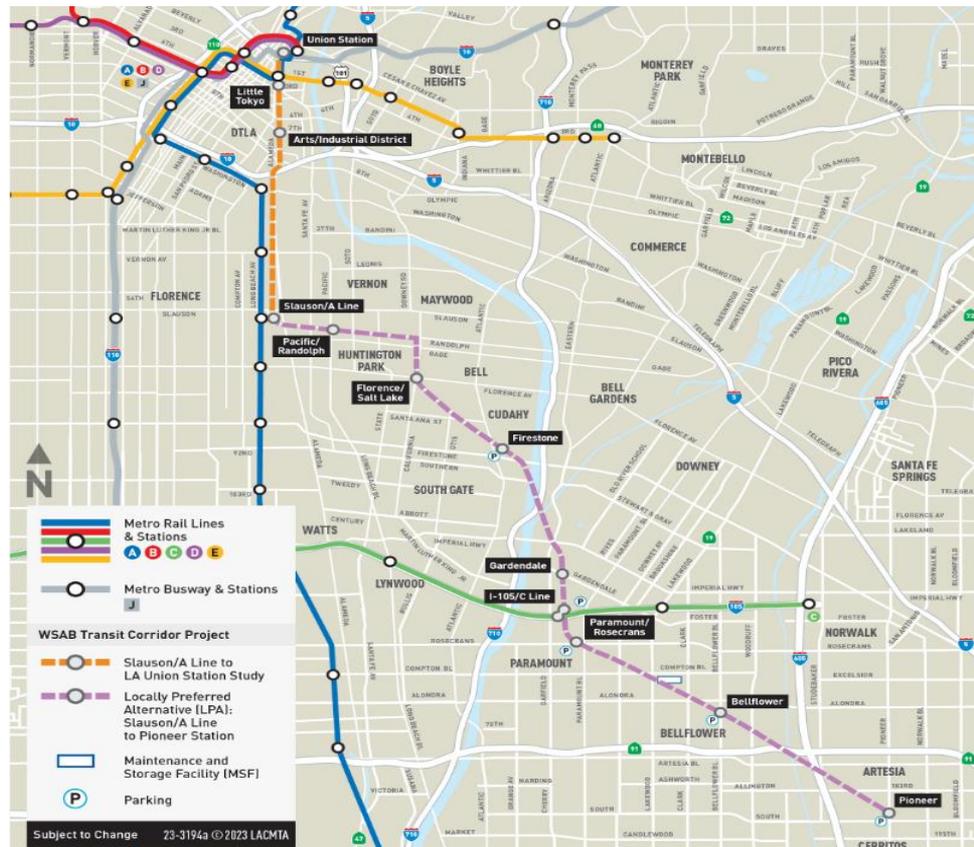
Funding Through
Current Phase
\$116M

Available
Funding
\$2,517M

Current
Forecast
\$7,167M

Current Forecast
Completion
Winter 2035

Project
Status
80% - Env.
Planning,
15% Design
Complete



Southeast Gateway Line - Initial Operating Segment

Cost: Project forecast stands at \$7.167 billion in YOES\$. Utilizing funds from both Measure M and Measure R, identified various funding sources, including FFGA. Anticipate completion of FFGA by roughly the end of 2026.

Schedule: Received FTA comments on Adm. Draft #2 of the FEIS/R issued for review on Dec. 22nd. On track for Record of Decision in Jul. 2024. Targeted Revenue Commencement Date: Q4 2035.

Mitigation Measures: Procuring a CMGC Advance Works contract to address high risk items such as utility relocations, freight relocation, grade crossings, and hazardous soils abatement. This proactive approach is essential in mitigating potential schedule risks.

Accomplishments:

- Executed Master Cooperative Agreements with all ten cities
- Executed MOU between Metro, UPRR, Port of LA, Port of LB, and ACTA
- Per schedule, Final EIR/S Admin Draft#2 issued for review to FTA/USACE on 12/22 and comments received
- Project Design Consultant (Advance Engineering) contract awarded in Nov. 2023.

Challenges/Risks:

- Third-party approvals of final traffic configurations and grade crossings, including CPUC
- Reaching an agreement and relocating private third-party utilities
- Right-of-Way(ROW) acquisition and relocation
- Advancement of final construction and maintenance agreements with UPRR
- Coordination with I-105 Express Lanes and existing C-Line



Eastside Extension Phase II - Initial Operating Segment

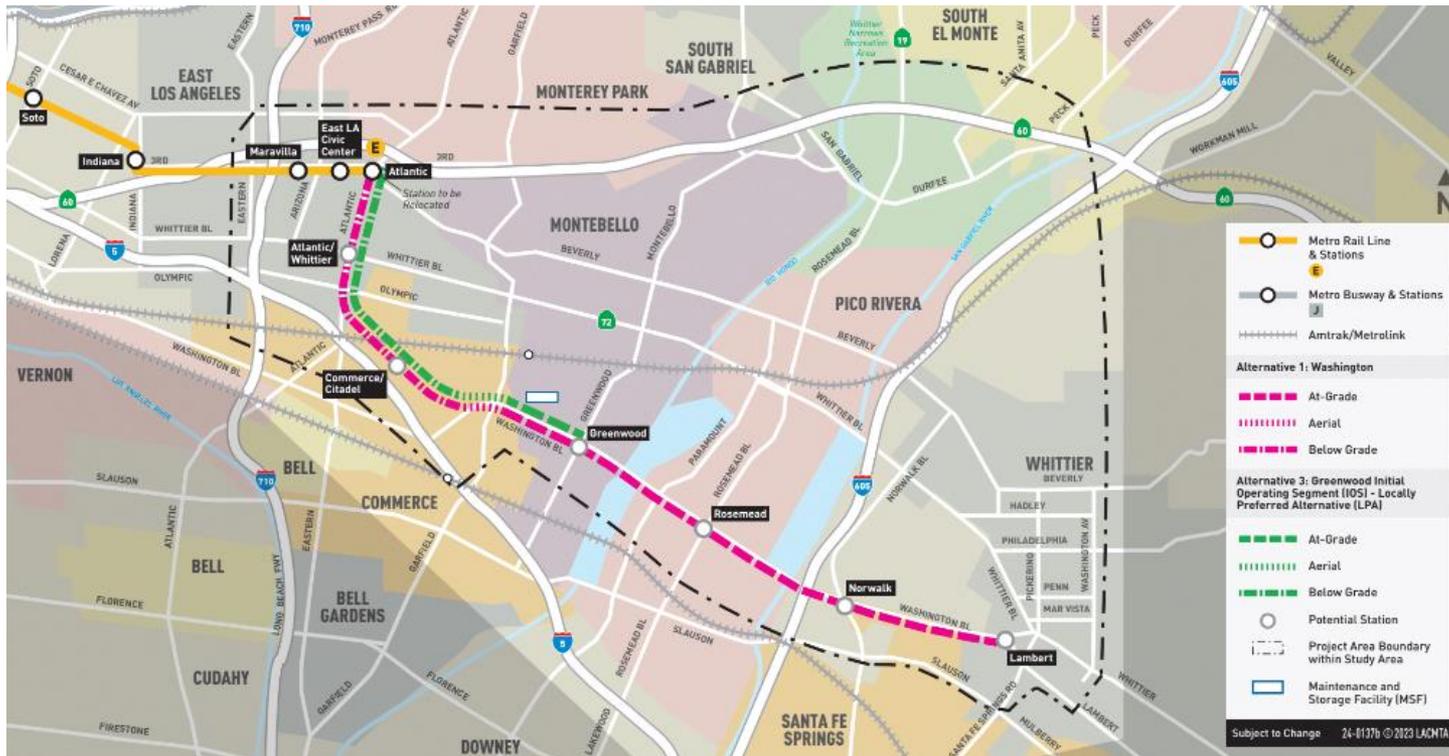
Funding Through Current Phase
\$88M

Available Funding
\$3,000M

Current Forecast
\$7,895M

Forecast Completion
Fall 2035

Project Status
90% CEQA,
15% Design Complete
- Full Alignment



Eastside Extension Phase II - Initial Operating Segment

Cost: IOS to Greenwood Station in Montebello. Seeking Federal Funding to complete initial segment.

Schedule: CEQA environmental document approval driving the request to enter NEPA and Preliminary Engineering schedule.

Mitigation Measures: Commence Advance Utility Relocation effort.

Accomplishments:

- Final EIR nearing completion and to be provided to Metro Board in Spring of 2024.
- MCA drafted by Metro's Legal Counsel to the Cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier for review.
- The project was awarded a 2023 Cycle 6 New TIRCP Grant in February 2023.
- Board approved LPA as IOS to Greenwood in December 2022.

Challenges/Risks:

- Begin procurement process for Preliminary Engineering upon determination of project delivery method
- Execute MCAs with the Cities of Montebello, Pico Rivera, Whittier and Commerce
- Secure remaining funding for the 1st segment of the project
- Right of Way Acquisitions
- Unknown environmental, geotechnical, and underground utilities

C Line Extension to Torrance/Green Line

<u>Funding Through Current Phase</u>	<u>Available Funding</u>	<u>Current Forecast</u>	<u>Current Forecast Completion</u>	<u>Project Status</u>
\$74M	\$1,550M	\$1,900M - \$2,900M	2033-3036	60% CEQA, 15% Design

Three alignments studied in the publicly released Draft EIR per CEQA. Metro Board has not yet selected preferred alignment (LPA). Capital cost estimates range from \$1.9B to \$2.9B, including escalation to midpoint of construction and ~40% contingency.

Funding Sources (not escalated):
 Measure R \$272M
 Measure M \$619M
 TIRCP Grant \$232M



C Line Extension to Torrance/Green Line

Cost: Capital cost estimates range from \$1.9B to \$2.9B, including escalation to midpoint of construction.

Schedule: Commencement of Preliminary Engineering will follow selection of an LPA. Schedule will be reassessed once the LPA is selected.

Mitigation Measures: Currently defining early works activities and anticipating an update to project schedule.

Accomplishments:

- Completed Draft EIR and public comment period (Jan-March 2023).
- Extensive community engagement and Board office engagement.
- Preliminary engineering initiated on early action items.

Challenges/Risks:

- Major utility relocations required regardless of alignment selected.
- Funding gap (between \$500M-\$1.5B depending on alignment)
- Program Management staffing - challenges to filling vacancies.
- Unknown utility impacts.

Vermont Transit Corridor

**Funding Through
Current Phase**
\$20M*

**Available
Funding**
\$425M

**Current
Forecast**
\$TBD

**Current Forecast
Completion**
2028-2030

**Project
Status**
2% Env.
Planning

* - Includes BRT
Planning/Environmental & PE

Project alternatives
and environmental
analysis per CEQA
for an EIR will be
complete by early
2025.

Bus only lanes
completion planned
by 2028, Full BRT
subsequent.



Vermont Transit Corridor

Cost: Measure M Expenditure Plan provided a set budget; Preliminary cost estimates were based on high level design (5%).

Schedule: Timely completion of the environmental process/project schedule, etc.; City and Community approval/acceptance.

Mitigation Measures: Early engagement with the City and Community, including elected officials; advancing design to develop refined cost estimates.

Accomplishments:

- Sep 2023: Board approved planning and environmental contract award.
- Dec 2023: Issued Task Order for communications/outreach services; community engagement for near, mid, and long-term improvements.
- Part 1 of environmental study will focus on delivering BRT requiring less environmental review (CEQA SE); planning to take full advantage of SB922.

Challenges/Risks:

- LA City approval – implementing BRT and urban design within LADOT owned and operated corridor.
 - Implementing BRT lanes on corridor with ROW constraints and traffic congestion.
 - Deliver a community-supported project by 2028 Olympics.
 - Aggressive schedule to complete environmental clearance and community engagement to meet delivery of BRT by 2028.
 - City Agency review and approval time may delay project schedule.
 - Sep 2022 Board direction to evaluate BRT project for federal Small Starts and complete NEPA.
-

ROC/BOC

Funding Through
Current Phase
\$3M

Available
Funding
\$3M

Current Forecast
LOP Budget
TBD

Current Forecast
Completion
Spring 2031

Project
Complete
75%
Feasibility
Study



ROC/BOC

Cost: Project is currently funded on a per fiscal year basis until there's more certainty with the scope and cost magnitude; \$2.5M (FY24 Non-Labor).

Schedule: Timely completion to integrate Measure M projects after East San Fernando Valley (ESFV). Potential delays in addressing the impacted uses at the anticipated project site of Division 10, funding and environmental issues that may be encountered.

Mitigation Measures: To be determined.

Accomplishments:

- Completed Feasibility Study Task-1- Spatial ConOps - Stakeholders Requirements
- Completed Feasibility Study Task-2 Space Layout Requirements (Draft Report)
- Met with other transit agencies who've built ROC BOC facilities to gather information and lessons learned, including Chicago Transit Authority (CTA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Washington Metropolitan Area Transit Authority (WMATA), New York City Transit Authority (NYCTA) and New Jersey Transit (NJT)

Challenges/Risks:

- Confirmation of scope, cost, schedule and funding sources that will align with timing of new rail corridors.



MAJOR TRANSIT PROJECTS LOP > \$1Bn

Gold Line Foothill Extension Phase 2B

Original <u>LOP</u>	Current <u>LOP</u>	Current <u>Forecast</u>	Forecast <u>Completion</u>	Percent <u>Complete</u>
\$1,406M	\$1,533M	\$1,533M	Spring 2026 (Pomona)	83%
	\$0M	\$800M-\$900M	Spring 2029 (Montclair)	0%



- Gold Line Rail Corridor (shared with freight)
- Metrolink Rail Corridor
- Gold Line Station
- Gold Line Station and Metrolink Station (not shared)
- Planned Grade Separation for Gold Line Trains Only

Gold Line Foothill Extension Phase 2B

Cost: Project segmented to Pomona; remaining segment is seeking funding to complete the project.

Schedule: Due to unfavorable economic conditions affecting bid prices, the alignment contract was restructured to terminate in Pomona, reducing the completion date with the alignment ending in Montclair.

Mitigation Measures: Seeking additional funding to complete the project.

Accomplishments:

- Light Rail Track construction completed
- LRT train control, OCS poles and wire installation in process
- Traction Power Substations (TPSS) delivered and installed
- Begin local field acceptance testing for TPSS's
- The four stations are currently under construction

Challenges/Risks:

- The contract option to extend the existing contract to Montclair expired; the Construction Authority will need to go out for a new construction bid when remaining funding is secured.
- Metro submitted SB-125 application in December 2023 to request remaining funding for the last two stations in the cities of Claremont and Montclair.

Westside Purple Line Extension Project



Westside Purple Line Extension Section 1

<u>Original LOP</u>	<u>Current LOP</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete</u>
\$2,774M	\$3,129M	\$3,354M	Summer 2025	91%

Cost: Anticipated Board Request for increase, which is a carryover from the FY24 APE.

Schedule: The current forecast Revenue Service Date has been adjusted from Spring 2025 to Summer 2025.

Mitigation Measures: The Project continues to work with the Contractor updating the monthly schedule to ensure the latest construction sequences are being reported, tracking progress against interim milestones, and actively managing resources as needed.

Accomplishments:

- Completed all track installation, including Wilshire/La Brea and Wilshire/La Cienega crossovers and deck removal at all three stations. Permanent power installation underway at Wilshire/Fairfax and Wilshire/La Cienega Stations. Local field acceptance testing is underway.

Challenges/Risks:

- Project Revenue Service Date (RSD) will not achieve the FFGA date of October 31, 2024. The current schedule forecast RSD has been adjusted from Spring 2025 to Summer 2025.
- Resolution of contractual dispute items with the contractor.

Westside Purple Line Extension Section 2

<u>Original LOP</u>	<u>Current LOP</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete</u>
\$2,441M	\$2,575M	\$2,700M	Summer 2026	66%

Cost: An LOP increase is forecasted in FY2025. The preliminary estimate for the increase is approximately \$125M. Contractor’s delay claims and Requests for Changes are currently under review. The results will be reflected in future updates, subject to Board Approval.

Schedule: Forecast for substantial completion is Summer 2026.

Mitigation Measures: Analyze and monitor potential delays to critical and near-term critical path schedule activities and intervene (as appropriate) before impacts are realized.

Accomplishments:

- Completed excavation and initial lining of all 14 cross passages.
- Completed excavation and concrete invert slab at Century City Constellation Station and started platform level walls.
- Completed invert slab, platform level walls, concourse slab at Wilshire/Rodeo Station and started appendage construction.

Challenges/Risks:

- Requests for Changes (RFCs), Notices of Intent to Claim (NOICs), open Claims, and elements in the risk register continue to pose risks to cost and schedule containment.
- Improving the contractor’s safety culture.

Westside Purple Line Extension Section 3

<u>Original LOP</u>	<u>Current LOP</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete</u>
\$3,224M	\$3,277M	\$3,277M	Summer 2027	51%

Cost: No change.

Schedule: Agreed upon accelerated schedule is being implemented.

Mitigation Measures: Implementation of agreed upon accelerated schedule will reduce negative float.

Accomplishments:

- Completed tunnels breakthrough at Constellation/Century city station.
- Completed excavating 3 of 14 cross passages.
- Completed support of utilities under Wilshire Blvd at the Westwood/UCLA Station.
- Continued station box excavations and over 50% complete.
- Started tunnel break-in at the Westwood/UCLA station and Westwood/VA Hospital Station.
- VA Parking Structure construction contract Notice to Proceed issued on September 27, 2023.

Challenges/Risks:

- Contractor resources to support the Accelerated Schedule.



CAPITAL PROJECTS LOP < \$1BN

Metro Center Street Project

Original
LOP
\$113M

Current
LOP
\$144M

Current
Forecast
\$152M

Forecast
Completion
2024

Percent
Complete
90%



Metro Center Street Project

Cost: Due to differing site conditions, design delays by the Design Build Contractor, supply chain issues, and extended completion schedule, the current forecast LOP budget is \$151.7 M based on December 2023 Project Team Cost Report.

Schedule: The substantial completion June 2024. Final completion December 2024 with delivery and installation of permanent Air Handling Units.

Mitigation Measures: The delay is being mitigated by the Contractor using temporary Air Handling Units. Negotiate open claims to resolve disputes, avoid further escalation and reduce cost and schedule impacts.

Accomplishments:

- Building is weather tight and art panel installation completed.
- On site underground utility work completed.
- Interior finishes and communication systems are nearly complete.

Challenges/Risks:

- Delayed delivery of key building system components is impacting the Project schedule for occupancy.

Rosecrans/Marquardt Grade Separation Project

Original
LOP
\$156M

Current
LOP
\$156M

Current
Forecast
\$156M

Forecast
Completion
2025

Percent
Complete
75%



Rosecrans/Marquardt Grade Separation Project

Cost: No Change.

Schedule: Project closeout by 2025.

Mitigation Measures: Work with funding partners so grant funding allocation meets construction schedule timeline.

Accomplishments:

- Rosecrans Avenue Overpass temporary falsework was dismantled and removed ahead of schedule.
- The Rosecrans Avenue Overpass opened to live traffic in January 2024.
- The temporary access road has been constructed ahead of schedule.

Challenges/Risks:

- BNSF no longer providing flagging services for this project. City of Santa Fe is providing flagging services instead.
- Continue working with funding partners to maximize the external funding contributions for this project to ensure Metro does not exceed the initial funding contribution.

Airport Metro Connector

Original
LOP
\$899M

Current
LOP
\$899M

Current
Forecast
\$899M

Forecast
Completion
Fall 2024

Percent
Complete
72%



Airport Metro Connector

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not Applicable.

Accomplishments:

- Primary structure complete
- Track work and OCS complete
- CMU Building structural envelope complete
- 90% of underground complete

Challenges/Risks:

- Easement Agreement with LADWP for installation of the Permanent Power services. The indemnification agreement is pending execution.
- The AMC entire perimeter is interfacing with CLAX/DIV 16 operations and 3 different LAWA developers.
- Supply chain challenges impacting electrical equipment procurement.



Division 20 Portal Widening Turnback

Original
LOP
\$957M

Current
LOP
\$957M

Current
Forecast
\$1,007M

Forecast
Completion
Spring 2026

Project
Complete
64%



Division 20 Portal Widening Turnback

Cost: Anticipated LOP increase anticipated at end of FY25. Funding for close out and unforeseen claims are being requested.

Schedule: Change in completion date due to change orders related to design issues, differing site conditions. Key change orders are critical path to be addressed prior to base contract work.

Mitigation Measures: Currently prioritizing construction activities, working with contractor to update project schedule.

Accomplishments:

- Milestone 3 - Completion of portal wall and conduits completed for the Metro Center Street Project (previous ESOC).
- Milestone 4 - Completion on Traction Power cable installation related to TPSS/EPBS Equipment Installation.
- Portal Wall installation of Y/L Track slab, rebar for track plinths, concrete pouring of plinths and elevated walkways.
- Complete installment of Northern Storage Track and ballast.

Challenges/Risks:

- Design changes and revisions and differing site conditions.
- Portal Wall Demolition: relocation of existing systems and utilities that have been difficult to identify.
- Ductbank Realignments in the Southern Yard.
- Funding for close out.

Rail to Rail Active Transportation Corridor

<u>Original</u> <u>LOP</u>	<u>Current</u> <u>LOP</u>	<u>Current</u> <u>Forecast</u>	<u>Forecast</u> <u>Completion</u>	<u>Percent</u> <u>Complete</u>
\$116M	\$166M	\$166M	Winter 2024	59%

Cost: The current LOP reflects the current forecast.

Schedule: No Change.

Mitigation Measures: Ongoing coordination with LADOT for work within the Public ROW

Accomplishments:

- Increased LOP from \$143M to \$166M in November 2023 due to unforeseen soil contamination, work in public ROW, and increased 3rd party costs
- Work in 8 of 26 intersections completed
- Mid-block crossing near Slauson and Long Beach Ave approved by LA County
- Installed asphalt Bicycle Path in six segments from 11th to Van Ness (Seg A-C, MROW) and Slauson to Normandie Ave (Seg F-H, MROW)
- Installed fence panels, handrails and irrigation line from 11th to 4th Ave (Seg A & B, MROW)

Challenges/Risks:

- Sequencing of intersection work in the public ROW could see delay in one intersection which causes concurrent delay in succeeding intersections.
- Unanticipated utility work and differing site conditions in public ROW
- Third-party expenditures with the City of LA are much higher than forecasted in the preliminary design due to the work in public ROW.
- City of LA review of submittals and traffic control plans may delay construction in Public ROW.

Crenshaw/LAX Catch-All

<u>Original LOP</u>	<u>Current LOP</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete</u>
\$30M	\$57M	\$57M	Summer 2025	51%

Cost: No additional anticipated LOP increase. Current risks may require a potential LOP increase.

Schedule: Change in complete date due to Catch-All “K-Line Paving and Improvements” Contract C1221 re-advertisement.

Mitigation Measures: Continued monitoring of critical and near-term critical path activities. Closely monitoring cost exposures and schedule slippages.

Accomplishments:

- Catch-All “K-Line Paving and Improvements” Contract C1221 was readvertised for bid in October 2023 and bid opening was in November 2023.

Challenges/Risks:

- Delayed completion of the close out project due to project procurement delays.

Systemwide Signage

<u>Design Phase</u>	<u>Available</u>	<u>Total Project</u>	<u>Forecast</u>	<u>Percent</u>
<u>Budget</u>	<u>Funding</u>	<u>Forecast</u>	<u>Completion</u>	<u>Complete</u>
\$1M	\$24M	\$24M	2027	40%

Cost: No Change.

Schedule: One-year extension for implementation due to extended procurement timetables.

Mitigation Measures: Staff will continue to investigate alternative methods of procurement/project delivery such as IDIQ.

Accomplishments:

- Issued Contract Task Order for design of Regional Connector-related Signage.
- Issued Contract Task Order for construction of Regional Connector Signage.
- Issued Contract for construction of Crenshaw/LAX Signage.
- Issued Contract Task Order for Design of Hub Station Signage.

Challenges/Risks:

- Determining whether one big contract or several smaller ones for signage construction is best.
- Availability of V/CM and CX staff to work on the solicitation and project management.
- Availability of Rail FM staff to work on implementation.
- Incorporating construction into already existing contracts on the major projects and risk of re-bidding.

Soundwall Package 10



Original
LOP
\$51M

Current
LOP
\$73M

Current
Forecast
\$73M

Forecast
Completion
Winter 2026

Percent
Complete
34%

Cost: No Change.

Schedule: No Change.

Mitigation Measures:

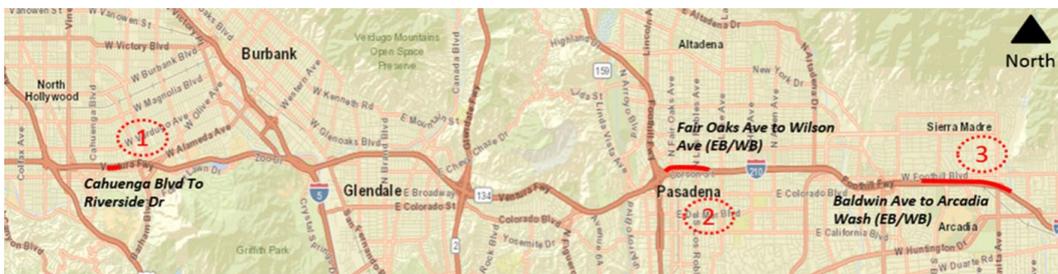
Not Applicable.

Accomplishments:

- Secured \$48.6M in HIP - Federal Funding
- Constructability Review Complete
- Construction Cooperative Agreement Executed
- LOP Approved by Metro Board in December 2022.
- CSSC Contract has been awarded.
- Project Construction has started in Pasadena, Arcadia, and Toluca Lake.

Challenges/Risks:

- TCE Extension
- Project delay from Caltrans (designer of record) timely response to submittals, RFI's, and plan revisions



I-5 North County Enhancements Project



<u>Original</u> <u>LOP</u>	<u>Current</u> <u>LOP</u>	<u>Current</u> <u>Forecast</u>	<u>Forecast</u> <u>Completion</u>	<u>Percent</u> <u>Complete</u>
\$679M	\$679M	\$679M	Summer 2026	31%

Cost: No Change.

Schedule: No Change.

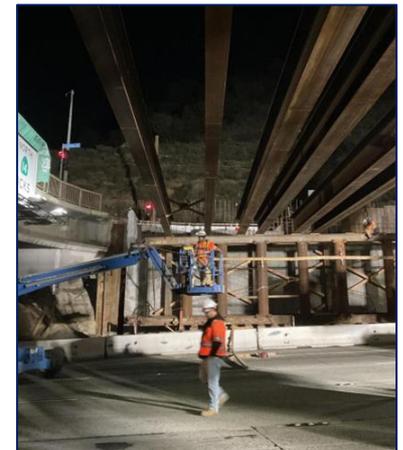
Mitigation Measures: Not Applicable.

Accomplishments:

- Weldon Canyon Bridge demolished.
- Deck pours at Weldon Canyon, Butte Canyon, and Castaic Creek Bridges.
- Working on foundation and starting falsework at Gavin Canyon, Rye Canyon, Santa Clara, and Calgrove.
- Median drainage, electrical, saw cutting/grinding pavement, roadway excavation, base and JPCP placement work is in progress.

Challenges/Risks:

- Contractor staffing and performance to meet substantial completion.
- Coordinating with other Stakeholders
- Differing site conditions



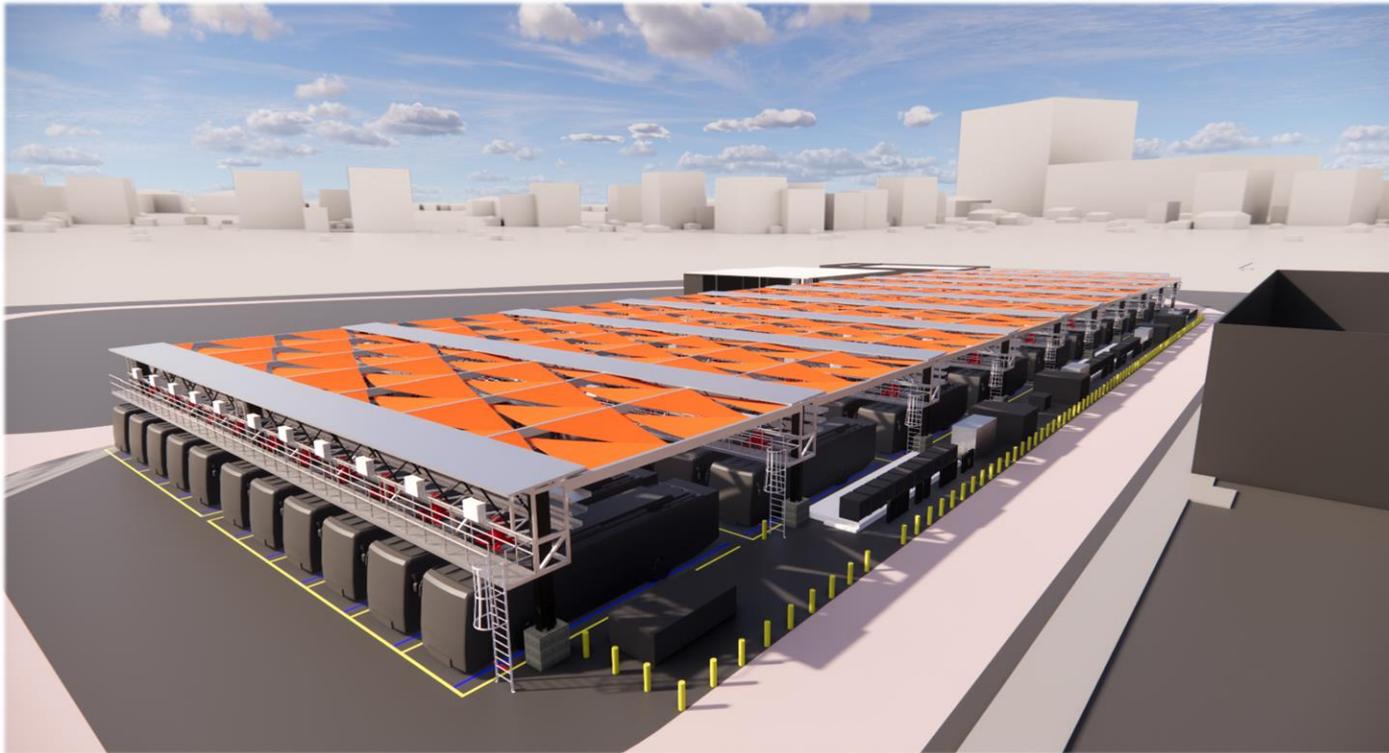
Electric Bus Charging Infrastructure (Division 7, 9, and 18)

Available
Funding
\$164M

Current Forecast
LOP Budget
\$339M-\$464M

Current Forecast
Completion
2025 (Div. 9)

Percent
Complete
30% (Div. 9)



Electric Bus Charging Infrastructure (Division 7, 9, and 18)

Cost: Project forecast stands over \$164M, identified various funding sources, including LCTOP.

Schedule: Civil work for Division 9 to be awarded by June 2024 and construction to be finish by Q4 of 2025. Division 18 and 7 progress design package under development. Anticipated RFP release in Q3 of 2024.

Mitigation Measures: Simulating future J line electric buses during planning stages to know power requirements and start conversation with utilities companies. In addition, applied lessons learns from past projects.

Accomplishments:

Division 9:

- Received 5 Pilot 40ft Electric Buses; Installed Portable Chargers at CMF, Division 9 and 18
- Five buses are currently in service in the J Line, charged with 50kW Portable chargers at D9/18

Division 18:

- 60% Design has begun but the design is expected to be completed by June 2024.

Challenges/Risks:

- Land Ownership Clarification, Construction/Equipment Permits, Environmental Clearance issues.
 - New technology risks: battery, charger system reliability/charger equipment delivery timelines.
 - Possible lack or available utility power to install the necessary charging equipment.
 - Possible lack of depot space for all electric buses parking and required charging equipment.
-

Transit Learning Center (SEED School)

<u>Design Phase</u>	<u>Available</u>	<u>Total Project</u>	<u>Forecast</u>	<u>Percent</u>
<u>Budget</u>	<u>Funding</u>	<u>Forecast</u>	<u>Completion</u>	<u>Complete</u>
\$2M	\$20M	\$21M	Fall 2024	35%

Cost: LOP increase in the amount of \$1.25M to be funded with Federal Earmark.

Schedule: Construction completion anticipated in October 2024.

Mitigation Measures: Project team is working with Developer and General Contractor to expedite review of submittals.

Accomplishments:

- Project is at 100% Design.
- Developer started construction summer 2023 and has completed the shell of the building.
- Developer has submitted four requests for tenant improvement disbursements through FY24 Q2.
- Metro has paid the parking disbursement as per the MOU.
- Metro obtained a Federal earmark to fund furniture and equipment.

Challenges/Risks:

- Escalation costs have forced Metro to reduce the scope of exhibits.
- Metro needs to finalize the operations of the facility in FY24 and staff the facility in FY25.
- Owner/developer delays in construction.
- Delay in obtaining the occupancy permit from County of LA.

I-605/South Street Interchange Safety Improvement



<u>Original LOP</u>	<u>Current LOP</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete</u>
\$33M	\$33M	\$33M	Spring 2025	15%

Cost: No Change.

Schedule: No Change.

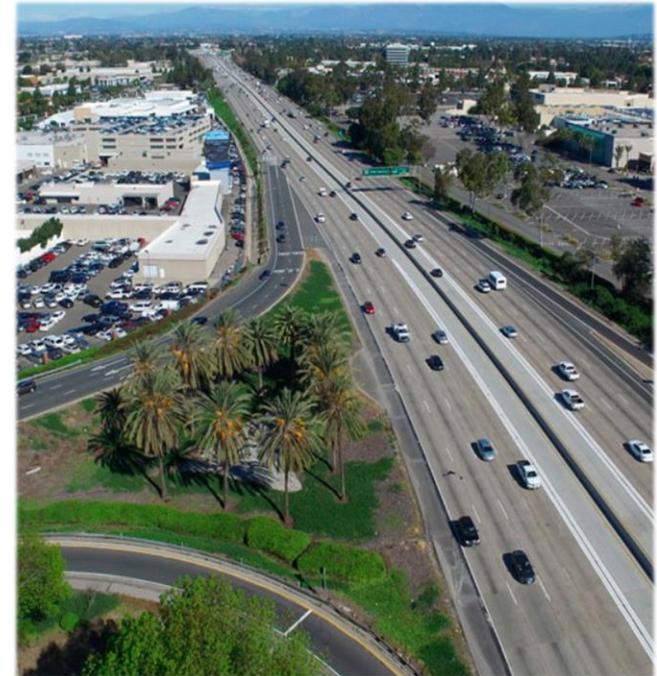
Mitigation Measures: Not Applicable.

Accomplishments:

- Caltrans Cooperative Agreement executed.
- CSSC Team on-board.
- HIP Funding Secured \$15.7 Million.
- Construction BID Opened August 28, 2023.
- LOP Approved November 30, 2023.
- Community Outreach efforts are on-going.

Challenges/Risks:

- Construction Limitation, Finish Prior to November 2024.
- Aerially Deposited Lead (ADL).
- Minimizing impacts to Cerritos Auto Center and Los Cerritos Mall during construction
- CIDH Piles and Retaining Wall Construction.



EB SR-91 Atlantic to Cherry Auxiliary Lane Safety Improvements



Original <u>LOP</u>	Current <u>LOP</u>	Current <u>Forecast</u>	Forecast <u>Completion</u>	Percent <u>Complete</u>
\$174M	174M	\$174M	Summer 2028	5%

Cost: No Change.

Schedule: No Change.

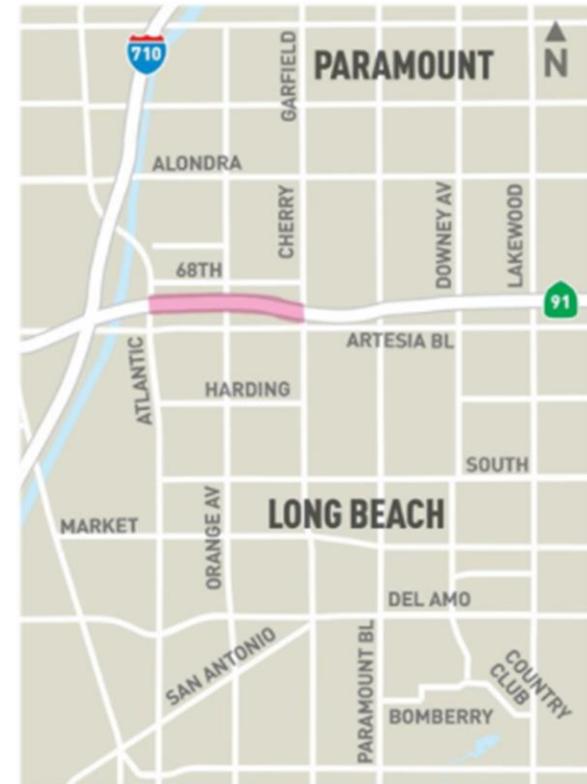
Mitigation Measures: Not Applicable.

Accomplishments:

- Construction Management Support Services contract executed in Nov 2023
- Notice to proceed construction contract, March 2024

Challenges/Risks:

- TCEP funding obligation deadline
- Paleontological impacts
- Buried human-made objects, unknown utilities, and differing site conditions
- Unanticipated presence of protected special-status species in active construction areas
- Complexity in the temporary shoring systems



North San Fernando Valley BRT Improvements

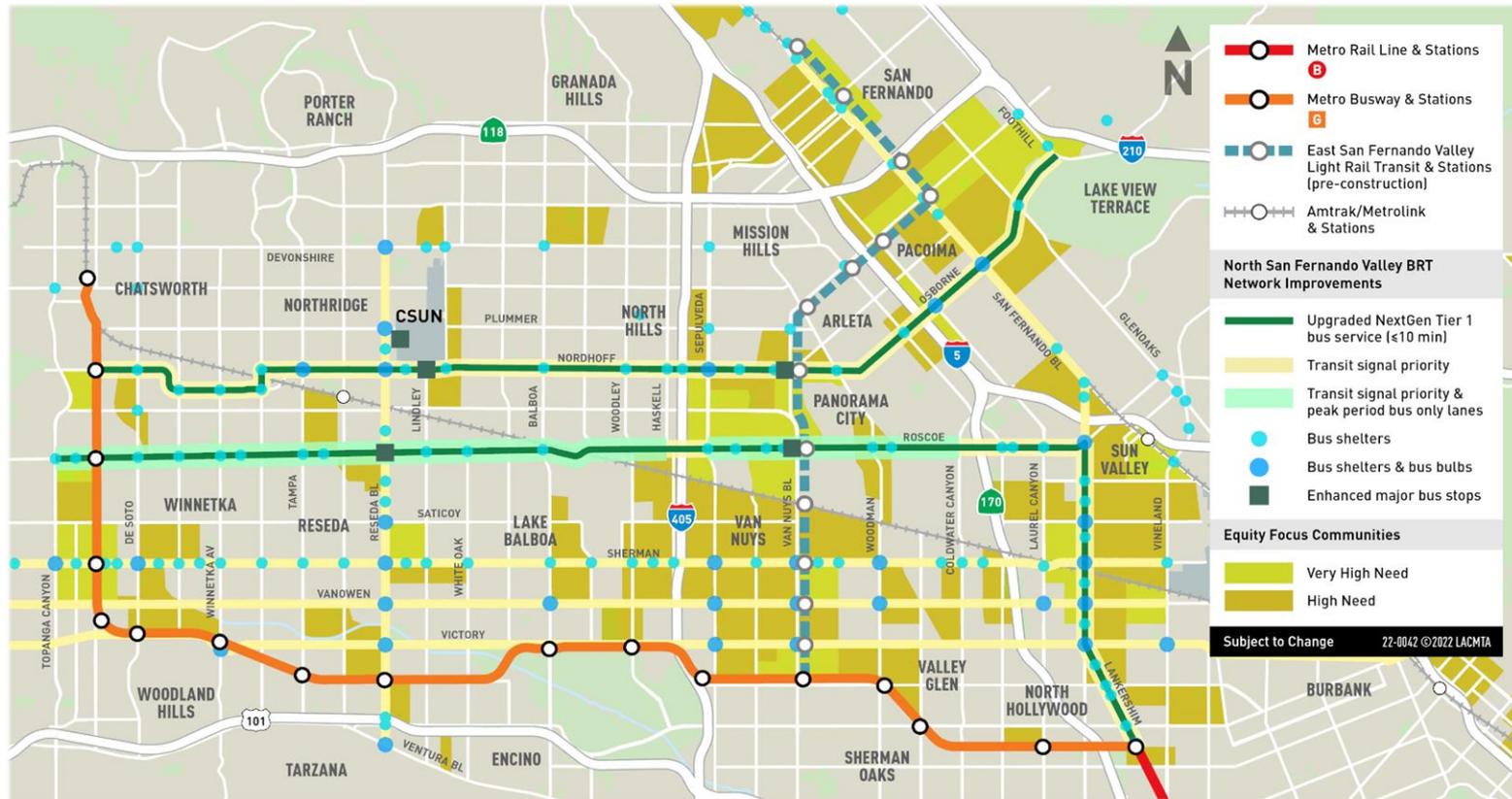
**Preconstruction
Phase Budget**
\$8M*

**Available
Funding**
\$180M

**Current Forecast
LOP Budget**
\$180M

**Current Forecast
Completion**
2026

**Percent
Complete**
< 1%



*Planning/Environmental & Advanced Conceptual Engineering

North San Fernando Valley BRT Improvements

Cost: At this time, there are no immediate cost or project funding issues.

Schedule: Key items for schedule are: 1) agreement signed with Streets LA to allow for implementation of new bus shelters to begin in Fall 2024; 2) completion of Roscoe bus lanes design work in Q2 CY24; 3) issue of RFP for new zero emission battery electric buses and charging infrastructure in Q2 CY24; and 4) issue contract modification for design work for bus bulbs and key transfer locations Q2 CY24. Transit signal priority and all door boarding implementation proceeding as planned with implementations due in first half of CY25.

Mitigation Measures: Zero emission Bus Master Plan due to go to Metro Board April 2024 that will allow RFP to move forward; Contract modification for bus bulbs and key transfer location to go to Board by mid-2024. LADOT has agreed to install Roscoe Bus Lanes in June 2024.

Accomplishments:

- City of LA signed Metro/StreetsLA for new bus shelters: 60% design plans submitted for LA City review for Roscoe bus lanes.

Challenges/Risks:

- CEQA challenge to Streets LA new bus shelters program.
- Competition with City of LA bus stop amenities program.
- ZEB bus and infrastructure RFP release and delivery timeline (including procurement).
- Bus bulbs design and construction process (including utilities).

Division 1 Street Closure

<u>Design Phase Budget</u>	<u>Available Funding</u>	<u>Total Project Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete</u>
\$250K	\$10M	\$10M	2026	0%

Cost: Current budget is tentative and subject to change based on preliminary planning/design.

Schedule: Design is anticipated to start in Spring 2024.

Mitigation Measures: Per Metro Board approval, the Project team negotiated bike street improvements instead of costly street dedications that negatively impacted Division 1 operations.

Accomplishments:

- Various City departments have reviewed Metro's revised application for the Industrial Street Vacation with Conditions. Awaiting scheduling and approval by the Public Works Committee and City Council.

Challenges/Risks:

- Adjacent neighbor opposes original and revised designs.
- Utility providers acceptance of proposed utility protect-in-place plan.
- Design completion and confirmation of construction forecast.
- Industrial Street is currently used by Division 1. The Project team will minimize operational disruptions during demolition and construction.

Regional Connector Catch-All

Original <u>LOP</u>	Current <u>LOP</u>	Current Forecast <u>LOP</u>	Forecast <u>Completion</u>	Percent <u>Complete</u>
\$10M	\$10M	\$10M	Sept 2026	0%

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Flexible contract based on budget.

Accomplishments: Two contracts have been identified thus far. The first one is Landscaping Contract which was solicited, and a single bid received on March 14, 2024; pending notice of intent to award. The second contract, Regional Connector Safety, Security, and Architectural Enhancements, anticipates to advertise as IFB in May 2024.

Challenges/Risks: None.



ALTERNATIVE DELIVERY PROJECTS LOP IN DEVELOPMENT



I-105 Express Lanes

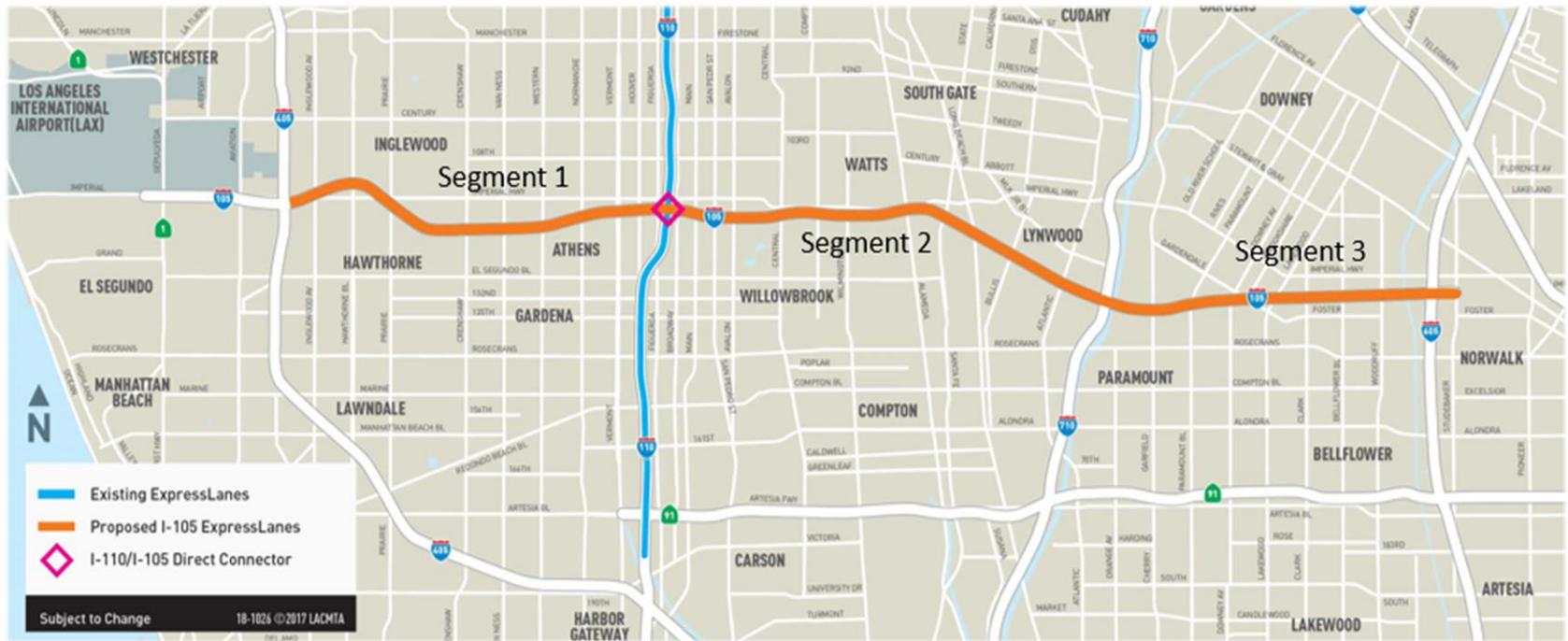
**Pre-Const. LOP
Phase Budget**
\$119M

**Available
Funding**
\$1,100M

**Current Forecast
LOP Budget**
\$1,000M - \$1,440M

**Forecast
Completion**
Spr 2028 (Seg. 1)
Spr 2029 (Seg. 2, 3)

**Percent Complete
(Design)**
80%



I-105 Express Lanes

Cost: Project Team is refining estimate with CMGC. Cost will be refined to account for recent value engineering and any reduction in risk due to design modifications. Project will seek \$1.1B in TIFIA loan and toll backed bonds. Funding expected to include Measure M, State SB1 grant, and toll backed bonds.

Schedule: Project Team is in the process of implementing contractor innovations which will include design modifications.

Mitigation Measures: Project will be delivered by segment. Pursuing Federal grants, TIFIA loan, and revenue bonds backed by toll revenue as part of funding plan. Implementing Construction Manager/General Contractor (CM/GC) project delivery to support State grant schedule and potential cost reduction strategies and encourage contractor collaboration and optimization of the design, scope, pricing and schedule.

Accomplishments:

- Segment 1 estimate by CMGC was submitted December 2023.
- For Segment 1, 95% design is complete. 65% Design for Seg 2/3 submitted to and has received comments from Caltrans. The project team is working with Caltrans on design exceptions.
- RTCS Project Mobilization milestone was completed in early January 2024.
- SFTC submitted cultural competency plan for Metro review and approval.

Challenges/Risks:

- Measure M/State SB 1 grant funds partial project cost, funding plan relies on future TIFIA loan and/or revenue bonds to be repaid by toll revenue.
- Caltrans approval of any potential design exceptions, to meet accelerated design schedule for Segment 1 and meet SB1 requirements to issue construction contract by December 2024.
- Close coordination required with all other Metro projects including SGL, Metro C-Line SGR.

G Line Bus Rapid Transit Improvements

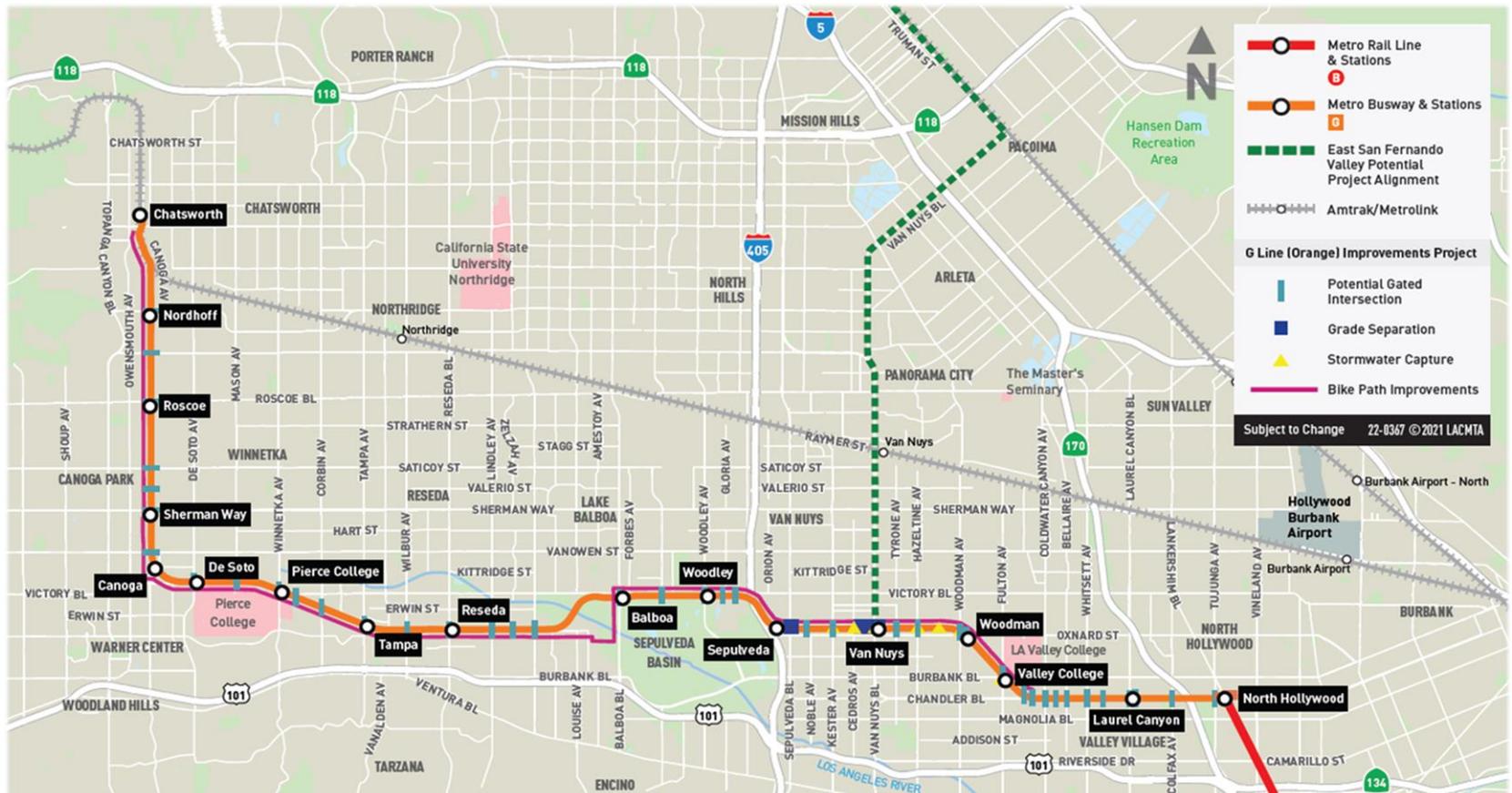
**Pre-Construction
LOP Phase Budget**
\$150M

**Available
Funding**
\$391M

**Current Forecast
LOP Budget**
\$488M - \$511M

**Forecast
Completion**
Winter 2026

**Percent Complete
(Design)**
54%



G Line Bus Rapid Transit Improvements

Cost: 30% Opinion of Probable Construction Cost process showed a higher estimate than anticipated.

Schedule: Change in scope, due to value engineering options to reduce project cost, requires a re-design which is pushing out the completion of Phase 1. Phase 2 substantial completion milestone currently is unchanged.

Mitigation Measures: Implementing various scope refinements to address affordability issues.

Accomplishments:

- Gated Intersection Technology Evaluation completed in March 2023
- 30% OPCC completed in August 2023
- Implementing value engineering ideas to address affordability issues presented at board meeting in November 2023

Challenges/Risks:

- Fiber and fiber duct banks are inadequate to satisfy project requirements
- City approvals for detours during construction
- City betterments including new bus pads, roadway resurfacing, sidewalk and other civil improvements resulting from temporary bus/bike detours
- Potential need to accelerate construction to meet Phase 2 milestones
- Uncertainty of gate activation/TPS technology
- Estimate variances and negotiating Phase 2 work (including Early Works Packages)

East San Fernando Valley Transit Corridor

**Pre-Const. LOP
Phase Budget**
\$498M

**Available
Funding**
\$3,573M

**Current Forecast
LOP Budget**
\$3,573M

**Forecast
Completion**
Fall 2031

**Percent Complete
(Design)**
50%



East San Fernando Valley Transit Corridor

Cost: On December 1, 2023, Metro submitted a draft FFGA application with a project cost of \$3.573B.

Schedule: In the draft FFGA application Metro submitted a detailed project schedule with a September 2031 start of revenue service.

Mitigation Measures: Utilizing progressive design-build project delivery to encourage contractor collaboration, optimization of the design, scope, pricing and schedule, and risk reduction. Collaboration with the City of LA's many stakeholders continues to be a priority.

Accomplishments:

- NTP for Phase 1 of the PDB contract issued on April 14, 2023, to San Fernando Transit Constructors.
- SFTC has submitted Phase 1 deliverables of Validation of Base Design, Opinion of Probable Cost, Schedule, and Value Engineering Plan.
- Draft FFGA application submitted on December 1, 2023. FTA Risk Workshop was held in mid-December.
- SFTC submitted cultural competency plan for Metro review and approval.
- C1220 - Advanced Utility Adjustment DWP Power Design #1 construction will complete early 2024.

Challenges/Risks:

- Additional Preconstruction funding will need to be secured to complete the design, execute construction early work packages, continue real estate acquisitions, and maintain project schedule.
- The FTA review of the FFGA could identify a project cost greater than what Metro submitted and additional funding sources would need to be secured to cover the delta.
- Acquisition of parcels needed for MSF and TPSS sites.

Link Union Station (LINK US)

<u>Pre-Const. LOP Phase Budget</u>	<u>Available Funding</u>	<u>Current Forecast LOP Budget</u>	<u>Current Forecast Completion</u>	<u>Percent Complete (Design)</u>
\$298M	\$950M	\$1,500M - \$1,800M	2033	40%



Link Union Station (LINK US)

Cost: Metro finalized value engineering with stakeholders and will publish a new program cost in January 2024.

Schedule: Metro finalized value engineering with stakeholders and will publish a new program schedule in January 2024.

Mitigation Measures: The project is proceeding with Advanced Preliminary Engineering from 35% to 65% design while NEPA is being finalized. This project is being delivered Alternative Project Delivery which provides an opportunity to optimize project scope and reduce costs to conform with available funding.

Accomplishments:

- Project staff have worked with Calsta, Metrolink, Lossan, Amtrak and CAHSR to reduce scope while still achieving future rail expansion goals. The reduced scope will result in cost/schedule savings.
- Advanced Utility Relocation has begun for the project.
- Metro has received an Order of Possession for the Properties required to build the Run-thru Structure.

Challenges/Risks:

- NEPA Approval prior to CMGC Award.
 - An agreement from BNSF to occupy a portion of the West Bank Storage Tracks prior to CMGC Construction.
 - Latest estimate exceeds funding committed to date. The latest estimate includes acquisition of BNSF property and improvements to Malabar Yard that was not previously contemplated as part of the project.
 - Reconciliation of conflicting commercial requirements between CHSR and future Federal funding sources.
-

North Hollywood to Pasadena

**Funded Through
Current Phase Budget**
\$77M

**Available
Funding**
\$317M

**Current Forecast
LOP Budget**
\$308-\$515M

**Forecast
Completion**
Summer 2027

**Percent Complete
(Design)**
25%



North Hollywood to Pasadena

Cost: The proposed project is estimated to cost estimate between \$308M to \$515M. The project has \$317M in programmed capital funding including \$267M in the Measure M Expenditure Plan and \$50M SB1 funds.

Schedule: 25% preliminary engineering design was submitted in December 2023, procurement of PMSS, PS&E and CMGC to be completed in FY24, Design and Construction to follow FY24-FY27.

Mitigation Measures: Project Delivery via CMGC to provide opportunities to pursue phasing strategies and value engineering opportunities to reduce project cost, minimize construction impacts and potentially open segment sections early.

Accomplishments:

- 25% Design submitted in December 2023.
- Program Management awarded Program Management Support Services and A&E contracts in 2024.

Challenges/Risks:

- Executing MCA's with cities having jurisdiction and associated scope creep.
- Identification of opportunities to control and reduce project scope, while still meeting project objectives, to ensure it remains within the available funds.



**PROJECTS IN DEVELOPMENT –
SHOVEL READY**

Chatsworth Station ADA Improvements

Design Phase <u>Budget</u>	Available <u>Funding</u>	Current Forecast <u>LOP Budget</u>	Forecast <u>Completion</u>	Percent Complete <u>(Design)</u>
\$2M	\$4M	\$5 - \$6M	2025	100%

Cost: Increase in construction estimate with escalation.

Schedule: No Change.

Mitigation Measures: Working with approving agencies to procure construction.



Accomplishments:

- Completed 100% final design submittal.
- Completed the Phase 1 construction punch list and performed 2023 ADA audit.

Challenges/Risks:

- Coordination with the Metrolink SCORE project at the same location.
- Delay in construction procurement.
- Metro O&M not being able to complete the construction work and requiring construction solicitation approval.
- Metro would be out of compliance with the US Department of Justice settlement if construction work is not completed by August 2025.

WB SR-91 Improvement - Shoemaker Av to Alondra Blvd



Original <u>LOP</u>	Current <u>LOP</u>	Current <u>Forecast</u>	Forecast <u>Completion</u>	Percent Complete <u>(Design)</u>
\$43M	\$43M	\$200M - \$213M	Winter 2028	100%

Cost: No Change.

Schedule: RTL 2024. Construction to start Spring 2025

Mitigation Measures: Mountains Recreation and Conservancy Authority off-site mitigation.

Accomplishments:

- Caltrans Cooperative Agreement executed.
- Construction support services team on-board.
- Constructability Review Finalized.

Challenges/Risks:

- Fund source identification to close gap
- CIDH Piles and Retaining Wall Construction
- Aerial Deposited Lead (ADL)
- Reconstructing Bloomfield Blvd OC and Gridley Rd OC
- Weekend (55-hour) closures



I-710 Early Action Soundwall Package 2



Design, Pre-Procurement Budget
\$5M

Available Funding
\$9M

Current Forecast
\$8M-\$10M

Forecast Completion
Summer 2025

Percent Complete (Design)
98%

Cost: No Change.

Schedule: No Change.

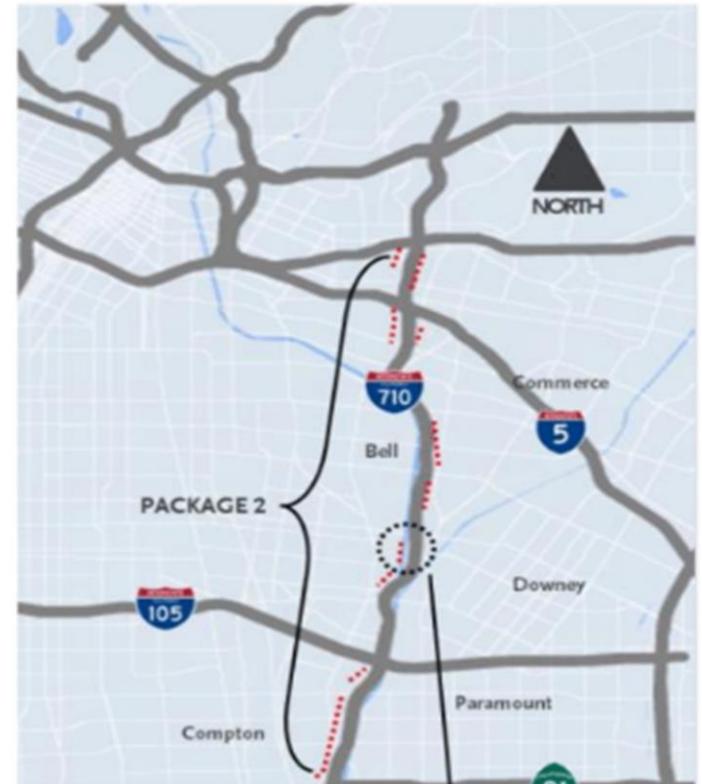
Mitigation Measures: Not Applicable.

Accomplishments:

- Constructability Review Completed
- Construction Cooperative Agreement Executed
- CSSC Contract has been awarded

Challenges/Risks:

- Funding approval to pursue construction.
- TCE Extensions will have cost and potential schedule implications.



I-605/Beverly Interchange Improvement



<u>Design, Pre-Procurement Budget</u>	<u>Available Funding</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete (Design)</u>
\$5M	\$27M	\$31M-\$35M	Summer 2026	90%

Cost: No Change.

Schedule: No Change.

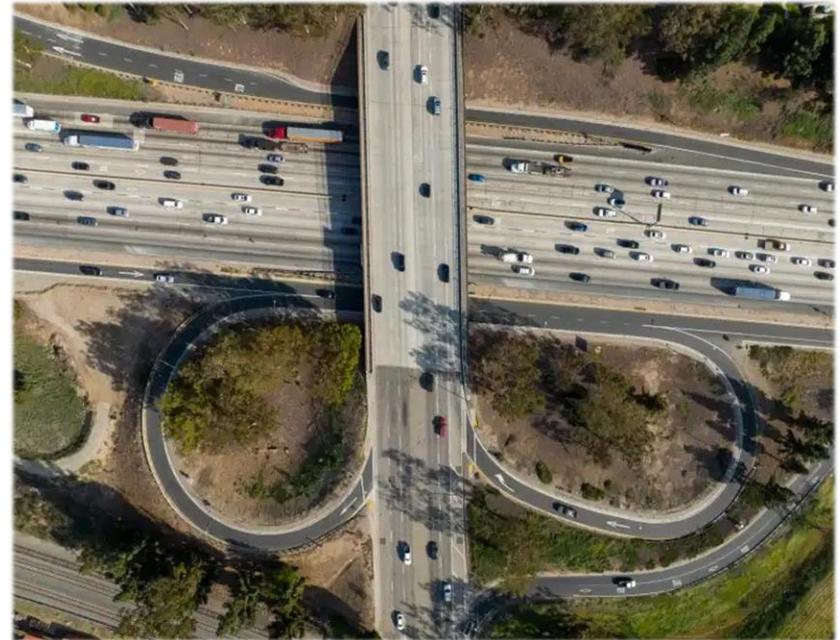
Mitigation Measures: Not Applicable.

Accomplishments:

- Caltrans Cooperative Agreement executed.
- Construction support services team on-board.
- Constructability Review Finalized.
- Design Contract Award.

Challenges/Risks:

- CIDH Piles and Retaining Wall Construction
- Aerially Deposited Lead (ADL).
- May need Temporary Construction Easements (TCE) due to proximity of the Right of Way Fence
- Weekend (55-hour) closures.
- Differing Site Conditions.



Brighton to Roxford Double Track Project

Design Phase <u>Budget</u>	Available <u>Funding</u>	Total Project <u>Forecast</u>	Forecast <u>Completion</u>	Percent Complete <u>(Design)</u>
\$27M	\$154M	\$500M - \$625M	2030	90%

Cost: Revised project total based upon updated cost estimate reflecting current market conditions consistent with best practices.

Schedule: July 2023 Board approved separating the project into four segments, starting construction with Segment 1 at Brighton Street.

Mitigation Measures: Staff will continue to look for local, state, and federal funding opportunities for construction segments.

Accomplishments:

- Secured \$25M for a 2023 TIRCP grant through the High Priority Grade Crossing Improvements and Separation Program.
- City of Los Angeles and Burbank authorized additional field surveys and geotechnical work.

Challenges/Risks:

- Obtaining construction funding for segments 1, 2, 3 and 4.



Lone Hill to White Double Track

Design Phase <u>Budget</u>	Available <u>Funding</u>	Total Project <u>Forecast</u>	Forecast <u>Completion</u>	Percent Complete <u>(Design)</u>
\$19M	\$19M	\$230M - \$288M	2028	65%

Cost: Revised project total based upon updated cost estimate reflecting current market conditions consistent with best practices.

Schedule: July 2023 Board approved design phase completion in FY25.

Mitigation Measures: Staff will continue to seek construction funding.

Accomplishments: Secured design concurrence on San Dimas Canyon Road crossing. Value Engineering design changes that significantly reduce construction costs.

Challenges/Risks:

- Securing a \$211M funding gap to proceed forward with construction schedule.
- Potential betterments as cities can elect not to proceed with quiet zone-ready infrastructure and request soundwalls.

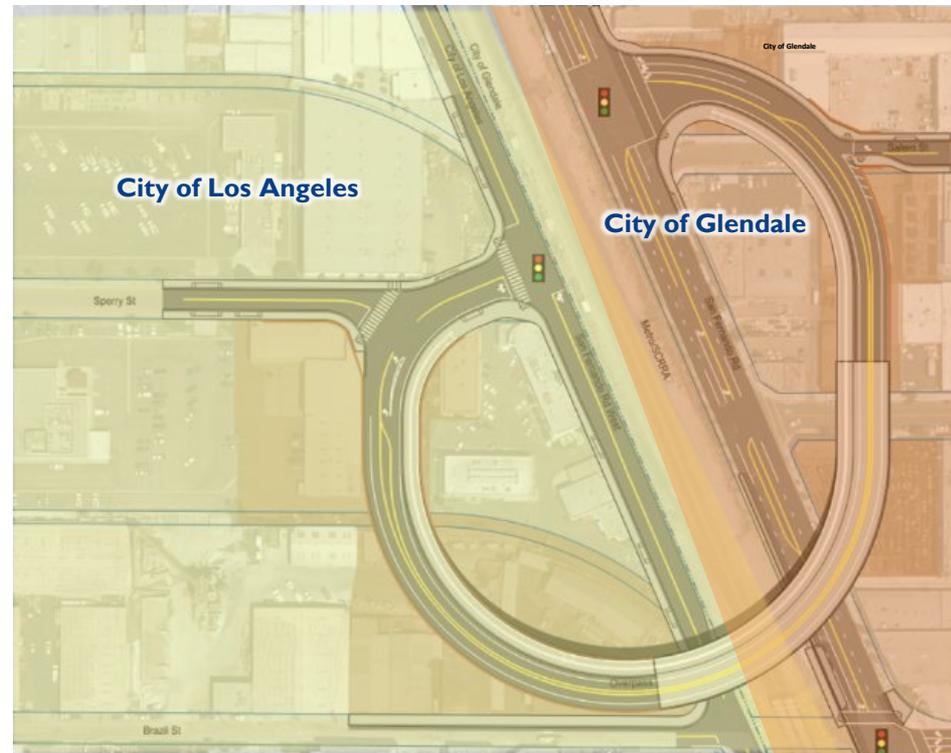


Doran and Broadway/Brazil Grade Separation Project

Design Phase	Available Funding	Total Project Forecast	Forecast Completion	Percent Complete (Design)
<u>Budget</u>				
Phase A \$9M	\$68M	\$68M	2028	95%
Phase B \$11M	\$11M	\$186M -250M	2030	60%



Doran Street Grade Separation (Phase A)



Salem/ Sperry Overpass (Phase B)

Doran and Broadway/Brazil Grade Separation Project

Cost: Revised project total based upon updated cost estimate reflecting current market conditions consistent with best practices. Phase A: \$67.9M, Phase B: \$186.1-\$250.1M

Schedule: July 2023 Board approved dividing project into two construction segments.

Mitigation Measures: Continue to seek construction funding for Phase B construction of the Salem/Sperry Overpass. Meet with City of Los Angeles to discuss project betterment requests.

Accomplishments:

- Securing \$38.3M in grant funding through the Railroad Crossing Elimination Program.
- Securing \$21.3M in grant funding through the 2023 TIRCP in the High Priority Grade Crossing and Separations program to fully fund the Phase A construction for the Doran Street Grade Separation.

Challenges/Risks:

- Obtaining Army Corps, Caltrans and City design approvals for Phase A.
- Begin construction for Phase A improvements, Doran Street Grade Separation, by 2026.

Doran Street Active Transportation Project

Design Phase <u>Budget</u>	Available <u>Funding</u>	Total Project <u>Forecast</u>	Forecast <u>Completion</u>	Percent Complete <u>(Design)</u>
\$3M	\$3M	\$15M - \$18M	2027	15%

Cost: No Change.

Schedule: One year to complete design build procurement documents.

Mitigation Measures: Issue task order by FY24 Q3 to prepare bidding documents.

Accomplishments:

- Caltrans approved agreement for their design support and permit reviews.

Challenges/Risks:

- Obtaining \$25M in construction funding.
- Delays in permit approvals and design build procurement.



C Line Platform Extensions

Preconstruction Phase Budget	Available Funding	Current Forecast LOP Budget	Forecast Completion	Percent Complete (Design)
\$10M	\$26M	\$90M - \$100M	Spring 2027	0%



C Line Platform Extensions

Cost: The project is in the conceptual stage of defining all the items that are required to be completed.

Schedule: The current requested completion date is to have the stations expansion completed in spring of 2028. Metro is still evaluating the feasibility of meeting this schedule.

Mitigation Measures: No mitigation measures at this time.

Accomplishments:

- Initiated engineering evaluation to determine if seismic upgrades are necessary due to code changes since constructed
- Initiated engineering evaluation to determine if additional egress capacity is necessary at stations
- Preparing work order for engineering bench contractor.

Challenges/Risks:

- Determine what can be built within the available budget.
- Develop a design to a level that allows the project to continue construction during single-track operations.
- Complete the project within proposed timeline.

Install 2 Traction Power Substation (TPSS) on the K Line

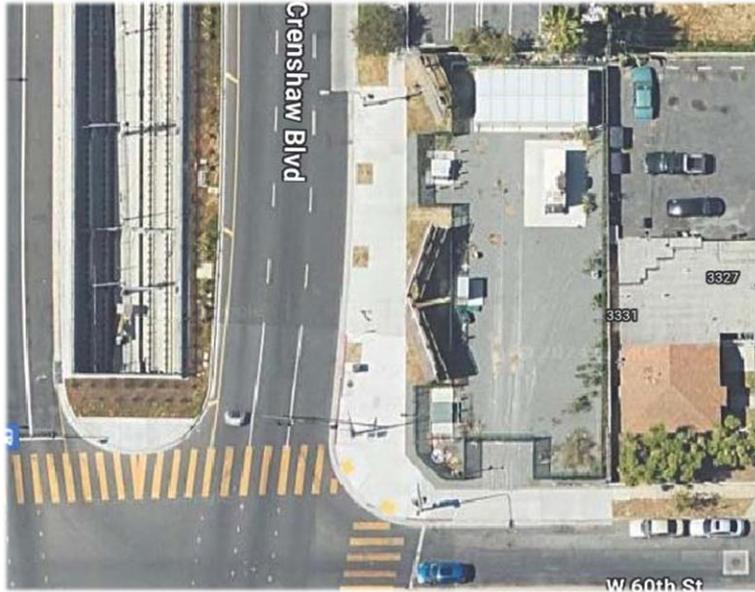
**Preconstruction
Phase Budget**
\$10M

**Available
Funding**
\$26M

**Current Forecast
LOP Budget**
\$20M - \$40M

**Forecast
Completion**
Spring 2027

**Percent Complete
(Design)**
0%



Install 2 Traction Power Substation (TPSS) on the K Line

Cost: The project is to design, procure, install and test 2 Traction Power Substations (TPSS) on the K-line (Crenshaw Line).

Schedule: The current completion date is anticipated to be complete by Winter 2027. Metro is still evaluating the feasibility of meeting this schedule.

Mitigation Measures: No mitigation measures at this time.

Accomplishments:

- Issued work order to start work on TPSS 30% design.

Challenges/Risks:

- Complete a design package to a level to allow the project to bid by winter 2024.
- Assure new TPSS can be integrated into the existing system.
- Complete the project by the Winter of 2027.



PROJECTS IN CLOSEOUT

Regional Connector Transit Project

Original
LOP
\$1,420M

Current
LOP
\$1,756M

Current Forecast
LOP
\$1,756M

Forecast
Completion
June 2023

Percent
Complete
100%



Regional Connector Transit Project

Cost: No anticipated increase in LOP. Project Management team working through contractor claims.

Schedule: Revenue Service Date - June 16, 2023.

Project Closeout: Project in closeout phase and working through remaining punch list items. Project looks to complete street restoration by Winter.

Challenges/Risks:

- Resolution of remaining contractual disputes with contractor.

Eastside Access Improvements Project

<u>Original LOP</u>	<u>Current LOP</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete</u>
\$30M	\$30M	\$30M	Spring 2024	95%

Cost: There is potential for cost increases of Segment 2 work contracted with the Regional Connector.

Schedule: C1207 work completed December 2023, C980 work to be completed May 2024.

Mitigation Measures:

- EAIP Team is coordinating with the Regional Connector Team for the Segment 2 work as there is potential for changes related to the work the Regional Connector Constructor is performing under C0980 Mod 218 based on the RFIs that have been generated.
- EAIP Team is working with the City of LA to expedite the review and approval of as-built drawings.

Accomplishments:

- 100% of Contract C1207 work – Segments 1, 3, 4, 5, 6 and 7 – is complete. This includes all bike lanes, pedestrian/ADA improvements, LED street lighting improvements, and mid-block crosswalk and traffic signals.
- City of LA started the review of C1207 as-built drawings.

Challenges/Risks:

- Segment 2 work still in progress; potential for change notices and contract modifications for Regional Connector Contractor exists.
 - May need to add funds and extend the period of performance of the design support contract if the City of LA review of as-built drawings is not done on a timely basis.
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